

## **Appendix A** Environmental Checklist

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One of the basic purposes of the California Environmental Quality Act (CEQA) is to inform state, regional and local governmental decision-makers and the public of impacts of proposed activities and, in particular, those impacts that are either significant or potentially significant.

Determining and documenting whether an activity may have a significant effect on the environment plays a critical role in the CEQA process. The following CEQA Environmental Significance Checklist is a device that was used to identify and evaluate any potential impacts from the proposed activity on physical, biological, social and economic resources. This checklist is not a NEPA requirement.

Differences do exist in the way impacts are addressed in CEQA environmental documents as compared to NEPA environmental documents. While CEQA requires that environmental documents state a determination of significant or potentially significant impacts, as has been done in the following CEQA checklist, NEPA does not. It can be seen that having to address significant or potentially significant impacts in joint CEQA and NEPA environmental documents can be confusing, especially in those instances where the two laws and implementing regulations have different thresholds of significance.

Under NEPA, the degree to which a resource is affected is only used to determine whether a NEPA Environmental Impact Statement (EIS) or some lower level of NEPA documentation would be required. Under NEPA, once the federal agency has determined the magnitude of the project's impacts and the level of environmental documentation required, it is the magnitude of the impact that is evaluated in the environmental document and no judgment of its degree of significance is deemed important in the document text. For the purpose of the impact discussion in this document, determination of significant or potentially significant impacts is made only in the context of CEQA. Although not explicitly identified in this document, impacts in the context of NEPA can be assumed to be minimal or non-existent.

Based on the results of the technical studies, it has been determined that the appropriate level of CEQA environmental documentation for this project is an Environmental Impact Report.

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

**AESTHETICS** - Would the project:

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

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

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

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

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

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

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

**BIOLOGICAL RESOURCES** - Would the project:

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

**COMMUNITY RESOURCES** - Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Cause disruption of orderly planned development? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

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

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

**CULTURAL RESOURCES** - Would the project:

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

**GEOLOGY AND SOILS** - Would the project:

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

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

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 on- or off-site 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 waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

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

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

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

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

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

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

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

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

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

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?

f) Otherwise substantially degrade water quality?

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

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

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

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

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

**MINERAL RESOURCES** - Would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?
- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

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

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

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

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

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

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

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

**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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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CEQA			
Potentially significant impact	Less than significant impact with mitigation	Less than significant impact	No impact

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

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

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

**UTILITIES AND SERVICE SYSTEMS** - Would the project:

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

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

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

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

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

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

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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## **Appendix B** Coordination and Consultation

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The following agencies and organizations were consulted and coordinated with during the project development:

- **California Department of Fish and Game.** Caltrans entered into consultation with the department regarding the proposed project's impact on California listed species. A 1601 Streambed Alteration Agreement would be needed for construction activities near Tioga Lodge to ensure maximum protection of riparian habitats affected by the proposed project.
- **California State Lands Commission.** Caltrans consulted the commission early in the project development about land ownership within the Mono Basin Scenic Area. Caltrans was advised to discuss project-related issues with California Department of State Parks and Recreation.
- **City of Los Angeles Department of Water and Power.** The Department of Water and Power has been informed of the proposed project through Caltrans engineering staff, who have actively consulted with the department regarding engineering issues.
- **Department of Parks and Recreation (Sierra District).** Comments and recommendations were received in regard to the Notice of Preparation, SCH# 2000111159, submitted by Caltrans. The department was also a Project Development Team participant. Caltrans is continuing coordination regarding land use and State Tufa Reserve concerns. Caltrans coordinated early with the regional park rangers regarding proper construction practices near the State Tufa Reserve.
- **Mono County Local Transportation Commission.** The commission was a project sponsor and a Project Development Team participant. Caltrans received comments and recommendations from the commission regarding the project's goals and alternatives. The commission represented the viewpoints of Mono County, local citizens, property owners, and regional interest groups.
- **Mono County Sheriff Department.** The department provided information regarding emergency services for Lee Vining, Bridgeport, and Mono City.

