

# **El Dorado 50, Segment 1 – Meyers Road to Incline Road Water Quality Improvements Project**

El Dorado County, California  
District 3 – ED – 50 – PM 67.6/72.9  
03-1A731

## **Draft Initial Study with Proposed Negative Declaration**



Prepared by the  
State of California Department of Transportation

February 2009



# 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 alternatives being considered for the proposed Water Quality Improvements Project located in El Dorado County, California. The document has been tiered off of a Program Environmental Impact Report (PEIR; Caltrans 2008) and describes why the project is being proposed, the existing environment that could be affected by the project, and potential impacts that are not included in the PEIR.

## ***What should you do?***

- Please read this Initial Study. Additional copies of this document, its supporting technical studies, and the PEIR are available for review at the Caltrans North Region Office of Environmental Management, 2800 Gateway Oaks Drive, Sacramento, CA 95833, and at the District 3 Office, 703 B Street, Marysville, CA 95901. A copy of the Initial Study and the PEIR is also available at the South Lake Tahoe Branch of the El Dorado County Public Library at 1000 Rufus Allen Blvd., South Lake Tahoe, CA 96150.
- We welcome your comments regarding the proposed project. Please send written comments via postal mail to: Jody Brown, Environmental Branch Chief, Attention: Sara Ebrahim, Caltrans, 2800 Gateway Oaks Drive, Sacramento, CA 95833. Comments can also be submitted via e-mail to [sara.ebrahim@dot.ca.gov](mailto:sara.ebrahim@dot.ca.gov) or to the Caltrans Marysville Public Information Office at [Public\\_Information\\_Office@dot.ca.gov](mailto:Public_Information_Office@dot.ca.gov).
- Submit comments by the deadline: April 08, 2009.

## ***What happens next?***

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

For individuals with sensory disabilities, this document is available in Braille, large print, on audiocassette, or computer disk. To obtain a copy in one of these alternate formats, please call or write to Caltrans, Attn: Sara Ebrahim, Office of Environmental Management, 2800 Gateway Oaks Drive, Sacramento, CA 95833; call 916-274-5908 Voice, or use the California Relay Service TTY number, 1-800-735-2929.

El Dorado 50, Segment 1 – Meyers Road to Incline Road  
Water Quality Improvements Project

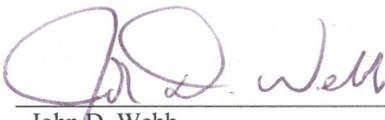
El Dorado County, California  
District 3 – ED – 50 – PM 67.6/72.9  
03-1A731

**DRAFT INITIAL STUDY with Proposed Negative Declaration**

Submitted Pursuant to: (State) Division 13, California Resources Code

THE STATE OF CALIFORNIA  
Department of Transportation

2-11-09  
Date of Approval

  
John D. Webb  
Chief, Office of Environmental Services – South  
California Department of Transportation

## Proposed Negative Declaration

Pursuant to: Division 13, Public Resources Code

### ***Project Description***

The California Department of Transportation (Caltrans) proposes to improve the quality of stormwater runoff from US Highway 50 and restore a segment of Class I Bikeway. Caltrans proposes to improve the quality of storm water runoff by implementing the following improvements where feasible and warranted: rehabilitate existing drainage systems and install new drainage systems, infiltration basins, vegetated swales, and water conveyance systems; deploy water treatment Best Management Practices; provide rock slope protection; construct rock energy dissipators; revegetate bare or erodible areas; install traction sand traps and/or vaults; revegetate or pave existing unsurfaced pullouts; where permitted by the Regional Water Quality Control Board and the Tahoe Regional Planning Agency, allow sheet flow off of roadways to allow the spreading and subsequent infiltration of runoff water prior to reaching any identified waters of the US or stream environment zone areas; dig out failed pavement sections; and, line or replace culverts in poor condition. The Class I Bikeway separation will be restored to reflect the original construction, with improvements to assist in drainage and to protect the Bikeway from traffic encroachment.

### ***Determination***

This proposed Negative Declaration (ND) is included to give notice to interested agencies and the public that it is Caltrans intent to adopt an ND for the Project. This does not mean that Caltrans decision regarding the Project is final. This ND is subject to modification based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study for the Project and, pending public review, expects to determine from this study that the Project will not have a significant effect on the environment for the following reasons:

The Project will have no impacts on agricultural resources, cultural resources, mineral resources, population and housing, or recreation. In addition, the Project will have no significant impacts on aesthetics, air quality, biological resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, public resources, transportation and traffic, and utilities and service systems.

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John D. Webb  
Chief, Office of Environmental Services – South  
California Department of Transportation

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Date

# Draft Initial Study

## ***Project Title***

ED-50 (PM 67.6–72.9) Water Quality Improvement Project

## ***Lead Agency Name, Address and Contact Person***

California Department of Transportation  
2800 Gateway Oaks Drive, Suite 200  
Sacramento, CA 95833  
Jody Brown, Chief Environmental Branch S-3  
(916) 274-5908

## ***Project Location***

This Project is located on U.S. Highway 50 (US 50) in El Dorado County between Meyers Road and 0.6 mile east of Incline Road.

## ***Project Sponsor's Name and Address***

California Department of Transportation  
John Webb, Chief, North Region Environmental Management  
703 B Street  
Marysville, CA 95901

## ***Purpose and Need***

### *Purpose*

The purpose of this Project is to implement National Pollutant Discharge Elimination System (NPDES) requirements and elements of the Environmental Improvement Program (EIP) that relate to this segment of US 50. In meeting this purpose, Caltrans will apply current design standards where appropriate.

### *Need*

The Lake Tahoe Region has experienced environmental degradation for approximately the past 100 years, most notably in the lake's water clarity and the health of the basin's forestlands. The lake's water clarity, which reflects water quality, has become the primary measure of the basin's environmental health and has declined steadily over the past several decades. The need for this Project is further defined by the requirements and policies of the agencies and orders discussed below.

## *Tahoe Regional Planning Agency*

The Tahoe Regional Planning Agency (TRPA) was created with the authority to plan, oversee, and regulate development within the bi-state Lake Tahoe region, which includes the state highways. The TRPA was established by Congress under the Tahoe Regional Planning Compact created by Public Law 96-551 (enacted by Congress in 1982). The Tahoe Regional Planning Compact charges the TRPA with developing, attaining, and maintaining environmental threshold carrying capacities to protect the unique values of the basin. The nine categories of environmental thresholds created by the TRPA under the compact are:

- water quality
- air quality
- scenic resources
- soil conservation
- fisheries
- vegetation
- wildlife
- noise
- recreation

The TRPA's Regional Plan for the Lake Tahoe Basin: Goals and Policies establishes the overall approach to meeting the threshold standards. Various elements of the plan address specific environmental and planning topics, and the TRPA's plan area statements and community plans identify goals for specific land use areas throughout the Lake Tahoe Basin. The plans and policies ultimately are implemented through the TRPA's Code of Ordinances, which regulates all proposed projects and activities (Caltrans 2008).

