

Martis Valley Trail

Final Environmental Impact Report



Lead Agency:
Northstar Community Services District
908 Northstar Drive
Northstar, CA 96161

October 2012
Updated October 17, 2012

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(SCH #2010122057)

Lead Agency:



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CHAPTER 1

INTRODUCTION

CHAPTER 1 INTRODUCTION

This document is the Final Environmental Impact Report (Final EIR) for the proposed Martis Valley Trail project. The Martis Valley Trail Final EIR consists of comments on the Draft EIR, responses to those comments, and the revised text of the Draft EIR. This Final EIR has been prepared in accordance with the California Environmental Quality Act (CEQA) Guidelines Section (§) 15132, which states:

“The Final EIR shall consist of:

- a. The Draft EIR or a revision of the draft.
- b. Comments and recommendations received on the Draft EIR either verbatim or in summary.
- c. A list of persons, organizations, and public agencies commenting on the Draft EIR.
- d. The responses of the Lead Agency to significant points raised in the review and consultation process.
- e. Any other information added by the Lead Agency.”

1.1 BACKGROUND

Northstar Community Services District (CSD) proposes to construct the Martis Valley Trail, an approximately 9.5-mile multiple-use trail through Martis Valley and the Northstar California resort and climbing to the ridgeline defining the Lake Tahoe Basin. The proposed trail is anticipated in the Martis Valley Community Plan. In addition, local agencies and advocacy groups have supported a regional multiple-use trail system to connect the communities of Truckee, Northstar, Kings Beach, and Tahoe City. The proposed Martis Valley Trail would provide a key connection in this regional system, linking the Town of Truckee to Northstar and Northstar to trails that access Kings Beach and Tahoe City. The project would complement other local efforts to construct trails, including segments of trail currently being planned along the Truckee River and implementation of the Town of Truckee Trails Master Plan.

Project Location

The proposed Martis Valley Trail stretches from the southern limits of the Town of Truckee southeastward through Martis Valley, reaching the Village at Northstar and continuing south to Brockway Summit, terminating at its junction with Forest Route 73. The proposed trail corridors are within the Truckee and Martis Peak U.S. Geological Survey 7.5 minute quadrangles. Topography is generally flat through the valley and steep outside of the valley through Northstar and toward the trail terminus. Elevations along the proposed trail range between approximately 5,880 and 7,280 feet above mean sea level (msl). State Route (SR) 267 provides the primary vehicular access through the project area.

The potential trail alignments travel through five distinct habitat types and cross several drainages within the Martis Creek watershed, including the main stem of Martis Creek. Historic and prehistoric cultural resources occur in the project vicinity. The climate in the area is characterized by mild, dry summers and cold, wet winters, during which most precipitation falls as snow.

Proposed Project

The proposed project is a multiple-use paved trail extending from the southern limits of the Town of Truckee at the Nevada/Placer County line to a junction with Forest Route 73 (a paved Forest Service Road) near Sawmill Flat Reservoir. The trail would be constructed and maintained by Northstar CSD but owned by Placer County. Two potential trail alignments – the Valley Alignment and the Highway Alignment – are being considered. They are evaluated in this EIR as separate alternatives at an equal level of detail. Detailed descriptions of each alignment are provided in **CHAPTER 3 PROJECT DESCRIPTION** of the Draft EIR. In addition, four potential locations for a new parking lot to access the trail have been identified. Each of these locations is also evaluated at an equal level of detail in this EIR.

The trail would provide a regional connection between existing trails in the Town of Truckee and trails in the Lake Tahoe Basin. The trail would allow for pedestrian and bicycle use, and would be constructed to meet the standards of the Americans with Disabilities Act (ADA). The maximum grade of the trail would be five percent, and the width of the paved trail surface would generally be ten feet, with two-foot unpaved shoulders on either side.

Construction of the trail between the Town of Truckee and Northstar Village would occur in the near-term over a period of two or three years while construction of the trail between Northstar Village and Forest Route 73 would occur in the future when funding is available. In any year that construction occurs, all construction activities would take place between May and October. Trail design, construction techniques, and use of Best Management Practices are discussed further in **CHAPTER 3 PROJECT DESCRIPTION** of the Draft EIR.

1.2 CEQA PROCESS

Notice of Preparation

The Notice of Preparation (NOP) for the Martis Valley Trail project, which includes a description of the project and its probable environmental effects, was circulated to the public and agencies that may have jurisdiction over some aspect of the project for a 30-day period between December 17, 2010 and January 17, 2011. A public scoping meeting to inform the public of the CEQA process and the proposed scope of the EIR was conducted on January 19, 2011. The general public and agencies were thus provided the opportunity to comment on the scope and content of the EIR.

Upon circulation of the NOP, the State Clearinghouse designated the Martis Valley Trail project as project number 2010122057.

Draft EIR

As required by CEQA Guidelines §15084(c) comments on the NOP were considered in preparation of the Draft EIR, which evaluates the potentially significant impacts of each of the equal-weight project alternatives.

Upon completion of the Draft EIR, CEQA requires the Lead Agency (Northstar CSD) to consult with and solicit comments from public agencies that have jurisdiction over the proposed project as well as provide the public with an opportunity to comment on the Draft EIR by circulating the Draft EIR for a minimum 45-day public review period. CEQA Guidelines §15200 states that

the intent of public review of a Draft EIR is to allow for the sharing of expertise as well as disclosure of analysis methods and results in order to confirm accuracy, identify omissions and public concerns, and solicit counter proposals (i.e., suggestions for alternative development scenarios and/or mitigation measures). The Martis Valley Trail Draft EIR public review period occurred between April 25, 2012 and June 11, 2012. A public hearing of the Northstar CSD Board of Directors was held on May 16, 2012 to receive public comments on the Draft EIR.

Final EIR

Comment letters were received from state and federal agencies, local agencies, local organizations, commercial property owners, and individual citizens. A list of comments received on the Draft EIR is provided on page 2-1 of this Final EIR. As required by CEQA Guidelines §15132, the Lead Agency's responses to all written and verbal comments are presented in this Final EIR.

1.3 FINAL EIR ORGANIZATION

This Final EIR is organized into three chapters as described below:

Chapter 1: Introduction

Chapter 1 describes the CEQA process as implemented for this project and provides information on the contents of this Final EIR. *Table 1.1* lists the text changes identified in responses to comments received on the Draft EIR as well as other changes to the Draft EIR identified as necessary by the Lead Agency.

Chapter 2: Comments and Responses

This chapter presents the comments received on the Draft EIR and the Lead Agency's responses to each comment. The chapter begins with a set of Master Responses, which provide a detailed discussion of issues that were raised in multiple comments. The Master Responses are followed by the comment letters and direct responses to each comment. Finally, the chapter presents a summary of the verbal comments made at the Northstar CSD Board of Directors hearing and responses to each.

Written comments on the project and the Draft EIR were received from agencies, organizations, and individuals. Many were mailed or emailed to Northstar CSD, while several were submitted through the project website, www.MartisValleyTrail.com. The comments submitted through the project website are comments on the project design and project merits and generally do not specifically address the Draft EIR. However they are included in the Comments and Responses portion of this Final EIR to ensure the completeness of this document.

Each comment letter is immediately followed by the responses to that letter. The individual comments within each letter and the corresponding responses are numbered. The first comment/response is labeled A-1; A for it being the first letter being responded to and -1 for it being the first comment in the letter. Comments received at the Northstar CSD Board of Directors hearing are summarized and responses are provided following Comment Letter BY.