- **Mono Lake Committee.** The committee was a Project Development Team participant. Caltrans received comments and recommendations from the committee regarding the project's potential impact to surrounding resources. Continuing coordination between Caltrans and the Mono Lake Committee should help to avoid and minimize impacts to sensitive resources.
- **Native American Coordination.** Coordination between Caltrans and Jerry Andrews, the spokesperson for the Kuzedika Paiute Tribe, took place. Neither a letter or phone call resulted in the identification of Native American resources or concerns. Mr. Andrews was also present to monitor/participate in the Extended Phase I fieldwork that was conducted in January 2000.
- **Native American Heritage Commission.** Caltrans received comments and recommendations from the commission regarding the Notice of Preparation, SCH# 2000111159, submitted by Caltrans.
- **Public Meetings.** Two open house meetings were held: June 9, 1999 and June 27, 2001. An environmental scoping meeting was held on February 27, 2001. These were informal meetings, where the public and local agencies were free to ask questions and voice their concerns. The meetings presented what was proposed by the project, the environmental process involved and potential impacts. Public and agency concerns were recorded and later used in establishing design parameters for the project alternatives.
- **Regional Water Quality Control Board (Lahontan Region).** Under the Clean Water Act (401), the Regional Water Quality Control Board has jurisdiction over construction activities adjacent to the waterways. Caltrans received comments from the board regarding the Notice of Preparation, SCH# 2000111159, submitted by Caltrans. The board was also a Project Development Team participant.
- **State Historic Preservation Officer.** Appendix D contains concurrence pursuant to the National Historic Preservation Act that: the area of potential effects is adequately delineated; the agency's effort to identify historic properties is adequate; Sites CA-MNO-3261, CA-MNO-3262, CA-MNO-3263H, and the Tioga Lodge are not eligible; and site CA-MNO-3402H is eligible for the National Register of Historic Places under Criterion D. The State Historic Preservation Officer recommended that the undertaking would not adversely affect historic properties pursuant to 36 CFR 800.5(b).

- **U.S. Army Corps of Engineers.** Under the Clean Water Act, the impacts of the proposed project to Jurisdictional Waters of the U.S. would be covered under Nationwide Permit 14 (Linear Transportation Crossings) and 33 (Temporary Construction, Access, Dewatering).
- **U.S. Fish and Wildlife Service.** The service provided a list of federally listed, proposed, and candidate species that may occur within the southeast quadrant of the Lundy U.S. Geological Survey quad and within the northeast quadrant of the Mount Dana U.S. Geological Survey quad.
- **U.S. Department of Agriculture (Inyo National Forest Service).** The Inyo National Forest Service was a Project Development Team participant. Caltrans coordinated early with them regarding land use designations. Continuing consultation is taking place regarding project design options and resource impacts. In this coordination, there has been extensive use of the Comprehensive Management Plan for the Mono Basin National Forest Scenic Area.



# Appendix C Title VI Policy Statement

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DEPARTMENT OF TRANSPORTATION  
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July 26, 2000

## TITLE VI POLICY STATEMENT

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

A handwritten signature in black ink that reads "Jeff Morales".

JEFF MORALES  
Director



# Appendix D State Historic Preservation Officer Concurrence Letter



U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL HIGHWAY ADMINISTRATION  
CALIFORNIA DIVISION  
980 Ninth Street, Suite 400  
Sacramento, CA. 95814-2724  
September 3, 2002

IN REPLY REFER TO  
HDA-CA  
File # 09-Mno-395, PM 52.8/55.7  
Document # P 41654

Mr. J. Mike Leonardo, District Director  
California Department of Transportation  
District 6  
P.O. Box 12616  
Fresno, CA 93778-2616

Attention: Michael Donahue

Dear Mr. Leonardo:

**SUBJECT: SECTION 106 CONCURRENCE – NOT LIKELY TO AFFECT HISTORIC PROPERTIES – MONO LAKE WIDENING**

Enclosed is the concurrence letter from the State Historic Preservation Officer (SHPO) for the Mono Lake shoulder widening project in Mono County.