### *Executive Order 13057 and State and Regional Commitments*

Presidential Executive Order 13057, issued on July 26, 1997, declared the Lake Tahoe region an area of national environmental concern. The order created a federal partnership of five Cabinet-level agency secretaries and called for a memorandum of agreement (MOA) among the federal partnership, the States of California and Nevada, the TRPA, and the Washoe tribal government to facilitate coordination and cooperation. The governor of California subsequently signed the MOA, and it affirmed a commitment to manage and protect Lake Tahoe's natural resources; achieve and maintain the previous environmental thresholds; and adopt, fund, and implement the EIP. The \$908 million EIP was adopted by the TRPA in February 1998. Continued state funding for the EIP since 1999 has reaffirmed California's commitment to protect and restore the environmental quality of Lake Tahoe (Caltrans 2008).

The EIP identifies restoration, capital improvement, and operational modification work in eight of the nine environmental threshold areas. Approximately 83 EIP projects involve California highways in the Lake Tahoe Basin. Caltrans provides capital funding involvement for approximately 28 projects and is the lead agency for 20 projects (Caltrans 2008). This Project incorporates elements of two EIP projects: 9 and 993.

#### *National Pollutant Discharge Elimination System Permit Requirements*

In 1987, the federal Clean Water Act (CWA) was amended to include Section 402(p), which established a framework for regulating municipal and industrial stormwater discharges under the NPDES. Caltrans was issued a statewide NPDES permit (Statewide Permit) (Order 99-06-DWQ, NPDES CAS000003) from the State Water Resources Control Board (SWRCB) on July 15, 1999. The Statewide Permit incorporates the provisions of the Water Quality Control Plan for the Lahontan Region (Basin Plan) (LRWQCB 2005), which contains additional requirements that have historically applied to Caltrans permits. The Basin Plan includes numerical effluent limitations for stormwater discharges within the Lake Tahoe Hydrologic Unit (Caltrans 2008).

The Statewide Permit requires that stormwater and urban runoff collection, treatment, and infiltration disposal facilities be designed, installed, and maintained for the discharge of stormwater runoff from all impervious surfaces generated by the 20-year, 1-hour design storm within the Lake Tahoe Hydrologic Unit. To comply with the permit, all Caltrans facilities within the hydrologic unit were to be retrofitted by 2008. If site conditions do not allow for adequate on-site disposal, all site runoff must be treated to meet applicable effluent limits and receiving water limitations specified in the Basin Plan. The Regional Water Quality Control Board (RWQCB) executive officer may approve alternative mitigation measures (Caltrans 2008).

Caltrans developed, and the SWRCB approved, a statewide stormwater management plan (Caltrans 2007a) that identifies appropriate best management practices (BMPs) to be implemented on projects as site conditions allow. The Caltrans Storm Water Quality Handbook: Project Planning and Design Guide (Caltrans 2007b) was developed to give additional guidance to designers in considering and implementing these BMPs on all projects. This Project will improve stormwater quality by implementing source control and treatment BMPs as approved in the handbook to the maximum extent practicable.

## ***Description of Project***

### *Proposed Project/Build Alternative*

This Project proposes only one build (action) alternative, with multiple elements that will improve water quality through the use of various treatment BMPs (as identified in the Caltrans Storm Water Quality Handbook: Project Planning and Design Guide) and to conform to the TRPA Code of Ordinances.

Caltrans proposes to improve the quality of stormwater runoff by collecting and treating the stormwater runoff from US 50 by implementing the following improvements where feasible and warranted:

- Rehabilitating existing drainage systems and install new drainage systems, including infiltration basins, vegetated swales, and water conveyance systems
- Deploying treatment BMPs
- Providing rock slope protection
- Constructing rock energy dissipators
- Revegetating bare or erodible areas
- Installing traction sand traps and/or vaults
- Revegetating or paving existing unsurfaced pullouts
- Where permitted by the RWQCB and the TRPA, allowing sheet flow off of roadways to allow the spreading and subsequent infiltration of runoff water prior to reaching any identified waters of the US or stream environment zone (SEZ) areas
- Digging out failed pavement sections
- Lining or replacing culverts in poor condition

Potential locations for infiltration devices, such as basins, swales, or trenches or other conveyance systems, were identified during the development of the project study report for US 50 (Caltrans 2008). The Project improvements were developed with input from and through coordination with Caltrans multifunctional units specializing in design, materials, traffic, constructability, safety, and environmental review. Preliminary design review and input were provided by staff from the Lahontan RWQCB, the TRPA, El Dorado County, the Caltrans TRPA liaison, and Caltrans District 3 landscape, environmental and design units, which conducted field reviews of the Project area.

The infiltration basin and related facility locations and configurations were developed based on whether a site was undeveloped, had flat or gently sloping topography, was downgradient from an existing or potential discharge point, was not in an obvious SEZ or floodplain, and was accessible to maintenance equipment (Caltrans 2008).

In addition to water quality improvement elements, Caltrans proposes to restore the physical separation between the Class I Bikeway and US 50 between post mile (PM) 71.17 and PM 71.29. The physical separation will be restored with some modifications from the original condition to provide drainage improvements and prevent disturbance from vehicles.

#### Construction Phasing, Access, Staging Areas, and Methods

To allow for construction, temporary access to or use of lands outside the Caltrans right-of-way will be required. This access or use is typical of most major roadway projects and will allow for temporary staging of equipment and construction, and access to and from the construction areas. Construction easements will be defined during the preparation of plans, specifications, and estimates for the Project. The study area for the Project extends along both sides of US 50 and was defined to allow room for construction access and activities where easements will ultimately be obtained (Caltrans 2008).

The Sawmill Bicycle Path (managed by the El Dorado Department of Transportation) is located within the proposed Project area. Temporary detours will be provided where sections of the path overlap Project construction areas. As a result, disruptions in use will be minimized, and the safety of recreational users in the area will be maintained during construction. Construction activities will require vegetation clearing where project features will be installed. Tree removal will be necessary in some locations but will be minimized through further refinement of basin and facility design. State, regional, and local vegetation and tree removal requirements and permitting will be followed. During construction, the contractor will be required to develop and implement erosion control measures and plans, and to follow seasonal restrictions applicable to projects in the Lake Tahoe Basin.