When responding to comments, the Lead Agency must address environmental issues but does not need to provide all information requested by reviewers, as long as a good faith effort at full disclosure of environmental impacts is made in the EIR (CEQA Guidelines §15204(a)). This Final EIR responds to all comments addressing the adequacy of the Draft EIR. Comments addressing the merits of the project are not required to be addressed under CEQA. Such comments are addressed more generally in this Final EIR. All comments, whether related to environmental issues, the project merits, the project design, or any other project component or concern, will be considered by the Northstar CSD Board of Directors in their deliberations on this project.

Chapter 3: Draft EIR Revisions

Some comments received on the Draft EIR necessitated revisions or additions to the text of that document. Each response to a comment that required a revision or addition to the Draft EIR text describes or provides the specific revision, while the revised text of the Draft EIR is included in Chapter 3.

Text deleted from the Draft EIR is shown in strikethrough font (~~strikethrough~~) and text added to the EIR is shown in underline font (underline). In addition, *Table 1.1* in Section 1.5 below, identifies the specific pages where changes were made to the Draft EIR, provides a summary of the text changes, and notes the reason for each text edit.

1.4 NEW INFORMATION

CEQA Guidelines §15088.5 requires that an EIR be recirculated for public review and comment when “significant new information is added to the EIR after public notice is given of the availability of the Draft EIR for public review.” The definition of “significant new information” is clarified under §15088.5(a)(1)-(4). This could include disclosure of a new significant environmental impact, a substantial increase in the severity of an impact, identification of a feasible project alternative or mitigation measure considerably different from those previously analyzed, or a fundamental and basic inadequacy in the Draft EIR. While edits to the Draft EIR text, including mitigation measures, were made in response to comments, none of the edits add significant new information to the Draft EIR. Recirculation of this EIR is not warranted.

1.5 TEXT CHANGES IN THE DRAFT EIR

Chapter 3 of this Final EIR presents the revised Draft EIR text. These revisions are summarized in *Table 1.1* on the following pages. The changes made to EIR text and mitigation measures are minor and were made based on comments received, and to correct typographical errors, provide updated information, and clarify the project description and impact analysis.

Table 1.1
Index of Changes Made to the Draft EIR Text

Draft EIR page number	Primary Change Made	Reason for Change
Chapter 2 Executive Summary		
2-4	Clarify text regarding timber stand management by Northstar at Tahoe	<i>Response to Comment J-8</i>
2-11	Add requirement for Statewide Construction General Permit to Table 2.1 and the following discussion of required permits and approvals	<i>Response to Comment C-5</i>
2-11	Add requirement for prohibition exemption to Table 2.1 and the following discussion of required permits and approvals	<i>Response to Comment C-6</i>
2-11	Add Placer County Department of Public Works Encroachment Permit to Table 2.1 and the following discussion of required permits and approvals	<i>Response to Comment D-3</i>
2-11	Add Placer County Air Pollution Control District Construction Emission/Dust Control Plan to Table 2.1 and the following discussion of required permits and approvals	<i>Response to Comment D-14</i>
2-14	Mitigation Measure 4.1b: Add requirement for invasive plant species surveys, management plan and implementation	<i>Response to Comment F-2</i>
2-15	Mitigation Measure 4.1e: Add requirement for monitoring for invasive weeds in revegetated areas	<i>Response to Comment AR-6</i>
2-17	Mitigation Measure 4.2a: Add requirement for Lahontan Regional Water Quality Control Board review of trail plans to determine need for prohibition exception where impacts to riparian habitat occur Mitigation Measure 4.2b: Add measure to require implementation of Mitigation Measure 4.1b to reduce impacts to riparian habitats Mitigation Measure 4.2c: Add requirement to survey for invasive plant species	<i>Response to Comment C-8;</i> <i>Response to Comment F-2</i>
2-19 and 2-20	Add new Mitigation Measure 5.1a to clarify that each site the trail passes through will require further evaluation. Add new Mitigation Measure 5.1b to clarify that significant sites that are determined not eligible for listing shall be subject to informal data recovery and information included in interpretive exhibits Renummer all other mitigation measures for Impact 5.1 (Draft EIR measures numbered 5.1a through 5.1e renumbered as measures 5.1c through 5.1g). The new measures	<i>Clarification/renumbering</i>

Draft EIR page number	Primary Change Made	Reason for Change
2-22	Mitigation Measure 6.1b: Add requirement that all future RFPs for construction include invasive plant species control BMP checklist Mitigation Measure 6.1c: Add requirement for ongoing maintenance of BMPs for prevention of the spread of invasive weed species; add requirement that Best Management Practices comply with Placer County Stormwater Management Manual; add requirement for use of Best Management Practices	<i>Response to Comment AR-7, Response to Comment C-9, Response to Comment D-9</i>
Chapter 3 Project Description		
3-11	Clarify text regarding timber stand management by Northstar at Tahoe	<i>Response to Comment J-8</i>
3-13	Clarify that no changes to the Wildlife Viewing Area parking lot are proposed	<i>Response to Comment H-22</i>
3-28 and 3-29	Clarify that the construction timeline is tentative and construction of the segments between the trailhead near the Town of Truckee and Northstar Village may be phased	<i>Response to Comment B-2</i>
3-29	Revise construction season to reflect construction ending in mid-October of any year in which construction occurs unless exemptions are granted by Lahontan and Placer County	<i>Response to Comment C-4</i>
3-29	Add requirement for Statewide Construction General Permit to Table 3.2	<i>Response to Comment C-5</i>
3-29	Add requirement for prohibition exemption to Table 3.2	<i>Response to Comment C-6</i>
3-29	Add Placer County Department of Public Works Encroachment Permit to Table 3.2	<i>Response to Comment D-3</i>
3-29	Add Placer County Air Pollution Control District Construction Emission/Dust Control Plan to Table 3.2	<i>Response to Comment D-14</i>
Chapter 4 Biological Resources		
4-2	Add text regarding efforts to control invasive plant species at the end of the Regional Setting section	<i>Response to Comment F-2</i>
4-17	Add text regarding invasive plant species control guidance in the Regulatory Framework section	<i>Response to Comment F-2</i>
4-19	Add text under special-status plant species impacts regarding invasive plant species	<i>Response to Comment F-2</i>
4-25	Add reference to Mitigation Measure 4.2d to summary table for Impact 4.2	<i>Response to Comment F-2</i>
4-26 through 4-28	Add text under impacts to habitat types regarding invasive plant species	<i>Response to Comment F-2</i>
4-29	Reflect renumbering of Mitigation Measures 4.2b and 4.2c.	<i>Response to Comment F-2</i>
4-34	Mitigation Measure 4.1b: Add requirement for invasive plant species surveys, management plan and implementation	<i>Response to Comment F-2</i>
4-35	Mitigation Measure 4.1e: Add requirement for monitoring for invasive weeds in revegetated areas	<i>Response to Comment AR-6</i>