In a letter dated January 10, 2002, FHWA requested concurrence that the definition of the undertaking's area of potential effects (APE) is adequate, that good-faith efforts, to date, are adequate to satisfy requirements of Section 106 of the National Historic Preservation Act, that only site CA-Mno-3402H is eligible for listing in the NRHP, and that the undertaking would affect no historic properties.

The SHPO has concurred that:

- The area of potential effect is adequately delineated;
- The agency's effort to identify historic properties is adequate;
- Sites CA-Mno-3261, CA-Mno-3262, CA-Mno-3263H, and the Tioga Lodge are not eligible; and
- Site CA-Mno-3402H is eligible for the National Register under Criterion D.

SHPO did not concur that the undertaking will have *no affect on historic properties*. SHPO recommended and FHWA has agreed that the undertaking will *not adversely affect historic properties* pursuant to 36 CFR 800.5(b).

This will complete 36 CFR 800 requirements for the project, which may be advanced accordingly. If you have any questions, please contact Dominic Hoang at (916) 498-5002 or Gary Sweeten at (916) 498-5128.

Sincerely,



For  
Gary N. Hamby  
Division Administrator

Enclosure

STATE OF CALIFORNIA - THE RESOURCES AGENCY

GRAY DAVIS, Governor

**OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896  
SACRAMENTO, CA 94296-0001  
(916) 653-6624 Fax: (916) 653-9824  
calshpo@ohp.parks.ca.gov  
www.ohp.cal-parks.ca.gov



14 August 2002

In Reply Refer To  
FHWA020114A

Michael G. Ritchie  
Division Administrator  
California Division  
Federal Highway Administration  
980 Ninth Street, Suite 400  
Sacramento, California 95814-2724

RE: HDA-CA, FILE NO. 09-MNO-395, 52.8/55 7, DOCUMENT NO. P38233 [SECTION 106  
CONSULTATION ON PROPOSED IMPROVEMENTS TO STATE ROUTE 395, MONO LAKE,  
MONO COUNTY]

Dear Mr. Ritchie,

This letter is a response to your request that I review the September 2001 *Historic Property Survey Report, Mono Lake Shoulder Widening Project on Route 395 near Mono Lake, Mono County, California* (HPSR). Your request and my comments here are made pursuant to 36 CFR Part 800, the regulations that implement Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f), as amended.

You request in your letter of 10 January 2002 that I concur that the Federal Highway Administration's (FHWA) definition of the undertaking's area of potential effects (APE) is adequate, that "good-faith efforts, to date, are adequate to satisfy requirements of Section 106 of the National Historic Preservation Act," that "only site CA-MNO-3402H is eligible for listing in the NRHP," and that the undertaking would affect no historic properties.

On the basis of my review of the HPSR, I concur that the FHWA's determination and documentation of the APE for the subject undertaking is adequate pursuant to 36 CFR § 800.4(a)(1), and I further concur that the agency's effort to identify historic properties is adequate pursuant to 36 CFR § 800.4(b).

I acknowledge and agree that the Mono Inn at 55620 State Route (SR) 395 (APN 21-060-02), the house at 54541 SR 395 (APN 21-050-03), the High Sierra Shrimp Plant (Shrimp Plant)(APN 21-060-08), and the house to the immediate north of the Shrimp Plant qualify for treatment under the 20 December 1989 *Memorandum of Understanding Regarding Evaluation of Post-1945 Buildings, Moved Pre-1945 Buildings, and Altered Pre-1945 Buildings*.