New vehicle pullouts might require earthwork and disturbance of existing slopes. New cut slopes will be stabilized with rock-slope protection or vegetation. TRPA scenic threshold criteria will be considered in the design of slope protection systems. Excavation and earthwork will be necessary for the installation of infiltration basins, water collection and control devices, and similar facilities. Excavated earth and materials not reused at the Project site or elsewhere will be disposed by the contractors at appropriate facilities. Permanent, long-term BMPs, including asphalt

dikes and new drainage systems, will be implemented for controlling potential impacts on existing waterways or storm drainage facilities.

### Traffic Management and Public Involvement Plans

Caltrans will develop a Project-level Traffic Management Plan (TMP) before construction of the Project. The Project-level TMP will include construction restrictions, requirements, and definitions that will apply to the contractor(s) based on the type of work. In general, the Project-level TMP will develop strategies for public and motorist information, incident management, construction, demand management, and alternate routes. It may require, restrict, or define elements of the following:

- construction requirements and restrictions to minimize traffic delays and maximize safety;
- lane closure timing and charts;
- master construction schedule;
- traffic operation systems;
- emergency vehicle access;
- bicycle and pedestrian access;
- temporary detours through the construction zone for pedestrian and recreational areas, as necessary;
- limiting construction hours with traffic control;
- standard contract specification for access to a property, driveway, or access road;
- notification before construction affecting property access; and
- coordination with local and state agencies, staging of various worksites, and size of construction efforts.

Based on the draft Tahoe Basin Public Communications and Outreach Guidelines, Caltrans will also create a public involvement plan to minimize disruption to local communities and maximize awareness of Project-related activities. The plan will include: protocols for coordination with members of the public, other agencies, and all applicable stakeholders; specific outreach activities, such as ongoing information dissemination, public workshops, and media announcements; and coordination with the TMP to disseminate immediate information about road conditions. The goal of the public involvement planning will be to ensure active participation and involvement by community and agency members and minimize effects on stakeholders resulting from the Project.

### *No-Build Alternative (No Action)*

Under the No-Build Alternative (no action), Caltrans would not construct any of the improvements listed above. Caltrans is required to comply with the Statewide Permit issued by the SWRCB; therefore, it would be in violation of the requirements of this permit if the proposed Project were not constructed. Further, because this alternative would not address the environmental problems facing the Lake Tahoe Basin, it is not considered a viable alternative with respect to the Project purpose and need. This alternative would not directly affect the resources discussed in this document.

### ***Surrounding Land Uses and Setting***

The Project is located in the Lake Tahoe Basin, an intermountain basin formed by the faulting of the rocks of the Sierra Nevada to the west and Carson Range to the east (Alt and Hyndman 1990). The terrain in the northern half of the Project area is relatively flat at an elevation of approximately 6,280 feet; south of Meyers, the Project area ascends up Meyers Grade to approximately 7,200 feet near Meyers Road.

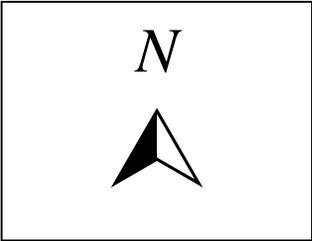
Land use in the Project area includes residential areas, commercial areas, recreational areas (campground, picnic area, golf course, and bike trail), and disturbed (clearance for private unpaved roads) and undisturbed plant communities.

### ***Permits and Approvals Anticipated***

- U.S. Army Corps of Engineers: Section 404 authorization for fill of waters of the United States
- U.S. Forest Service: Encroachment permit; Forest Service Sensitive species consultation
- California Department of Fish and Game: Section 1602 Streambed Alteration Agreement
- Lahontan Regional Water Quality Control Board: Section 401 Water Quality Certification
- Tahoe Regional Planning Agency: Permit
- State Historic Preservation Officer: Concurrence
- El Dorado County: Encroachment permit



Project Vicinity



**Project Vicinity Map  
US 50, Segment 1**



00825.07 (rev.10-07)

**Project Location Map  
US 50, Segment 1**

# Environmental Factors Potentially Affected

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The environmental factors checked below will be potentially affected by this project, involving at least one impact that is a “Less than significant impact” as indicated by the checklist on the following pages.

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Hazards and Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Utilities/Service Systems
- Mandatory Findings of Significance

# Impacts Checklist

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The impacts checklist starting on the next page identifies physical, biological, social, and economic factors that might be affected by the proposed project. The California Environmental Quality Act impact levels include “potentially significant impact,” “less than significant impact with mitigation,” “less than significant impact,” and “no impact.”

A brief explanation of each California Environmental Quality Act checklist determination follows each checklist item. In place of an explanation, the reader may be directed to the PEIR (Caltrans 2008) when it is determined that the checklist item was within the scope of and adequately analyzed by the PEIR. The reference will include any applicable sections in the PEIR to assist the reader.

The checklist is followed by a focused discussion of wetland resource issues relating to this project.

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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**I. AESTHETICS** — Would the project:

a) Have a substantial adverse effect on a scenic vista?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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 checked="" type="checkbox"/>	<input type="checkbox"/>
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➔ ***Impact assessments are based on the project Visual Impact Assessment (March 12, 2008). The project has been designed to avoid impacts to scenic resources, minimize disturbance to soil and vegetation, and incorporates measures to blend project facilities with the natural environment. This project will not have a substantial adverse effect or substantially damage the above resources.***

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"/>
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d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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➔ ***The above potential impacts and determinations are fully discussed in the PEIR (Visual Resources, Section 3.3).***

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

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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"/>
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Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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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"/>
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➔ ***“No Impact” determinations in this section are based on a review of land uses in the project area and determinations made in the PEIR.***

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

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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 checked="" type="checkbox"/>	<input type="checkbox"/>
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d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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➔ ***Impact assessments in this section are based on the project Final Air Quality Analysis (February 20, 2008) and the PEIR. The potential impacts and determinations are fully discussed in the PEIR (Air Quality, Section 3.8).***

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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**IV. BIOLOGICAL RESOURCES** — Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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➔ *A Natural Environment Study (NES) (February 2008) and NES supplemental memo (January 2009) have been prepared for this project. Species with special status designated by the U.S. Fish and Wildlife Service (USFWS), California Department of Fish and Game (CDFG), Lake Tahoe Basin Management Unit (LTBMU), and the TRPA have potential to occur in the project area. The project has been designed to minimize disturbance to the surrounding environment. In addition, appropriate surveys have been conducted to determine the potential for impacts to special-status species. This project will not have a substantial adverse effect on the resources listed above.*

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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➔ *An NES (February 2008) and NES supplemental memo (January 2009) have been prepared for this project. Montane riparian and wet meadow habitats occur in the project area. The project was designed to minimize disturbance to these habitats, and will not have a substantial adverse effect on the resources listed above. Caltrans will request appropriate permits and certifications, including from CDFG, U.S. Army Corps of Engineers (USACE), and LRWQCB.*