Draft EIR page number	Primary Change Made	Reason for Change
4-37	Mitigation Measure 4.2a: Add requirement for Lahontan Regional Water Quality Control Board review of trail plans to determine need for prohibition exception where impacts to riparian habitat occur Mitigation Measure 4.2b: Add measure to require implementation of Mitigation Measure 4.1b to avoid impacts related to spread of invasive plant species. Renummer Mitigation Measure 4.2b as Mitigation Measure 4.2c Renummer Mitigation Measure 4.2c as Mitigation Measure 4.2d	<i>Response to Comment C-8; Response to Comment F-2</i>
Chapter 5 Cultural Resources		
5-1	Add text regarding historic activities at bottom of the page	<i>Clarification</i>
5-4	Correct dates on historic activities	<i>Clarification</i>
5-5	Add text regarding mining complexes along Martis Creek and correct misspelling	<i>Clarification/correction</i>
5-6	Correct typographic error (delete extraneous period)	<i>Correction</i>
5-9	Add text clarifying findings within Area of Potential Effect	<i>Clarification</i>
5-12	Add introductory text before Table 5.1	<i>Clarification</i>
5-13	In Table 5.1, add text to Notes column for Resources CA-PLA-491/H and MVT3A-1	<i>Response to Comment B-12</i>
5-17 through 5-20	Add reference to Mitigation Measures 5.1f and 5.1g to summary table for Impact 5.1 Add text corrections and clarifications under Impact 5.1	<i>Clarification and mitigation measure revisions</i>
5-24	Add Mitigation Measure 5.1a to clarify that each site the trail passes through will require further evaluation, move text from Mitigation Measure 5.1c to Mitigation Measure 5.1a Add Mitigation Measure 5.1b to clarify that significant sites that are determined not eligible for listing shall be subject to informal data recovery and information included in interpretive exhibits Renummer Mitigation Measure 5.1a as Mitigation Measure 5.1c Renummer Mitigation Measure 5.1c as Mitigation Measure 5.1d and revise to reflect the requirements of Mitigation Measure 5.1a Renummer Mitigation Measure 5.1b as Mitigation Measure 5.1e Renummer Mitigation Measure 5.1d as Mitigation Measure 5.1f Renummer Mitigation Measure 5.1e as Mitigation Measure 5.1g	<i>Clarification and mitigation measure revisions</i>
Chapter 6 Hydrology and Water Quality		
6-5	Add discussion of Regional Water Quality Control Board requirements for prohibition exemption for impacts to wetlands and 100-year floodplains to Basin Plan discussion	<i>Response to Comment C-6</i>

Draft EIR page number	Primary Change Made	Reason for Change
6-7	Add discussion of Placer County Code Article 8.28 – Stormwater Quality Ordinance – to the Regulatory Framework section	<i>Response to Comment D-7</i>
6-16	Mitigation Measure 6.1b: Add requirement that all future RFPs for construction include invasive plant species control BMP checklist Mitigation Measure 6.1c: Clarify that requirements for ongoing maintenance of BMPs also apply to measures for prevention of the spread of invasive weed species; Add statement regarding requirement for Best Management Practices to comply with Placer County Stormwater Management Manual; Add statement regarding requirement for use of Best Management Practices	<i>Response to Comment AR-7, Response to Comment C-9; Response to Comment D-9</i>
Chapter 7 Transportation and Circulation		
7-9	Add statement regarding safety at trail crossings at Northstar Drive	<i>Response to Comment H-9</i>
Chapter 8 Visual Resources		
8-9	Correct Impact 8.1 summary table	<i>Correct error</i>
8-13	Add statement regarding views of trail users crossing Northstar Drive	<i>Response to Comment H-9</i>
8-16	Add statement regarding visual exposure of the trail in the area of the Conifer neighborhood	<i>Response to Comment H-26</i>
Chapter 9 Recreation		
9-12	Add statement regarding displacement of existing trail users	<i>Response to Comment H-4</i>
9-14	Add paragraph describing impacts associated with trail user conflicts	<i>Master Response 3 addressing trail safety</i>
9-15	Add paragraphs describing measures to reduce trail user conflicts	<i>Master Response 3 addressing trail safety</i>
9-17	Clarify how proposed project would avoid physical environmental effects that were mitigated under the Martis Creek Lake Master Plan	<i>Response to Comment B-3</i>
Chapter 10 Cumulative Impacts		
10-9	Omit reference to Mitigation Measure 6.2a from Impact 10.4	<i>Correct error</i>
Chapter 12 Mitigation Monitoring and Reporting Program		
12-2	Mitigation Measure 4.1b: Add requirement for invasive plant species surveys, management plan and implementation	<i>Response to Comment F-2</i>
12-4	Mitigation Measure 4.1e: Add requirement for monitoring for invasive weeds in revegetated areas	<i>Response to Comment AR-6</i>

Draft EIR page number	Primary Change Made	Reason for Change
12-7	<p>Mitigation Measure 4.2a: Add requirement for Lahontan Regional Water Quality Control Board review of trail plans to determine need for prohibition exception where impacts to riparian habitat occur</p> <p>Mitigation Measure 4.2b: Add measure to require implementation of Mitigation Measure 4.1b to reduce impacts to riparian habitats</p> <p>Mitigation Measure 4.2c: Add requirement to survey for invasive plant species</p>	<i>Response to Comment C-8, Response to Comment F-2</i>
12-10 through 12-12	<p>Add new Mitigation Measure 5.1a to clarify that each site the trail passes through will require further evaluation.</p> <p>Add new Mitigation Measure 5.1b to clarify that significant sites that are determined not eligible for listing shall be subject to informal data recovery and information included in interpretive exhibits</p> <p>Renumber all other mitigation measures for Impact 5.1 (Draft EIR measures numbered 5.1a through 5.1e renumbered as measures 5.1c through 5.1g).</p>	<i>Clarification/renumbering</i>
12-14 and 12-15	<p>Mitigation Measure 6.1b: Add requirement that all future RFPs for construction include invasive plant species control BMP checklist</p> <p>Mitigation Measure 6.1c: Add requirement for ongoing maintenance of BMPs for prevention of the spread of invasive weed species; add requirement that Best Management Practices comply with Placer County Stormwater Management Manual; add requirement for use of Best Management Practices</p>	<i>Response to Comment AR-7, Response to Comment C-9, Response to Comment D-9</i>

CHAPTER 2

COMMENTS AND RESPONSES

CHAPTER 2 COMMENTS AND RESPONSES

Comments received on the Martis Valley Trail Draft EIR include the following:

Letter	Author
Letter A	State Clearinghouse
Letter B	U.S. Army Corps of Engineers
Letter C	Lahontan Regional Water Quality Control Board
Letter D	Placer County
Letter E	Tahoe Metropolitan Planning Organization
Letter F	Truckee River Watershed Council
Letter G	Truckee Trails Foundation
Letter H	Northstar Property Owners Association
Letter I	Donner Truckee Veterinary Hospital
Letter J	Northstar At Tahoe
Letter K	East West Partners
Letter L	Lahontan Community Association
Letter M	Bowe, John
Letter N	Brandt, Ryan
Letter O	Colson, Ed and Diane
Letter P	Crang, Marilyn
Letter Q	Davis, Muriel
Letter R	DeCato, Carlin
Letter S	Dunsford, Michael
Letter T	Erickson, Leslie
Letter U	Forsberg, Gary
Letter V	Geiger, Ed and Carol
Letter W	Granath, Jennifer and Derek
Letter X	Gray, Dana Davis
Letter Y	Huml, Melissa
Letter Z	Hunstock, Dr. Alan and Mrs.
Letter AA	Hyatt, Ellie
Letter AB	Jackson, Steve and Suzanne
Letter AC	Jones, Greg
Letter AD	Leach, Gordon
Letter AE	Lindsay, Paco
Letter AF	Lomanto, Patty
Letter AG	Markley, B.
Letter AH	Moore, April
Letter AI	Murphy-Hackley
Letter AJ	Nigra, Robert
Letter AK	Penfield, Ann
Letter AL	Robertson, Candace and Peter