MICHAEL G. RITCHIE  
14 AUGUST 2002  
PAGE 2 of 3

FHWA020114A

I acknowledge the consensus determination of 14 February 1996 (Office of Historic Preservation File No. BLM951213A) between the Bureau of Land Management and the State Historic Preservation Officer that CA-Mno-1761H is not eligible for inclusion in the National Register of Historic Places (National Register).

I concur with the FHWA's determinations that

**CA-Mno-3261**      **CA-Mno-3262**      **CA-Mno-3263H**  
**Tioga Lodge (APN 21-050-04)**

are *not* eligible for inclusion in the National Register.

I further concur with the FHWA's determination that

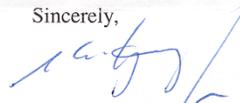
**CA-Mno-3402H**

is eligible for inclusion in the National Register under Criterion D, because the property may be likely to yield information important in the history of homesteading and gender roles in the Mono Basin and the surrounding region from approximately 1900 to 1926.

I am presently unable to concur with the FHWA's finding, pursuant presumably to 36 CFR § 800.4(d)(1), that the undertaking will have no effect on historic properties. The FHWA proposes [Section VII., *Establishment of Environmentally Sensitive Area (ESA)*, of the HPSR] to establish and monitor an environmentally sensitive area (ESA) "to protect NRHP-contributing portions of historic archaeological site CA-MNO-3402H from potential disturbances during project construction." I believe that the FHWA should consider a revision to the present finding of effect to reflect the agency's apparent belief that CA-Mno-3402H may suffer inadvertent physical damage from the implementation of the undertaking. I recommend that the FHWA find that the undertaking will not adversely affect historic properties, pursuant to 36 CFR § 800.5(b), if the FHWA implements the measures set forth in Section VII. of the HPSR. If you are able to agree with my recommendation, please sign the signature block below to indicate your agreement and your commitment to implement those measures. I would appreciate, at your convenience, a copy of the signed signature block for my files.

Please direct any questions or concerns that you may have to Project Review Unit archaeologist Mike McGuirt at 916.653.8920 or at [mmcguirt@ohp.parks.ca.gov](mailto:mmcguirt@ohp.parks.ca.gov).

Sincerely,



Dr. Knox Mellon  
State Historic Preservation Officer

MICHAEL G. RITCHIE  
14 AUGUST 2002  
PAGE 3 of 3

FHWA020114A

*for* Michael G. Ritchie Date 8/28/02  
Michael G. Ritchie, Division Administrator  
California Division, Federal Highway Administration

WKM:mdm



# Appendix E USFWS Species List



## United States Department of the Interior

### FISH AND WILDLIFE SERVICE

Ventura Fish and Wildlife Office  
2493 Portola Road, Suite B  
Ventura, California 93003

In Reply, Refer to: 2003-1166

March 12, 2003

Wendy Philpott, Associate Biologist  
Department of Transportation  
District 9  
500 South Main Street  
Bishop, California 93514-3423

Subject: Species List for Mono Lake Shoulder Widening project, U.S. Geological Survey  
Quadrangles: Lundy and Mount Dana, Mono County, California

Dear Ms. Philpott:

This letter is in response to your request dated January 30, 2003, and received by us on February 3, 2003, for information on federally listed, proposed, or candidate species which may be present in or around the following 7.5-minute U.S. Geological Survey quadrangle maps: Lundy and Mount Dana of Mono County, California. The California Department of Transportation, with funding from the Federal Highway Administration (FHWA), proposes to widen an existing roadway on Highway 395 between post mile 52.8 and 55.9.

The enclosed list of species fulfills the requirements of the U.S. Fish and Wildlife Service (Service) under section 7(c) of the Act. The FHWA, as the lead agency for the project, has the responsibility to review its proposed activities and determine whether any listed species may be affected. If the project is a construction project<sup>1/</sup> which may require an environmental impact statement, the FHWA has the responsibility to prepare a biological assessment to make a determination of the effects of the action on the listed species or critical habitat. If the FHWA determines that a listed species or critical habitat is likely to be adversely affected, it should request, in writing through our office, formal consultation pursuant to section 7 of the Act. Informal consultation may be used to exchange information and resolve conflicts with respect to threatened or endangered species or their critical habitat prior to a written request for formal consultation. During this review process, the FHWA may engage in planning efforts but may not make any irreversible commitment of resources. Such a commitment could constitute a violation of section 7(d) of the Act.