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 checked="" type="checkbox"/>	<input type="checkbox"/>
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➔ *This topic is discussed in greater detail in "Affected Environment, Environmental Consequences, and Mitigation Measures". A Section 404 permit application will be submitted when project designs are completed.*

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"/>
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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 checked="" type="checkbox"/>	<input type="checkbox"/>
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➔ *Tree removal is expected as a result of implementing this project; however, the project has been designed to minimize tree removal and disturbance, and this impact is considered less than significant. Additionally, a tree removal permit application will be submitted to the TRPA and, if necessary, the LTBMU.*

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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➔ *Assessments of impacts IV (d) and (f) are based on the project NES (February 2008), the NES supplemental memo (January 2009), the PEIR, and the project scope. The potential impacts and determinations are fully discussed in the PEIR (Natural Environment, Section 3.5).*

**V. CULTURAL RESOURCES** — Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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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"/>
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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"/>
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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"/>
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➔ *“No Impact” determinations in this section are based on the project Historic Property Survey Report (March 2008) and the PEIR. Five resources were identified within the Project Area of Potential Effect (APE). One site will be considered eligible for listing on the National Register of Historic Places (NRHP) for the purposes of this undertaking and protected as an Environmentally Sensitive Area with fencing and signage. The remaining four resources were evaluated and found to be ineligible for listing on the NRHP. A letter requesting concurrence on the determinations was sent to the State Historic Preservation Officer (SHPO) December 12, 2008. The 30-day period for comment has now passed, and Caltrans assumes SHPO concurrence with the determinations of ineligibility and the remaining resources will not require any further protection*

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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**VI. GEOLOGY AND SOILS** — Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

➔ **Impact assessments in this section are based on the PEIR and information provided by the Project Engineer (Ken Keaton, personal communication, December 18, 2008).**

**VII. HAZARDS AND HAZARDOUS MATERIALS —**

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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➔ **Impact assessments in this section are based on the project Initial Site Assessment (ISA) for Hazardous Waste and North Region Hazardous Waste Checklist (November 2007) and the PEIR. The potential impacts and determinations are fully discussed in the PEIR (Hazardous Materials, Section 3.9).**

**VIII. HYDROLOGY AND WATER QUALITY**

Would the project:

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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 that 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"/>
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c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or offsite?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or offsite?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
e) Create or contribute runoff water that 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 type="checkbox"/>	<input checked="" type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that 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) Result in inundation by a seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>➔ <b>Impact assessments in this section are based on the project Final Hydrology and Water Quality Technical Report (February 2008), Floodplain Study (August 14, 2007), the PEIR, and the project scope. The potential impacts are fully discussed in the PEIR (Water Quality, Section 3.2), and based on that discussion and further analysis of the scope of this project, this project is found to have less than significant or no impacts.</b></p>				

**IX. LAND USE AND PLANNING** — Would the project:

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

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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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"/>
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➔ ***“No Impact” determinations in this section are based on the Community Impact Assessment (January 2, 2009) and PEIR.***

**X. MINERAL RESOURCES** — Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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➔ ***“No Impact” determinations in this section are based on the PEIR.***

**XI. NOISE** — Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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"/>
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d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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➔ *A project Noise Analysis Memorandum (January 2009) was prepared for this project. In order to minimize impacts to the traveling public, it is Caltrans policy to not close traffic lanes when the traffic volume is greater than 800 vehicles per hour. Daytime traffic volumes in the project area typically exceed these levels; therefore some nighttime construction will be required on this project. Daytime construction activities will be maximized and nighttime construction activities will be minimized to the extent possible.*

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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➔ *Impact assessments in this section are based on the project Noise Analysis Memorandum (January 2009), and the PEIR. The remaining potential impacts and determinations are fully discussed in the PEIR (Noise, Section 3.7).*

**XII. POPULATION AND HOUSING** — Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

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

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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➔ *“No Impact” determinations in this section are based on the project Community Impact Assessment (January 2, 2009) and PEIR.*

Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact
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**XIII. PUBLIC SERVICES —**

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

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

➔ **Impact assessments in this section are based on the project Community Impact Assessment (January 2, 2009) and the PEIR. The potential impacts and determinations are fully discussed in the PEIR (Land Use and Community Impacts, Section 3.1).**

**XIV. RECREATION —**

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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➔ **“No Impact” determinations in this section are based on the scope of the project and the PEIR. The project will not permanently change the use of the area.**

**XV. TRANSPORTATION/TRAFFIC** — Would the project:

a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

➔ **Impact assessments in this section are based on the project Community Impact Assessment (January 2, 2009), the PEIR (Land Use and Community Impacts, Section 3.1), and the project scope. The potential impacts are discussed in the PEIR, and based on further analysis of the scope of this project, this project is determined to have less than significant or no impacts.**

**XVI. UTILITY AND SERVICE SYSTEMS** — Would the project:

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

➔ **Impact assessments in this section are based on the project Community Impact Assessment (January 2, 2009), the project scope, and the PEIR. The potential impacts are fully discussed in the PEIR (Land Use and Community Impacts, Section 3.1); based on further analysis of the scope of this project and the PEIR, this project will have no impacts.**

**XVII. MANDATORY FINDINGS OF SIGNIFICANCE —**

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

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

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

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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# Affected Environment, Environmental Consequences, and Minimization Measures

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## Biology

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### Regulatory Setting

Wetlands and other waters are protected under a number of laws and regulations. At the federal level, the Clean Water Act (CWA; 33 U.S.C. 1344) is the primary law regulating wetlands and waters. The Clean Water Act regulates the discharge of dredged or fill material into waters of the United States, including wetlands. Waters of the United States include navigable waters, interstate waters, territorial seas and other waters that may be used in interstate or foreign commerce. To classify wetlands for the purposes of the Clean Water Act, a three-parameter approach is used that includes the presence of hydrophytic (water-loving) vegetation, wetland hydrology, and hydric soils (soils subject to saturation/inundation). All three parameters must be present, under normal circumstances, for an area to be designated as a jurisdictional wetland under the Clean Water Act.

Section 404 of the Clean Water Act establishes a regulatory program that provides that no discharge of dredged or fill material can be permitted if a practicable alternative exists that is less damaging to the aquatic environment or if the nation's waters would be significantly degraded. The Section 404 permit program is run by the U.S. Army Corps of Engineers (USACE) with oversight by the Environmental Protection Agency (USEPA).

The Executive Order for the Protection of Wetlands (E.O. 11990) also regulates the activities of federal agencies with regard to wetlands. Essentially, this executive order states that a federal agency, such as the Federal Highway Administration, cannot undertake or provide assistance for new construction located in wetlands unless the head of the agency finds: 1) that there is no practicable alternative to the construction and 2) the proposed project includes all practicable measures to minimize harm.