Letter	Author
Letter AM	Roghers, Helga
Letter AN	Santomero, Denise and Camillo
Letter AO	Saylor, James and Patricia
Letter AP	Stein, Max and Krista
Letter AQ	Verissimo, Hank and Pat
Letter AR	Welch, Kathy
Letter AS	Wilbert, Russ
Letter AT	Williams, Karen R.
Letter AU	Auckenthaler, Jadwiga
Letter AV	Beauchamp, Sue
Letter AW	Bell, Robert
Letter AX	Comanor, Lorraine
Letter AY	Costa, Ray
Letter AZ	Doler, Kathleen
Letter BA	Dunsford, Mike
Letter BB	Euzent, Bruce
Letter BC	Fenimore, David
Letter BD	Foy, France's
Letter BE	Hobday, Thomas
Letter BF	Hyatt, Donald
Letter BG	Jackson, Steve and Suzanne
Letter BH	Kaneda, Brigitte
Letter BI	Kelly, Val
Letter BJ	Krueger, Lisa
Letter BK	Larson, Barbara
Letter BL	Lomanto, Patty
Letter BM	Lyon, Sally
Letter BN	Mann, Janet
Letter BO	McRae, Lynne
Letter BP	Mello, Laura
Letter BQ	Olivieri, Stefanie
Letter BR	Ollar, Alexis
Letter BS	Paulson, David
Letter BT	Penfield, Ann
Letter BU	Ramos, Stephen
Letter BV	Rhodes, Bob and Joyce
Letter BW	Roghers, Helga
Letter BX	Sweet, Ed
Letter BY	Ward, Robin
Letter BZ	Verbal Comments
Letter CA	Winberry, Lanny on behalf of DMB/Highlands Group, LLC

This chapter presents each of the written comments on the Draft EIR and the Lead Agency's response to each comment. Each comment letter is numbered in the margin to indicate the individual comments for which responses are provided. Each comment letter is immediately followed by the responses to the comments in that letter (correspondingly numbered).

One public hearing of the Northstar Community Services District (CSD) was held during the public review period for the Draft EIR. Seven individuals offered verbal comments during the hearing. All verbal comments are summarized and responded to following Comment Letter BY.

The responses to comments supplement, clarify, or amend information provided in the Draft EIR and/or refer the reader to the appropriate place in the Draft EIR where the requested information can be found. Comments that are not directly related to environmental issues (e.g., opinions on the merits of the project or preference for one of the potential alignments) may be discussed or noted for the record. Where text changes in the Draft EIR are warranted based on comments received or information provided by Northstar CSD staff, those changes are generally indicated within the response to comment. Each change to the Draft EIR text is identified in *Table 1.1* of Chapter 1 of this Final EIR and cut-sheets from the Draft EIR presenting the full text changes are contained in Chapter 3 of this Final EIR.

The changes to the analysis contained in the Draft EIR represent only minor clarifications/amplifications and do not constitute substantial new information. In accordance with CEQA Guidelines Section 15088.5, the information in this Final EIR does not warrant recirculation of the Draft EIR.

The Master Responses on the following pages provide responses to a number of similar comments received on the Draft EIR.

MASTER RESPONSE I – PROJECT OVERVIEW

There are several steps in the process of designing, evaluating, approving, and constructing the proposed Martis Valley Trail. Early in the process, the Northstar Community Services District (CSD) authorized preparation of economic and environmental constraints studies to determine feasibility of the proposed trail. With the favorable results from these initial assessments, preliminary trail designs were prepared. Technical studies (such as biological, cultural and visual resource assessments) were completed in the study corridor(s) defined by the preliminary trail plans. The results of those studies were factored in to the trail designs and refinements to the preliminary trail plans were made.

The first step in the California Environmental Quality Act (CEQA) process was distribution of the Notice of Preparation (NOP) to solicit comments on the scope and content of the Environmental Impact Report (EIR). Using the preliminary trail designs as a basis for analysis and incorporating the technical studies, the Draft EIR was prepared to evaluate the potential physical environmental effects of the proposed project. The Draft EIR was circulated for public comments for 45 days. Responses to comments received on the Draft EIR are included in this Final EIR, as well as any changes to the Draft EIR. The Final EIR will be considered by the Northstar CSD Board of Directors at a public hearing. If the Board certifies the EIR a Notice of Determination will be filed to complete the CEQA process.

Each proposed trail alignment passes through the Martis Valley Lake Project area, and the project is subject to the federal environmental review process (National Environmental Policy Act or NEPA). The U.S. Army Corps of Engineers (USACE) will serve as the lead agency for NEPA compliance. The NEPA process typically begins with preparation of a statement of Project Purpose and Need and an Environmental Assessment. The conclusions of the Environmental Assessment may support preparation of a Finding of No Significant Impact or preparation of an Environmental Impact Statement. In addition, as discussed below, trail construction under either alignment will require authorization to fill Waters of the U.S. under Section 404 of the Clean Water Act.

Two other ongoing USACE planning and evaluation projects could affect the USACE analysis of the proposed trail: the USACE is preparing a Dam Safety Modification (DSM) study and Environmental Impact Statement for Martis Creek Dam and USACE anticipates undertaking an update to the Martis Valley Lake and Dam Project Master Plan.

The Northstar CSD Board of Directors will select the preferred alignment after completion of the CEQA process. The Northstar CSD will coordinate with property owners to acquire easements and work with several agencies to obtain permits to construct the trail. Necessary permits and approvals from outside agencies include but are not limited to:

- ◆ Authorization from USACE to construct the trail through the Martis Creek Lake and Dam Project area;
- ◆ Issuance of a Minor Use Permit and approval of Improvement or Grading plans by Placer County;
- ◆ Compliance with Clean Water Act Section 404 through USACE;

- ◆ Compliance with Clean Water Act Section 401 through Lahontan Regional Water Quality Control Board;
- ◆ Obtaining a Streambed Alteration Agreement from California Department of Fish and Game;
- ◆ Dust/Erosion Control Plan approval from Placer County Air Pollution Control District;
- ◆ Compliance with National Pollutant Discharge Elimination System, including preparation and implementation of a Stormwater Pollution Prevention Plan;

Conditions of approval of any of these permits will be integrated into trail construction and operation as necessary. In addition, mitigation measures identified in the EIR will be implemented before, during and after trail construction. Several measures will require ongoing monitoring as specified in the Mitigation Monitoring and Reporting Program presented in Chapter 12 of the Draft EIR.

MASTER RESPONSE 2 – TRAIL SURFACING

Several comments on the Draft EIR question the need for asphalt or other hard surfacing for the proposed trail, and recommend alternative surfacing such as gravel. The Draft EIR analysis of the trail's environmental effects found that all impacts associated with use of an impervious paved surface would be adequately mitigated to less than significant levels. Therefore, under CEQA there is no requirement to construct the trail using an alternative surface.