<sup>1/</sup> "Construction project" means any major Federal action which significantly affects the quality of the human environment designed primarily to result in the building of structures such as dams, buildings, roads, pipelines, and channels. This includes Federal actions such as permits, grants, licenses, or other forms of Federal authorizations or approval which may result in construction.

Wendy Philpott

2

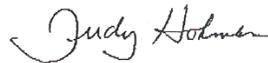
Federal agencies are required to confer with the Service, pursuant to section 7(a)(4) of the Act, when an agency action is likely to jeopardize the continued existence of any proposed species or result in the destruction or adverse modification of proposed critical habitat (50 CFR 402.10(a)). A request for formal conference must be in writing and should include the same information that would be provided for a request for formal consultation. Conferences can also include discussions between the Service and the Federal agency to identify and resolve potential conflicts between an action and proposed species or proposed critical habitat early in the decision-making process. The Service recommends ways to minimize or avoid adverse effects of the action. These recommendations are advisory because the jeopardy prohibition of section 7(a)(2) of the Act does not apply until the species is listed or the proposed critical habitat is designated. The conference process fulfills the need to inform Federal agencies of possible steps that an agency might take at an early stage to adjust its actions to avoid jeopardizing a proposed species.

Candidate species are those species presently under review by the Service for consideration for federal listing. Candidate species should be considered in the planning process because they may become listed or proposed for listing prior to project completion. Preparation of a biological assessment, as described in section 7(c) of the Act, is not required for candidate species. If early evaluation of your project indicates that it is likely to affect a candidate species, you may wish to request technical assistance from this office.

The take of candidate species is not prohibited by the Act, however, we encourage you to consider their conservation in your planning process in the event they are listed prior to project completion. For information on other species of concern that may occur in the project area, the Service recommends that you review information in the California Department of Fish and Game's (CDFG) Natural Diversity Database and that you contact CDFG at (916)324-3812.

If you have any questions, please contact Robert McMorran of my staff at (805) 644-1766.

Sincerely,



Judy Hohman  
Division Chief  
Mojave/Great Basin Desert

Enclosure

ENDANGERED, THREATENED, AND PROPOSED SPECIES  
THAT MAY OCCUR IN OR AROUND LUNDY AND MOUNT DANA QUADRANGLES  
MONO COUNTY, CALIFORNIA

Birds

Bald Eagle

*Haliaeetus leucocephalus*

T

Key:

T Threatened

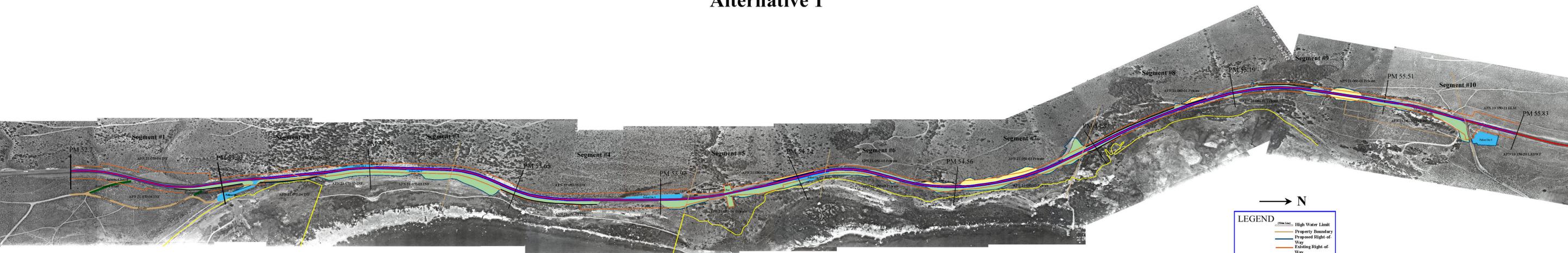


## **Appendix F** Alternative Maps

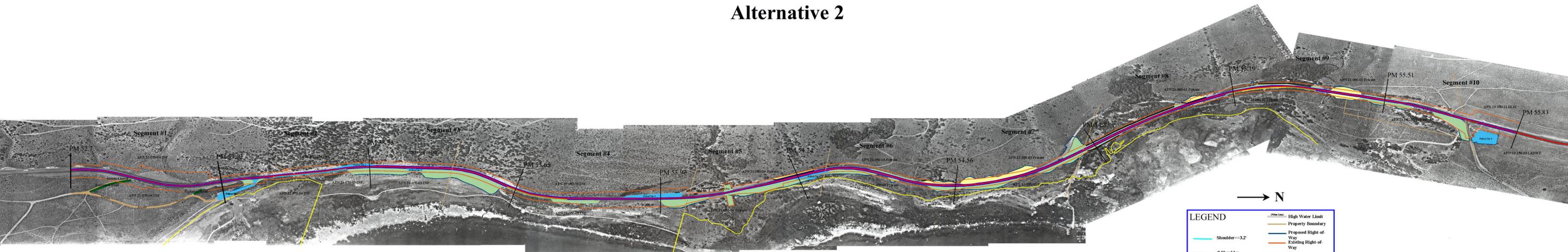
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To compare the alternatives for the proposed project, the following pages include maps of Alternatives 1 and 2 and the No-Build Alternative. Along with project improvements for Alternatives 1 and 2, the maps include existing and proposed right-of-way, private property, rock retention areas and boundaries of State Park and U.S. Forest Service lands.

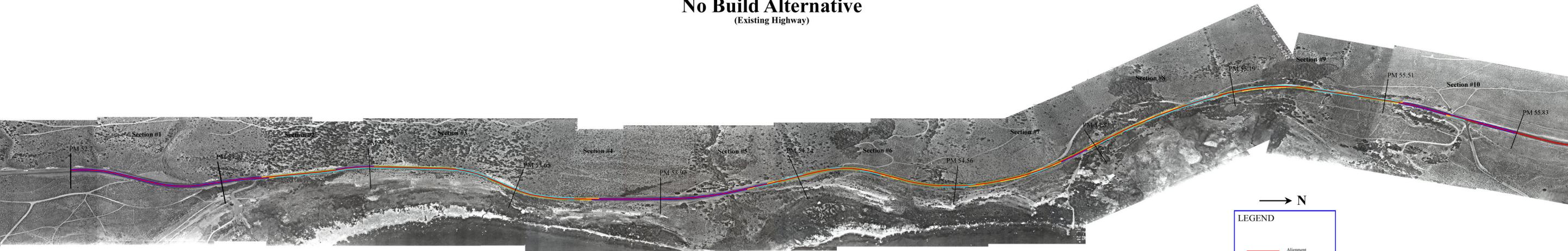
# Alternative 1



# Alternative 2



# No Build Alternative (Existing Highway)





# Appendix G Corps Wetland Determination



"Desaddi, Susan A  
SPL"  
<Susan.A.Desaddi@sp  
101.usace.army.mil>

To: "wendy\_philpott@dot.ca.gov" <wendy\_philpott@dot.ca.gov>  
Subject: Mono Lake Shoulder Widening

05/14/2003 01:20 PM

Hi Wendy,

I've had the opportunity to review the Caltrans' "Wetlands Assessment" (aka, wetlands delineation), dated March 11, 2003, submitted to our office for review. The subject report was submitted with a DA permit application form and an accompanying one-page cover letter indicating that this federally funded safety improvement project will go out for bid in 2007, approximately 4 years from now. Although your potential construction start date is several years away, I understand from you that Caltrans Districts 6 and 9 are very eager to receive a DA permit authorization/verification letter for this project as soon as possible. With that understanding, I am providing this e-mail message, which will be followed up with a formal letter, to help you complete your permit application package for requesting a NWP 14 verification letter.