At the state level, wetlands and waters are regulated primarily by the Department of Fish and Game (CDFG) and the Regional Water Quality Control Boards (RWQCB).

In certain circumstances, the Coastal Commission (or Bay Conservation and Development Commission) may also be involved. Sections 1600-1607 of the Fish and Game Code require any agency that proposes a project that will substantially divert or obstruct the natural flow of or substantially change the bed or bank of a river, stream, or lake to notify CDFG before beginning construction. If CDFG determines that the project may substantially and adversely affect fish or wildlife resources, a Lake or Streambed Alteration Agreement will be required. CDFG jurisdictional limits are usually defined by the tops of the stream or lake banks, or the outer edge of riparian vegetation, whichever is wider. Wetlands under jurisdiction of the USACE may or may not be included in the area covered by a Streambed Alteration Agreement obtained from the CDFG.

The Regional Water Quality Control Boards were established under the Porter-Cologne Water Quality Control Act to oversee water quality. The RWQCB also issues water quality certifications in compliance with Section 401 of the Clean Water Act.

## **Affected Environment**

A total of 2.010 acres of waters of the United States, consisting of 1.105 acres of wetlands and 0.905 acres of other waters, was mapped within the boundaries of the study area. All wetlands and other waters of the United States delineated within the boundaries of the study area appear to be hydrologically connected to Lake Tahoe and are interpreted to be within the scope of USACE jurisdiction under Section 404 of the CWA.

USACE requires the protection of waters of the United States, including wetlands, and will require avoidance, minimization, or compensatory mitigation for the loss of these waters. The loss or disturbance of these waters of the United States is considered adverse because waters of the United States provide a variety of important ecological functions and values.

## **Impacts**

Drainage improvement activities will result in the permanent loss of, and direct construction-related disturbances within, no more than approximately 0.007 acres of wetlands and 0.029 acres of other waters of the United States (0.008 acres permanent

impacts, 0.021 acres temporary impacts) in the Project area. This project would impact approximately 0.67% of the wetlands and approximately 3.23% (0.88 % permanent impacts, 2.34 % temporary impacts) of the other waters of the United States in the Project Area. The impacts from this project are considered less than significant pursuant to CEQA Regulations.

## **Avoidance and Minimization Measures**

This project has been designed to avoid impacts to waters of the United States wherever possible, and the impacts to waters of the United States from this project are considered less than significant. To further minimize impacts on potentially jurisdictional waters of the United States as a result of Project construction, Caltrans and its contractors will implement the following environmental commitments:

- Establish Environmentally Sensitive Areas,
- Minimize Disturbance to Creek Channel and Adjacent Areas,
- Containment Measures/Construction Site BMPs, and
- Restore Riparian and Stream Habitat Disturbed by Construction.

Although there will be no substantially adverse impacts to waters of the United States, Caltrans will be required to obtain a Section 404 permit from the USACE. It is anticipated that USACE will require in-lieu fees as a permit condition; in-lieu fees (or other compensation required by the USACE) paid by Caltrans are to fulfill a permit condition and are not required to make a “less than significant impact” determination.

## **Climate Change**

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This section briefly discusses greenhouse gases and climate change, and the State’s goals and actions to address potentially contributing emissions. This project will not increase or change long-term traffic capacity, and should have no or minimal effects related to this issue.

While climate change has been a concern since at least 1988, as evidenced by the establishment of the United Nations and World Meteorological Organization’s Intergovernmental Panel on Climate Change (IPCC), the efforts devoted to

greenhouse gas<sup>1</sup> (GHG) emissions reduction and climate change research and policy have increased dramatically in recent years. In 2002, with the passage of Assembly Bill 1493 (AB 1493), California launched an innovative and pro-active approach to dealing with GHG emissions and climate change at the state level. AB 1493 requires the Air Resources Board (ARB) to develop and implement regulations to reduce automobile and light truck GHG emissions; these regulations will apply to automobiles and light trucks beginning with the 2009 model year.

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05. The goal of this Executive Order is to reduce California's GHG emissions to: 1) 2000 levels by 2010, 2) 1990 levels by the 2020 and 3) 80% below the 1990 levels by the year 2050. In 2006, this goal was further reinforced with the passage of Assembly Bill 32 (AB 32), the Global Warming Solutions Act of 2006. AB 32 sets the same overall GHG emissions reduction goals while further mandating that ARB create a plan, which includes market mechanisms, and implement rules to achieve "real, quantifiable, cost-effective reductions of greenhouse gases." Executive Order S-20-06 further directs state agencies to begin implementing AB 32, including the recommendations made by the state's Climate Action Team.

With Executive Order S-01-07, Governor Schwarzenegger set forth the low carbon fuel standard for California. Under this executive order, the carbon intensity of California's transportation fuels is to be reduced by at least 10 percent by 2020.

Climate change and GHG reduction is also a concern at the federal level; at this time, no legislation or regulations have been enacted specifically addressing GHG emissions reductions and climate change. However, California, in conjunction with several environmental organizations and several other states, sued to force the U.S. Environmental Protection Agency (USEPA) to regulate GHGs as a pollutant under the Clean Air Act (Massachusetts vs. Environmental Protection Agency et al., U.S. Supreme Court No. 05-1120. 549 U.S. 497. Argued November 29, 2006—Decided April 2, 2007). The court ruled that GHGs do fit within the Clean Air Act's definition of a pollutant, and that USEPA does have the authority to regulate GHGS. Despite the Supreme Court ruling, there are no promulgated federal regulations to date limiting greenhouse gas emissions.