However, the concerns of potential trail users and the quality of the recreational experience on the Martis Valley Trail are important considerations for the Northstar CSD Board of Directors. In refining and finalizing the trail design for each construction phase, Northstar CSD may evaluate the feasibility of using alternative surfacing for the trail. It may be feasible to implement alternative surfacing in selected locations or along the full length of the trail. There are several factors that must be considered in the selection of trail surfacing, including:

- ◆ Is the surface appropriate in the environment? The Martis Valley Trail is located in an area with a wide annual range of temperatures and snow accumulation. Will proposed surfacing withstand such conditions?
- ◆ What is the surface longevity? What type of surface will have a longer life and require less replacement? What are the maintenance requirements of alternative surfaces? The Federal Highway Administration (FHWA) notes that “high use trails passing through developed areas or fragile environments are commonly surfaced with asphalt or concrete to maximize longevity” (FHWA 2001).
- ◆ Will a non-paved trail surface increase environmental impacts? While an impervious surface generally increases stormwater runoff, unpaved trails are a significant source of erosion and sedimentation. The Tahoe Regional Planning Agency (TRPA) recommends paving trails as a Best Management Practice to reduce erosion and sedimentation. FHWA recommends “Paved surfaces should be provided in areas that are subject to flooding or drainage problems, in areas with steep terrain, and in areas where bicyclists or inline skaters are the primary users” (FHWA 2001).
- ◆ Will a different type of trail surface compromise accessibility? The Martis Valley Trail is proposed to fully comply with the Americans with Disabilities Act. Will different surfacing limit the differently-abled users? FHWA has found that the condition of a trail surface is a significant factor in determining how easily a person with a disability can travel along a shared-use path. Important considerations are surface firmness, smoothness/size of surface openings, stability, and slip-resistance (FHWA 2001).
- ◆ What are the cost implications for construction and maintenance?

MASTER RESPONSE 3 –SAFETY OF MIXED USE TRAILS

Many of the Draft EIR comments raise concerns regarding user safety on the proposed Martis Valley Trail due to the proposal to allow use of the trail by multiple user groups. This issue was raised in the comments on the Notice of Preparation for this EIR, and was addressed in Impact 9.2 on pages 9-14 through 9-16 of the Draft EIR. As discussed in that section, the increased use of the trails and the change in composition of user groups is expected to increase the potential for conflicts between trail users to occur. This is considered a potentially significant impact. The Draft EIR identifies several project design measures that reduce this impact and identifies one mitigation measure necessary to ensure the impact is reduced to a less than significant level. The mitigation measure addresses trail management issues related to the portion of trail within the U.S. Army Corps of Engineers' Martis Creek Lake and Dam Project.

To further support the Draft EIR conclusion that the trail would adequately accommodate multiple user groups, the following text has been added to the Draft EIR analysis of Impact 9.2:

1. The following paragraph has been added to page 9-14:

Conflicts between bicyclists and pedestrians are a source of injuries on multiple use trails. The University of Delaware Institute for Public Administration report *Sidewalks and Shared-Use Paths: Safety, Security and Maintenance* explains "user conflicts on trails are the result of differences in skill, movement patterns, and speed. The greater the differences, the more likely an accident will occur" (O'Donnell 2007). In summarizing relevant research and reporting a case study regarding their management of a multiple-use trail, the Victoria Transport Policy Institute (VTPI) identifies other key reasons for collision on non-motorized facilities: the facility does not meet appropriate standards to accommodate its users (too narrow, overcrowded, confusing intersections); and education or enforcement of appropriate behavior is limited.

2. The following two paragraphs have been added to page 9-15 after the bullet list describing trail congestion forecasts.

Trail design is an important component of ensuring a trail can safely accommodate its intended users. The Federal Highway Administration (FHWA) finds that having trails of sufficient width can effectively reduce user conflicts (FHWA 2001). Placer County does not have specific mandatory standards for trail design. Rather the County generally applies the recommendations of the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities to bicycle and pedestrian trail projects. Consistent with the AASHTO guidelines and the FHWA recommendations (FHWA 2001), the proposed trail would have a total width of 14 feet – 10 feet of paved trail and 2-foot wide unpaved shoulders on each side. This width is considered appropriate for a popular multiple-use trail and is sufficient to accommodate the anticipated level of use without significant overcrowding of the trail. In addition, striping the trail centerline has been found to provide slight benefits in trail safety by reducing a "bicyclist's perception of freedom to maneuver" (FHWA 2006) which has the effect of causing

bicyclists to slow down (more than they would without a centerline) when passing other trail users.

Intersection design is another important consideration in trail safety. As shown on the Preliminary Trail Plans provided in Appendix B to the Draft EIR, either alignment of the proposed trail would intersect with existing trails in several locations. Specifically, the Valley Alignment would have fifteen intersections with other trails and the Highway Alignment would have four. A small bulb-out will be constructed at each trail junction using a permeable surface and including a trail map and signage. The bulb-out will provide room for trail users to safely stop off of the Martis Valley Trail tread. These features are generally sufficient to maintain safety at trail intersections. Northstar CSD will monitor trail usage and provide additional outreach and education and on-trail traffic control as necessary. Traffic control typically includes speed control devices and stop signs.

3. The following paragraph has been added to page 9-15 of the Draft EIR before the paragraph discussing Placer County's leash law.

Education regarding appropriate trail etiquette and enforcement of trail rules has been shown to be effective in reducing trail conflicts (FHWA 2001). Each trailhead for the proposed trail would include signage setting rules for appropriate trail behavior. The use of directional, safety, informational, and trail etiquette signage is recommended as an approach to minimize user conflicts on shared-use paths (O'Donnell 2007). Northstar CSD would monitor trail usage and provide additional management to respond to any identified problems. Following the CSD's current management practices for the Tomkins Memorial Trail and consistent with recommendations from the report Conflicts on Multiple-Use Trails: Synthesis of the Literature and State of the Practices (Moore 1994 as cited in VTPI 2012) the CSD's work to resolve trail user conflicts would include promoting trail etiquette through community outreach and written communication. The Moore report supports use of "light-handed" management, frequent education efforts, and ongoing monitoring to minimize conflict on multiple-use trails.

MASTER RESPONSE 4 –SECURITY OF RESIDENCES NEAR TRAILS

Many comments from residents of the Northstar community raise concerns about security within the Community. Specifically, individuals are concerned that the new public access to the community the trail would provide would bring crime, such as vandalism and burglary, to the area. Residents have also raised concerns that the trail could lower their property values or make it more difficult to sell their homes.

This Master Response summarizes research conducted to determine the effects of trails on crime based on the following reports: *Sidewalks and Shared-Use Paths: Safety, Security and Maintenance* (O'Donnell 2007), a synthesis of information taken from online resources prepared by the Los Angeles County Metropolitan Transportation Authority (Metro 2007), and the *Project Report for Property Value/Desirability Effects of Bike Paths Adjacent to Residential Areas* (Racca 2006), which was prepared for the Delaware Center for Transportation and State of Delaware Department of transportation.

Key findings in these reports include:

- ◆ “Crime rates are lower on trail networks than the overall crime rate for the region in which they are located, whether urban, suburban, or rural” (O'Donnell 2007).
- ◆ Most criminal activity associated with trail systems occurs at trailhead parking lots (O'Donnell 2007).
- ◆ More heavily used facilities experience less crime (O'Donnell 2007) - the presence of other people on the trail likely deters criminal activity.
- ◆ Incidents of vandalism and burglary did not increase with construction of a new trail (*Rail-Trails and Safe Communities: The Experience on 372 Trails*, Tracy 1998 as cited in Metro 2007).
- ◆ “The rate of vandalism and break-ins to adjacent property was well below the neighborhood average. Police said that they did not anticipate crime being a problem as long as motor vehicle use on the trail was prohibited, citing the separation of a criminal from his/her escape vehicle as being a primary deterrent” (Tracy 1998 as cited in Metro 2007).
- ◆ A study of Bush Creek Trail in Santa Rosa, California, found that the trail did not increase crime or decrease property values. The study included a survey of fifteen cities, which reported only a “small number of minor infractions such as illegal motorized vehicles, litter, and unleashed pets” (Racca 2006).

The proposed Martis Valley Trail would not allow motorized vehicle use and is expected to receive moderate to high levels of use in some areas. Based on these findings, it is not expected that the construction and use of either potential alignment would result in an increase in crime rates.