Your letter and wetlands delineation report both describe two action alternatives, Alternative 1 and Alternative 2, but neither identify which alternative is being pursued nor which alternative is seeking our authorization/verification. Based on the extent of impacts to waters of the U.S., it appears that a Standard Permit (i.e. IP) will not be required and that the activities will comply with the terms and conditions of NWP 14. However, you should be aware that your application package is missing several pieces of necessary information. Please also refer to our website for additional guidance on what constitutes a complete application package. Our web page address is [www.spl.usace.army.mil/regulatory](http://www.spl.usace.army.mil/regulatory). I have also attached the NWP Information Form that I recommend be used by the Caltrans District offices to help ensure they have provided the necessary project data for PCN's and verification letters. Additionally, for non-PCN's, this form helps you to document in your own records your agency's review and consideration of the various terms & conditions that apply to our NWPs and our LAD Regional Conditions.

I have entered what data I have from you into our database. The basefile number for this project is 2003-01016-SAD. Please feel free to call me should you have any questions--I'll be happy to try to address them. In the interim, I will send you a letter that identifies what additional information is needed from you to complete your request.

Susan

Susan A. DeSaddi  
Sr. Project Manager & T-21 Coordinator  
USACE, Los Angeles District  
Regulatory Branch (CESPL-CO-R)  
Tel: (213) 452-3412  
Fax: (213) 452-4196  
[susan.a.desaddi@usace.army.mil](mailto:susan.a.desaddi@usace.army.mil)  
<http://www.spl.usace.army.mil/regulatory>



## **Appendix H** Contract Special Provisions

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### MIGRATORY BIRD TREATY ACT

The Federal Migratory Bird Treaty Act (16 USC 703-711), 50 CFR Part 21 and 50 CFR Part 10, and the California Department of Fish and Game Code Sections 3503, 3513 and 3800, protect migratory birds, their occupied nests, and their eggs from disturbance or destruction. "Migratory Bird" includes all non-game, wild birds found in the United States, except the house sparrow, starling and feral pigeon. A representative of the Department of the Interior U.S. Fish and Wildlife Service, or a California Department of Fish and Game warden may arrest persons responsible for violating these laws. These laws specify damage recovery, fines or penalties of up to \$10,000 or six months imprisonment, or both. Migratory birds may try to nest on the ground, on structures or in trees, shrubs or other vegetation within the project limits. The Contractor may choose to use appropriate exclusion techniques to avoid nesting season delays. The Contractor shall notify the Engineer 15 working days prior to beginning any ground or vegetation disturbing work between February 15 and September 1. The Engineer will request a pre-construction survey by the Department's Biologist prior to the beginning of work between February 15 and September 1. If evidence of bird nesting is discovered, the Contractor shall not disturb the nesting birds or the nest until the birds have left the nest. If evidence of migratory bird nesting is discovered after beginning work, the Contractor shall immediately stop work and notify the Engineer.

Full compensation for preventing nesting and for conforming to the requirements in these special provisions shall be considered as included in the prices paid for the various contract items of work involved and no additional compensation will be allowed therefore. No extension of time or compensation will be granted for a suspension of work due to nesting migratory birds.

If, in the opinion of the Engineer, completion of the work is delayed or interfered with by reason of the Engineer's or Biologist's delay, the Contractor will be compensated for any resulting loss, and an extension of time will be granted, in the same manner as provided for in Section 8-1.09, "Right-of-way Delays," of the Standard Specifications.

Nothing in this section shall relieve the Contractor from providing for public safety in conformance with the provisions in Section 7-1.09, "Public Safety," of the Standard Specifications.