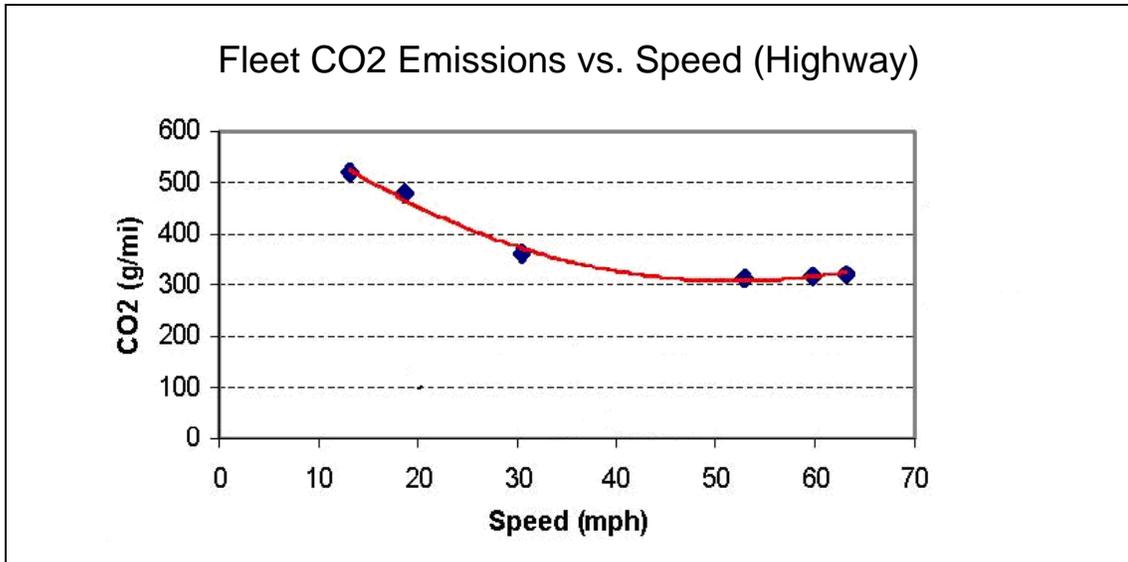
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<sup>1</sup> Greenhouse gases related to human activity, as identified in AB 32, include: Carbon dioxide, Methane, Nitrous oxide, Tetrafluoromethane, Hexafluoroethane, Sulfur hexafluoride, HFC-23, HFC-134a\*, and HFC-152a\*.

According to a recent white paper by the Association of Environmental Professionals” (Hendrix and Wilson 2007)) an individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Global climate change is a cumulative impact; a project participates in this potential impact through its incremental contribution combined with the cumulative increase of all other sources of greenhouse gases.

The Department and its parent agency, the Business, Transportation, and Housing Agency, have taken an active role in addressing GHG emission reduction and climate change. Recognizing that 98 percent of California’s GHG emissions are from the burning of fossil fuels and 40 percent of all human made GHG emissions are from transportation, the Department has created and is implementing the Climate Action Program at Caltrans (December 2006). Transportation’s contribution to GHG emissions is dependent on 3 factors: the types of vehicles on the road, the type of fuel the vehicles use, and the time/distance the vehicles travel.

One of the main strategies in the Department’s Climate Action Program to reduce GHG emissions is to make California’s transportation system more efficient. The highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (0-25 miles per hour) and speeds over 55 mph; the most severe emissions occur from 0-25 miles per hour (see Figure below). Relieving congestion by enhancing operations and improving travel times in high congestion travel corridors will lead to an overall reduction in GHG emissions.



The Department recognizes the concern that carbon dioxide emissions raise for climate change. However, accurate modeling of GHG emissions levels at the project level, including carbon dioxide, is not currently possible. No federal, state or regional regulatory agency has provided methodology or criteria for GHG emission and climate change impact analysis. Therefore, the Department is unable to provide a scientific or regulatory based conclusion regarding whether the project's contribution to climate change is cumulatively considerable.

The Department continues to be actively involved on the Governor's Climate Action Team as ARB works to implement AB 1493 and AB 32. As part of the Climate Action Program at Caltrans (December 2006), the Department is supporting efforts to reduce vehicle miles traveled by planning and implementing smart land use strategies: job/housing proximity, developing transit-oriented communities, and high density housing along transit corridors. The Department is working closely with local jurisdictions on planning activities; however, the Department does not have local land use planning authority. The Department is also supporting efforts to improve the energy efficiency of the transportation sector by increasing vehicle fuel economy in new cars, light and heavy-duty trucks. However it is important to note that the control of the fuel economy standards is held by the United States Environmental Protection Agency and ARB. Lastly, the use of alternative fuels is also being considered; the Department is participating in funding for alternative fuel research at the University of California Davis.

This project is a water quality improvements project, and will not increase or change long-term traffic. The project will have no or minimal effect on greenhouse gas emissions; therefore, no minimization or mitigation measures are required.

# List of Preparers

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## **California Department of Transportation**

- Jody Brown – Project management
- Sara Ebrahim – Project coordination, noise, community impacts, Section 4(f) analysis
- Marylou Taylor, Ken Keaton – Project engineering and design
- Michele Lukkarila – Natural environment and wetlands
- Julia Green – Archaeology
- Gail St. John – Architectural history
- Rajive Chadha – Hazardous waste
- Kathleen Grady – Visual resources
- Gurdeep Bhattal – Floodplains study

## **Consultant: Jones & Stokes**

- Michele Del Duca – Project management
- Beth Eggerts – Project coordination
- Kimberly J. Stevens – Section 4f analysis
- Marina Pelosi – Air quality, noise
- Jennifer Haire – Natural environment, wetlands
- Nate Martin – Water quality and hydrology
- Gabriel Roark – Archaeology
- Mark Bowen – Historical Resources
- ICF Jones & Stokes staff – Community impacts

## References

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- Hendrix, Michael and Wilson, Cori. *Recommendations by the Association of Environmental Professionals (AEP) on How to Analyze Greenhouse Gas Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), p. 2.
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# Distribution List

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The following agencies, organizations, and individuals received copies of this document or were notified of its availability. Agencies marked with an “\*” received the document through the State Clearinghouse.

## **Federal Agencies**

US Army Corps of Engineers  
Regulatory Branch  
1325 J Street  
Sacramento, CA 95814-2922

USDA Forest Service  
Lake Tahoe Basin Management Unit  
35 College Drive  
South Lake Tahoe, CA 96150

Washoe Tribe of CA & NV  
919 highway 395 South  
Gardnerville, NV 89410

## **State Agencies**

Executive Director  
Office of Planning and Research  
State Clearinghouse  
1400 Tenth Street  
Sacramento, CA 95814

California Department of Parks and  
Recreation\*  
Resources Management Division  
P.O. Box 942896  
Sacramento, CA 94296

California Transportation Commission\*  
1120 N Street, Room 2221 (MS-52)  
Sacramento, CA 95814

California Department of Fish and Game\*  
District 2: North Central Region  
1707 Nimbus Road  
Rancho Cordova, CA 95670

Office of Historic Preservation\*  
1416 Ninth Street, Room 1442  
Sacramento, CA 95814

Native American Heritage Commission\*  
915 Capitol Mall, Room 364  
Sacramento, CA 95814

## **Regional Agencies**

Tahoe Regional Planning Agency\*  
P.O. Box 5310  
Stateline, NV 89449

Lahontan Regional Water Quality Control  
Board\*  
2501 Lake Tahoe Blvd.  
South Lake Tahoe, CA 96150

## **Local Agencies and Organizations**

City of South Lake Tahoe  
Administrative Center  
1901 Airport Road, Suite 206  
South Lake Tahoe, CA 96150

South Lake Tahoe Public Library  
1000 Rufus Allen Blvd.  
South Lake Tahoe, CA 96150

Lake Tahoe Unified School District  
Superintendent  
1021 Al Tahoe Blvd.  
South Lake Tahoe, CA 96151

South Tahoe Newspaper Agency  
P.O. box 10437  
South Lake Tahoe, CA 95705

Tahoe Daily Tribune  
3079 Harrison Avenue  
South Lake Tahoe, CA 96150

Tahoe Mountain News  
P.O. Box 8974  
South Lake Tahoe, CA 96158

## Appendix A: Project Plans

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The following figures depict the limits of construction for the proposed project. The project limits are shown on aerial photograph base maps and include proposed basins, drainage features, roadway pullouts, and the bikeway path restoration limits. Also shown is the study area used for environmental studies.