In addition, research has demonstrated that trails generally have a positive effect on home values and homes adjacent to and near trails sell faster than similar homes located further from trails (Metro 2007). For example, a study of the Burke-Gilman trail in the Seattle metropolitan

area found that real estate agents reported that property near but not adjacent to the trail was significantly easier to sell while property adjacent to the trail was slightly easier to sell (Racca 2006). The Burke-Gilman trail is 8 to 10 feet in width, 12 miles long, and passes through several residential neighborhoods.

MASTER RESPONSE 5 – ONE MIXED USE TRAIL VS. TWO SINGLE USE TRAILS

Several comments suggest that Northstar Community Services District (CSD) build two trails to keep bicyclists separated from other trail users. Some comments have suggested separate trails would be needed in only certain locations while other comments suggest separate trails for the entire length of the trail. The Draft EIR analysis of trail operations, including safety considerations, found that the trail would adequately accommodate the volume of use and mix of user groups anticipated for the trail. The Draft EIR found that the significant environmental effects associated with the proposed trail design and the potential for user conflicts would be adequately mitigated. Therefore, under CEQA there is no requirement to construct separate trails.

However, the concerns of potential trail users and the quality of the recreational experience on the Martis Valley Trail are important considerations for the Northstar CSD Board of Directors. In refining and finalizing the trail design for each construction phase, Northstar CSD will evaluate the feasibility of constructing a parallel path design to separate uses in certain locations. For example, the Northstar Property Owners Association (NPOA) suggests that a parallel track would be desirable on the Highway Alignment between the Wildlife Viewing Area parking lot and Northstar Golf Course.

A parallel path design would likely include reducing the width of the trail surface and/or trail shoulders in order to avoid increasing the maximum area of disturbance. Each of the parallel paths would be placed within the 50-foot wide study corridor evaluated in this EIR and would avoid impacts to sensitive resources to the extent feasible. Where a parallel path design is contemplated for construction, a review of potential environmental effects would be conducted to determine if the parallel path design would result in any environmental effects that have not been adequately evaluated and mitigated in this EIR. Any new environmental effects would need to be evaluated in a new CEQA document. Due to cost and construction impacts, it is not expected to be feasible to construct parallel paths on any bridge or other drainage feature crossing location.



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

June 11, 2012

Mike Staudenmayer
Northstar Community Services District
908 Northstar Drive
Truckee, CA 96161

Subject: Martis Valley Regional Trail
SCH#: 2010122057

Dear Mike Staudenmayer:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on June 8, 2012, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

A-1

**Document Details Report
State Clearinghouse Data Base**

SCH# 2010122057
Project Title Martis Valley Regional Trail
Lead Agency Northstar Community Services District

Type EIR Draft EIR

Description The Martis Valley Regional Trail project proposes to construct a multiple-use paved trail extending +-9.5 miles from the southern limits of the Town of Truckee at the Nevada/Placer County Line eastward to the ridgeline defining the Lake Tahoe Basin, terminating near Sawmill Flat at a paved Forest Service road atop the ridge near a road intersection known locally as "Four Corners". The width of the trail would generally be ten feet, with two-foot unpaved shoulders on either side. The trail would accommodate pedestrians, bicyclists, and other non-motorized transportation. The trail grade would provide for maximum accessibility in accordance with Americans with Disabilities Act (ADA) requirements.

Lead Agency Contact

Name Mike Staudenmayer
Agency Northstar Community Services District
Phone 530-562-0747 **Fax**
email
Address 908 Northstar Drive
City Truckee **State** CA **Zip** 96161

Project Location

County Placer
City
Region
Lat / Long 39° 18' 59.457" N / 120° 9' 10.57" W
Cross Streets Shaffer Mill Rd./St Rte 267
Parcel No. various
Township 16/17N **Range** 16/17E **Section** 5/8/13 **Base**

Proximity to:

Highways SR 267
Airports Truckee-Tahoe
Railways
Waterways Martis Creek
Schools Placer County Community School
Land Use Land uses in the vicinity include residential, commercial, recreation, an airport, and resource management (logging).

Project Issues Aesthetic/Visual; Archaeologic-Historic; Drainage/Absorption; Flood Plain/Flooding; Recreation/Parks; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Wildlife; Growth Inducing; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 2; Cal Fire; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 3; Air Resources Board, Transportation Projects; Regional Water Quality Control Bd., Region 6 (So Lake Tahoe); Native American Heritage Commission; State Lands Commission; Tahoe Regional Planning Agency

Date Received 04/25/2012 **Start of Review** 04/25/2012 **End of Review** 06/08/2012

RESPONSES TO COMMENT LETTER A

Submitted by:

Scott Morgan, Director
State of California, Governor's Office of Planning and Research
State Clearinghouse and Planning Unit

A-1 The comment states that the State of California Governor's Office of Planning and Research State Clearinghouse and Planning Unit (State Clearinghouse) has submitted the Draft EIR to selected state agencies for review. The comment states that the review period closed on June 8, 2011 and no comments were received from any state agencies. The comment provides acknowledgement that Northstar Community Services District has complied with State Clearinghouse review requirements for draft environmental documents.

No comments on the content of the EIR are provided in the State Clearinghouse letter and no response is necessary.



DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, SACRAMENTO DISTRICT
1325 J STREET
SACRAMENTO CA 95814-2922

REPLY TO
ATTENTION OF

June 11, 2012

Construction-Operations Division

Mr. Mike Staudenmayer
Northstar Community Services District
908 Northstar Drive
Northstar, CA 96161

Dear Mr. Staudenmayer:

This letter is in response to the Northstar Community Services District (NCSD) Draft Environmental Impact Report (DEIR) for the proposed Martis Valley Regional Trail (MVRT). A portion of the proposed MVRT is located within Martis Creek Lake and Dam Project, which is owned and managed by the U.S. Army Corps of Engineers (USACE), Sacramento District. We thank you for the opportunity to provide our comments.

We appreciate the community's desire for a regional trail system and are proud to provide public recreation opportunities in the Martis Valley while balancing the need to protect this ecologically and culturally sensitive area. As you are aware, Martis Creek Dam is currently undergoing a Dam Safety Modification (DSM) Study. It is now estimated that the Draft Environmental Impact Statement (EIS) for the DSM Study will be available to the public in late 2013, pending results from ongoing project risk evaluations. The outcome of the DSM Study may propose altering, eliminating, and/or modifying any and/or all existing or proposed recreational activities at Martis Creek Lake and Dam. The DSM Study may also need to use existing USACE property for borrow locations, etc, which will be unknown until the study is complete. Additionally, activities, including the proposed MVRT, cannot conflict with the congressionally authorized project purposes, such as flood risk management, and subsequent related projects to dam safety modifications or flood control operations.

Currently, the MVRT DEIR schedule indicates that "*construction is expected to begin in 2012 or 2013*" for the proposed Highway Alignment. The Corps cannot allow construction of any portion of the trail on USACE property until the outcome of the DSMP project has been determined and until the Master Plan for Martis Creek Lake and Dam reflects the appropriate land classification needed to support the level and type of use being proposed by the MVRT.

As we have stated in previous correspondence and at various meetings with NCSD that the proposed MVRT is currently in conflict with the Master Plan, which allows only for a small interpretive loop trail in the Wildlife Management Area (WMA). The WMA was set aside as mitigation for habitat loss due to the construction of the flood control project. The WMA is

B-1

B-2

B-3

available for low-density recreation activities only and is to be used for extensive recreation uses as opposed to intensive uses. The activities on these lands (extensive use) are to be spread out and with minimal impact to the lands. Recreational/interpretive hiking trails are compatible with low-density use; however, roads, transportation corridors, and paved trails are not. Given the Master Plan only allows for low-density recreational activities in the WMA, the north side of Highway 267 would be more compatible with this type of trail as it is zoned for high-density recreation. High-density recreation is considered an intensive use.

B-3

(cont.)

B-4

The DEIR states in Chapter 9, under the section titled “*Conflict with U.S. Army Corps of Engineers Martis Creek Lake Master Plan*”, “*This impact is determined to be less than significant. No mitigation measures are required*”. USACE disagrees with this interpretation and will not issue permission for a trail that is in direct conflict with the current Master Plan. Until such time that a new Master Plan is developed, the current land classifications are to be used. The updated Master Plan will identify areas available for this type of recreation.

B-5

In other alternatives considered, the DEIR states that an alternative through Lahontan or Martis Camp “*would increase the total length and area of disturbance associated with trail construction, which could increase impacts related to biological, cultural, and visual resources as well as hydrology and water quality. This alternative was not selected for further analysis because it would increase rather than decrease project impacts and it would not meet project objectives related to limiting trail users interface with automobiles and to increasing recreational opportunities in the Martis Valley. In addition, the owners of these developments have indicated that access through these developments is not available.*” This alternative may increase impacts in those developments, but it would lessen impacts on USACE property. Per the current USACE Master Plan, access for this type of trail is not currently available on USACE property. As we have stated before, all possible routes need to be thoroughly explored both on and off USACE property, as well as north and south of 267 before USACE will make its final determination.

B-6

Looking at just the two equal-weight alternatives NCSD has presented in the DEIR, USACE agrees with the initial conclusion that the Highway Alignment appears to be the environmentally preferred alternative. However, as stated in the DEIR, this type of trail is in direct conflict with our current Master Plan.

B-7

USACE recommends that the parking lot 4 alternative be selected, but the location needs to be moved to directly across Highway 267 from the main entrance. In addition, we recommend that the existing wildlife area parking lot be relocated to that same location. For public safety purposes, a dual left turn lane should be installed at that location.

B-8

One of the project objectives states that the trail is accessible during all seasons of the year. How will this be accomplished? As stated in the DEIR, USACE does not provide a winter Park Ranger. The MRVT would create additional recreational opportunities for the public, thereby creating increased visitation, but would also require increased staffing levels, increased routine operations and maintenance costs on surrounding infrastructure, and increased needs to ensure public safety and emergency response as well as subsequent enforcement of Title 36, CFR, Section 327 (Park Rules and Regulations). Increased staffing is needed to mitigate the additional visitation and enforcement that the MVRT will bring during the winter season as well

B-9

as the increase during the normal recreation season. USACE does not have additional staffing or funding to support this increase in visitation. ↑ B-9 (cont.)

Additionally, Figures 3.1 and 3.2 should be preceded by a map showing property ownership. Under the Cultural Resources Chapter, the prehistory section of the Cultural Setting is barely referenced while the ethnographic and historic contexts are quite expansive. There are numerous prehistoric sites in the Martis Valley with early and middle Holocene components based on recent USACE archeological surveys conducted as part of the DSMP project. Table 5.1: CA-PLA-491/H, this site is also the location of the historic period Cavitt Ranch. This should be in added to the statement about the basalt tool workshop. B-10 B-11 B-12

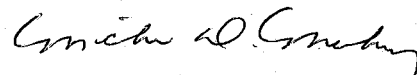
Please note that any signage, maps, structures, interpretive displays, etc., occurring within USACE boundaries must be approved by USACE, Sacramento District and the Park Manager prior to placement and/or use. USACE did note that our project is titled "*USACE Martis Creek Lake Project*" throughout the DEIR. Please refer to our facilities in future documents as "USACE Martis Creek Lake and Dam Project". B-13 B-14

The DEIR states that there are five categories of waters of the U.S. in the study corridors. If part of the project involves discharging dredged or fill material into waters of the United States, a Department of the Army (DA) permit under Section 404 of the Clean Water Act is required following EPA's Section 404(b)(1) Guidelines and USACE Regulatory Process. Practicable alternatives must be analyzed (both onsite and offsite) during the planning and investigation phase of this project and the preferred alternative chosen must be the Least Environmentally Damaging Practicable Alternative (LEDPA). Please contact the USACE Sacramento District, Regulatory Division to initiate the 404 application process. B-15

We value your cooperation and look forward to our continued discussions regarding the MVRT. We understand and support the community's desire for creating a regional trail linkage and will continue to explore the full scope, impacts, and long-term effects of this project in our decision making processes.

If you have any additional questions, please contact Ms. Terry Hershey at (916) 557-5279 or Mr. Jonathan Friedman at (916) 557-5281. For any questions regarding the 404 process, please contact our Regulatory Division, Project Manager Mr. Will Ness at 916-557-5268.

Sincerely,



Michael D. Mahoney
Chief, Construction-Operations Division
1325 J Street
Sacramento, CA 95814-2922

RESPONSES TO COMMENT LETTER B

Submitted by:

Michael Mahoney, Chief, Construction-Operations Division
Department of the Army, U.S. Army USACE of Engineers
Sacramento District

B-1 The comment identifies the proposed project and Draft EIR. The comment recognizes the community's desire for a regional trail system and notes the need to balance protection of Martis Valley with providing recreational amenities. The comment states that the U.S. Army Corps of Engineers (USACE) is preparing a Dam Safety Modification (DSM) study for Martis Creek Dam and that the results of the DSM study and associated Environmental Impact Statement (EIS) may influence decisions regarding the design and location of the proposed Martis Valley Trail. Finally, the comment notes that the proposed Martis Valley Trail must not conflict with the congressionally authorized flood control purposes of the Martis Creek Lake and Dam project or any subsequent dam safety modifications.

No comments on the content of the EIR are provided and no response is necessary.

B-2 The comment notes the anticipated construction timeline as stated in the EIR and states that the USACE cannot allow construction of the trail until the DSM project has been determined and until the USACE's Martis Creek Lake and Dam Master Plan land classification allows a trail with the level and type of use proposed for the Martis Valley Trail.

The construction timeline identified in the Draft EIR is tentative. The earliest potential construction date was assumed. Northstar Community Services District (CSD) recognizes that construction within the USACE's Martis Creek Lake and Dam project area cannot occur without USACE authorization. However, construction of portions of the trail outside of the USACE property may occur earlier. The text on page 3-28 and 3-29 has been revised to reflect the tentative nature of the construction timeline and the potential for phased construction.

B-3 The comment states that the project is in conflict with the Master Plan, which allows only a small interpretive loop trail in the Martis Creek Lake and Dam project Wildlife Management Area. The comment notes that the Wildlife Management Area was set aside as mitigation for habitat loss within the Martis Creek Lake and Dam project area and that only low-density recreation activities are allowed in this area – specifically, activities must be spread out and must have minimal impact to the lands. The comment also states that interpretive hiking trails meet the definition of low-density recreation activities, but paved trails do not.