## Appendix B: Initial Environmental Checklist

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This appendix presents the TRPA Initial Environmental Checklist for Determination of Environmental Impact.



***DRAFT INITIAL ENVIRONMENTAL CHECKLIST  
FOR DETERMINATION OF ENVIRONMENTAL IMPACT***

**I. Assessor's Parcel Number (APN)/Project Location:** U.S. Highway 50 (US 50) in El Dorado County between Meyers Road and 0.6 mile east of Incline Road.

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**Project Name** El Dorado 50, Segment 1 – Meyers Road to Incline Road Water Quality Improvements Project      **County/City** El Dorado County

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**Brief Description of Project**

The California Department of Transportation (Caltrans) proposes to restore a segment of Class I Bikeway and to improve the quality of storm water runoff along US Highway 50 (US 50). Caltrans proposes to improve the quality of storm water runoff by collecting and treating the storm water runoff from US Highway 50 by implementing the following improvements where feasible and warranted: rehabilitating existing drainage systems and install new drainage systems, including infiltration basins, vegetated swales, and water conveyance systems; deploying treatment Best Management Practices; providing rock slope protection; constructing rock energy dissipators by performing erosion control; revegetating bare or erodible areas; installing traction sand traps and/or vaults; paving or revegetating existing unsurfaced pullouts; where permitted by the Regional Water Quality Control Board and the Tahoe Regional Planning Agency, allowing sheet flow off of roadways to allow the spreading and subsequent infiltration of runoff water prior to reaching any identified waters of the US or stream environment zone areas; digging out failed pavement sections and; lining or replacing culverts in poor condition. The Class I Bikeway separation will be restored to be consistent with original construction, with improvements to assist in drainage and to protect the Bikeway from traffic encroachment.

The following questionnaire will be completed by the applicant based on evidence submitted with the application. All “Yes” and “No, With Mitigation” answers will require further written comments.

## II. Environmental Impacts:

### 1. Land

Will the proposal result in:

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

- Yes  No  
 No, With Mitigation  Data Insufficient

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

- Yes  No  
 No, With Mitigation  Data Insufficient

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

- Yes  No  
 No, With Mitigation  Data Insufficient

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

- Yes  No  
 No, With Mitigation  Data Insufficient

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

- Yes  No  
 No, With Mitigation  Data Insufficient

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

- Yes  No  
 No, With Mitigation  Data Insufficient

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

- Yes  No  
 No, With Mitigation  Data Insufficient

Explanation:

d) Water quality improvement facilities included in this project, such as sand vaults, sand traps, infiltration basins, and vegetated swales, may require excavation, grading, or both for installation. While these facilities will be installed primarily in previously disturbed areas, disturbance will be minimized and disturbed areas will be revegetated after installation.

---

## 2. Air Quality

Will the proposal result in:

a. Substantial air pollutant emissions?

- |  |  |
|--|--|
| <input type="checkbox"/> Yes                 | <input checked="" type="checkbox"/> No     |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

b. Deterioration of ambient (existing) air quality?

- |  |  |
|--|--|
| <input type="checkbox"/> Yes                 | <input checked="" type="checkbox"/> No     |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

c. The creation of objectionable odors?

- |  |  |
|--|--|
| <input type="checkbox"/> Yes                 | <input checked="" type="checkbox"/> No     |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

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

- |  |  |
|--|--|
| <input type="checkbox"/> Yes                 | <input checked="" type="checkbox"/> No     |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

e. Increased use of diesel fuel?

- |  |  |
|--|--|
| <input checked="" type="checkbox"/> Yes      | <input type="checkbox"/> No                |
| <input type="checkbox"/> No, With Mitigation | <input type="checkbox"/> Data Insufficient |

Explanation:

e) Use of diesel fuel by construction equipment would be temporary.

### 3. Water Quality

Will the proposal result in:

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

<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/> No, With Mitigation	<input type="checkbox"/> Data Insufficient
- b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site?
 

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<input type="checkbox"/> No, With Mitigation	<input type="checkbox"/> Data Insufficient
- c. Alterations to the course or flow of 100-year flood waters
 

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<input type="checkbox"/> No, With Mitigation	<input type="checkbox"/> Data Insufficient
- d. Change in the amount of surface water in any water body?
 

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<input type="checkbox"/> No, With Mitigation	<input type="checkbox"/> Data Insufficient
- e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?
 

<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/> No, With Mitigation	<input type="checkbox"/> Data Insufficient
- f. Alteration of the direction or rate of flow of ground water
 

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<input type="checkbox"/> No, With Mitigation	<input type="checkbox"/> Data Insufficient
- g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?
 

<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/> No, With Mitigation	<input type="checkbox"/> Data Insufficient
- h. Substantial reduction in the amount of water otherwise available for public water supplies?
 

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<input type="checkbox"/> No, With Mitigation	<input type="checkbox"/> Data Insufficient
- i. Exposure of people or property to water related hazards such as flooding?
 

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<input type="checkbox"/> No, With Mitigation	<input type="checkbox"/> Data Insufficient
- j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?
 

<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No
<input type="checkbox"/> No, With Mitigation	<input type="checkbox"/> Data Insufficient
- k. Is the project located within 600 feet of a drinking water source?
 

<input type="checkbox"/> Yes	<input type="checkbox"/> No
<input type="checkbox"/> No, With Mitigation	<input checked="" type="checkbox"/> Data Insufficient

Explanation:

a) The Project would only slightly increase the amount of impervious surface resulting in concentrating and possibly redirecting flows to specified water quality treatment facilities. The flow rates associated with the water quality improvements along the Project segment would not be altered substantially and are not expected to affect the quantity of surface runoff or groundwater downstream of the construction areas.

e) Impacts on drainage patterns would be minor and consist only of directing runoff into new drainage facilities. The Project proposes to implement improvements, such as infiltration basins and culverts, along US 50 that would collect and treat the surface water runoff to remove sediments and pollutants. These facilities would increase the amount of sediments and pollutants that would be filtered out of the surface water, thereby improving surface water quality.

g) The Project would increase the infiltration of stormwater runoff into groundwater.

k) Survey information indicates wells within the Project area, but these are believed to be monitoring wells in the vicinity of current and past gas stations. There are County water systems in Meyers, but it is possible that property owners within 600 feet of the project area could have drinking water wells.

#### 4. Vegetation

Will the proposal result in:

- a. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?
- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |
- b. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?
- |                                     |                     |                          |                   |
|-------------------------------------|---------------------|--------------------------|-------------------|
| <input checked="" type="checkbox"/> | Yes                 | <input type="checkbox"/> | No                |
| <input type="checkbox"/>            | No, With Mitigation | <input type="checkbox"/> | Data Insufficient |
- c. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?
- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |
- d. Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora and aquatic plants)?
- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |
- e. Reduction of the numbers of any unique, rare or endangered species of plants?
- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |
- f. Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?
- |                                     |                     |                          |                   |
|-------------------------------------|---------------------|--------------------------|-------------------|
| <input checked="" type="checkbox"/> | Yes                 | <input type="checkbox"/> | No                |
| <input type="checkbox"/>            | No, With Mitigation | <input type="checkbox"/> | Data Insufficient |
- g. Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications?
- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |
- h. A change in the natural functioning of an old growth ecosystem
- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

Explanation:

b) Some removal of riparian vegetation may be required. Removal of riparian vegetation would be kept to a minimum. Efforts to restore previously disturbed areas would be attempted where possible. Some trees and vegetation may be removed where basin and other drainage facilities are proposed. Impacts to trees and existing vegetation would be minimized during the design of the drainage facilities.

f) Construction at stream banks would be minimized, as would removal of woody vegetation.

### 5. Wildlife

Will the proposal result in:

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

### 6. Noise

Will the proposal result in:

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

b. Exposure of people to severe noise levels

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

## 7. Light and Glare

Will the proposal:

a. Include new or modified sources of exterior lighting?

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

## 8. Land Use

Will the proposal:

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

## 9. Natural Resources

Will the proposal result in:

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

## 10. Risk of Upset

Will the proposal:

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

b. Involve possible interference with an emergency evacuation plan?

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

## 11. Population

Will the proposal:

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

## 12. Housing

Will the proposal:

a. Affect existing housing, or create a demand for additional housing?

To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions:

(1) Will the proposal decrease the amount of housing in the Tahoe Region?

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

(2) Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households?

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

b. Will the proposal result in the loss of housing for lower-income and very-low-income households?

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

**Number of existing dwelling units:**

**Number of proposed dwelling units:**

### 13. Transportation/Circulation

Will the proposal result in:

a. Generation of 100 or more new Daily Vehicle Trip Ends (DVTE)?

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

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

- |                                     |                     |                          |                   |
|-------------------------------------|---------------------|--------------------------|-------------------|
| <input type="checkbox"/>            | Yes                 | <input type="checkbox"/> | No                |
| <input checked="" type="checkbox"/> | No, With Mitigation | <input type="checkbox"/> | Data Insufficient |

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

e. Alterations to waterborne, rail or air traffic?

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

Explanation:

c) Implementation of a Traffic Management Plan will reduce impacts from construction.

#### 14. Public Services

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

a. Fire protection?

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

b. Police protection?

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

c. Schools?

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

d. Parks or other recreational facilities?

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

e. Maintenance of public facilities, including roads?

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

f. Other governmental services?

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

#### 15. Energy

Will the proposal result in:

a. Use of substantial amounts of fuel or energy?

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

## 16. Utilities

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

a. Power or natural gas?

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

b. Communication systems?

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

e. Storm water drainage?

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

f. Solid waste and disposal?

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

## 17. Human Health

Will the proposal result in:

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

b. Exposure of people to potential health hazards?

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

### 18. Scenic Resources/Community Design

Will the proposal:

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

- |                                     |                     |                          |                   |
|-------------------------------------|---------------------|--------------------------|-------------------|
| <input checked="" type="checkbox"/> | Yes                 | <input type="checkbox"/> | No                |
| <input type="checkbox"/>            | No, With Mitigation | <input type="checkbox"/> | Data Insufficient |

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

- |                                     |                     |                          |                   |
|-------------------------------------|---------------------|--------------------------|-------------------|
| <input checked="" type="checkbox"/> | Yes                 | <input type="checkbox"/> | No                |
| <input type="checkbox"/>            | No, With Mitigation | <input type="checkbox"/> | Data Insufficient |

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

Explanation:

- a) The Project is located adjacent to US 50
- b) The Pat Lowe Memorial Bike Path, Sawmill Bike Path, and Lake Tahoe golf course are adjacent to US 50 and visible from the Project area.

### 19. Recreation

Does the proposal:

a. Create additional demand for recreation facilities?

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

b. Create additional recreation capacity?

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

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

- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

**20. Archaeological/Historical**

- a. Will the proposal result in an alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?
- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |
- b. Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records?
- |                                     |                     |                          |                   |
|-------------------------------------|---------------------|--------------------------|-------------------|
| <input type="checkbox"/>            | Yes                 | <input type="checkbox"/> | No                |
| <input checked="" type="checkbox"/> | No, With Mitigation | <input type="checkbox"/> | Data Insufficient |
- c. Is the property associated with any historically significant events and/or sites or persons?
- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |
- d. Does the proposal have the potential to cause a physical change, which would affect unique ethnic cultural values?
- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |
- e. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?
- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

Explanation:

b) One cultural resource is located within the Project area. Environmentally Sensitive Area (ESA) fencing and signs will be placed prior to the start of construction to protect this resource.

**21. Findings of Significance**

- a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory?
- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |
- b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.)
- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |
- c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant?)
- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |
- d. Does the project have environmental impacts, which will cause substantial adverse effects on human being, either directly or indirectly?
- |                          |                     |                                     |                   |
|--------------------------|---------------------|-------------------------------------|-------------------|
| <input type="checkbox"/> | Yes                 | <input checked="" type="checkbox"/> | No                |
| <input type="checkbox"/> | No, With Mitigation | <input type="checkbox"/>            | Data Insufficient |

Declaration

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

Signature **(Original signature required.)**

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Person Preparing Application	At	County	Date
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**Applicant Written Comments:** (Attach additional sheets if necessary)

**FOR OFFICE USE ONLY**

Date Received \_\_\_\_\_ By: \_\_\_\_\_

**Determination:**

On the basis of this evaluation

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

Yes  No

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

Yes  No

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

Yes  No

\_\_\_\_\_  
Signature of Evaluator

Date: \_\_\_\_\_

\_\_\_\_\_  
Title of Evaluator