The Draft EIR recognizes that the portion of the Martis Creek Lake and Dam project area on the south side of State Route (SR) 267 is designated by the Martis Creek Lake Master Plan as a Wildlife Management Area. This is mentioned or discussed on

pages 2-1, 2-4, 4-2, 4-15, 8-7, 9-3, 9-6, 9-16 and 9-17. The discussion on pages 9-16 and 9-17 specifically evaluates the consistency of the proposed project with the Martis Creek Lake Master Plan. This discussion notes that USACE's comment letter on the Notice of Preparation for this EIR states that the project is not consistent with the Master Plan. However, this inconsistency is not a physical environmental effect. Under CEQA, the analysis of consistency with applicable plans and policies focuses on consistency with plans and policies "adopted for the purpose of avoiding or mitigating an environmental effect" (see CEQA Guidelines Appendix G, Section X, question b). To clarify how the proposed project would avoid physical environmental effects that were mitigated under the Martis Creek Lake Master Plan, the following text has been added to the Draft EIR discussion on page 9-17.

"The Environmental Assessment (EA) prepared for the Martis Creek Lake Master Plan noted that 'the earlier construction of flood control facilities has affected wildlife by altering their habitats. The main habitats on the site are (1) Pine Forest with sagebrush understory; (2) Shoreline (Riparian) Zone; and (3) Wet meadow-grassland' (page 24, section C). The EA also noted that 'the present vegetation in the project area has been greatly altered by cattle grazing, and logging during the last century.... With the stress of grazing, less desirable sagebrush and a few annual grasses have displaced former ground cover species' (page 23, section 2).

Within the Martis Creek Lake Project Wildlife Management Area, the proposed project's primary direct impacts would be to sagebrush scrub habitat, with small areas of direct impact to riparian habitat (impacts to federally-protected wetlands would occur at drainage and creek crossings within the areas of riparian habitat). Additionally, the Valley Alignment would have a small area of direct impact to coniferous forest habitat within the USACE property. Impacts to each habitat type are evaluated in detail in Impact 4.2, presented on pages 4-25 through 4-29 of this Draft EIR and impacts to wetlands are evaluated in Impact 4.3 on pages 4-29 through 4-31 of this Draft EIR.

The analysis of impacts to sagebrush scrub habitat is presented on pages 4-28 and 4-29. This analysis states that the portions of the trail segments that pass through the Martis Creek Lake Project Wildlife Management Area contain existing unpaved trails that range from two to ten feet in width. While the proposed project would widen and pave those trails, construction and use of the trail would not be expected to substantially decrease the value of the sagebrush scrub habitat in this area.

The analysis of impacts to riparian habitat appears on page 4-26. All impacts to riparian habitat would be reduced to less than significant levels with implementation of Mitigation Measure 4.2a, which requires Northstar CSD to enter into a Streambed Alteration Agreement with the California Department of Fish and Game.

The analysis of impacts to coniferous forest habitat appears on pages 4-27 and 4-28. This analysis finds that there are two small areas of coniferous forest within the USACE property that would be affected by the proposed project. Both areas contain existing unpaved trails that the proposed project would widen and pave. As discussed on page 4-27, construction and use of the trail would not be expected to

substantially decrease the value of the coniferous forest habitat in this area.

The analysis of impacts to wetland habitats on pages 4-29 through 4-31 identifies the total amount of both temporary and permanent wetland impacts associated with each alignment. Mitigation Measures requiring Northstar CSD to obtain appropriate permits, compensate for impacts, and implement Best Management Practices to avoid indirect impacts to wetlands would ensure that impacts are reduced to less than significant levels.

This Draft EIR has demonstrated that the proposed project would have less than significant impacts to existing habitats and wildlife species within the project area, including the habitats within the USACE property. Because these impacts would be less than significant, the proposed project would not adversely affect wildlife within the USACE Wildlife Management Area, and therefore would not conflict with the intent of the Wildlife Management Area designation.”

B-4 The comment suggests that the north side of SR 267 would be more compatible with the proposed trail because this area is zoned for high-density recreation.

A project alternative that would place a portion of the trail on the north side of SR 267 was considered during preparation of the Draft EIR. However, as discussed on page 11-7 of the Draft EIR, this alternative was rejected from further consideration because the land on the north side of SR 267 is also designated as part of the Wildlife Management Area and this alternative would require crossing SR 267 in two locations (which could result in significant visual impacts if above grade crossing structures are required and could result in significant safety impacts if at-grade crossings are used). As shown on Plate 3 of the 1977 Martis Creek Lake Master Plan, the Wildlife Management Area encompasses all of the USACE project lands on the south side of SR 267 and lands on the north side of SR 267 as far north as the northern edge of the Truckee-Tahoe Airport runway. Martis Dam Road forms the northwestern boundary of the Wildlife Management Area on the north side of SR 267. For reference, Plate 3 is provided at the end of these Responses to Comment Letter B.

Other than Martis Dam Road, there are no existing roads or trails in the portion of the Wildlife Management Area on the north side of SR 267. Constructing the proposed Martis Valley Trail through this area would require a new trail crossing the area generally from west to east and roughly parallel with SR 267. Based on review of aerial photographs, USGS maps, and other maps of the project region, there appear to be substantial wetlands through this area. The Martis Creek Lake and Dam project EA also notes that there are known cultural resource sites in this area. A trail crossing this area would bring trail users into an area that does not currently support any recreation activities and could result in impacts to wetlands, other biological resources, cultural resources, and hydrology and water quality. A trail on the north side of SR 267 would not avoid or resolve issues associated with placing a new recreational facility in the Wildlife Management Area, and could result in additional impacts to wildlife by introducing a new recreation activity to the area instead of

increasing the existing recreation activity on the south side of the highway.

- B-5** The comment notes that the USACE disagrees with the Draft EIR statement that the project does not conflict with the Martis Creek Lake Master Plan. The comment references a potential update to the Master Plan.

As discussed in Response to Comment B-3, the Draft EIR analysis of the conflict with the Master Plan has been expanded to clarify the Draft EIR conclusion that the project does not conflict with the Master Plan as it relates to physical environmental effects. As noted on page 9-17 of the Draft EIR, the interpretation of the language in the Master Plan and determination of what uses are allowed in the Martis Creek Lake and Dam project is the responsibility of the USACE. The text on page 9-17 also notes the potential for the Master Plan to be updated.

- B-6** The comment discusses the Draft EIR treatment of project alternatives that were considered but rejected from detailed analysis. Specifically the comment notes that the impacts of an alternative through the Lahontan or Martis Camp residential areas may reduce impacts within the USACE property. The comment also recognizes that these alternatives could increase impacts outside of the USACE property. The comment states that USACE must consider all possible routes on and off the USACE property before making a determination on the project.

As stated on page 11-4 of the Draft EIR, CEQA Guidelines Section 15126.6(a) establishes the requirements for the analysis of project alternatives under CEQA. This section states that the EIR shall evaluate a reasonable range of alternatives to the project that are capable of meeting most of the basic project objectives and reducing or avoiding some of the significant environmental effects of the project. As the CEQA Lead Agency, Northstar CSD must consider the full range of environmental impacts from the proposed project and any project alternatives, and must reduce any significant impacts where feasible. As stated on page 11-7 of the Draft EIR, project alternatives that would cross through the Lahontan or Martis Camp residential areas would be longer than the proposed trail, and construction of either would increase the total area of disturbance. This would not only result in impacts within the Lahontan or Martis Camp areas, but would increase the total impacts of the proposed project. Under CEQA, the goal of the alternatives analysis is to reduce project impacts. Because the alternatives passing through Lahontan or Martis Camp would increase rather than reduce project impacts, CEQA does not require these alternatives be evaluated.

- B-7** The comment provides USACE's concurrence with the EIR conclusion that the Highway Alignment is environmentally superior to the Valley Alignment, but reiterates that USACE's position that the Highway Alignment is in direct conflict with the Martis Creek Lake Master Plan.

Please refer to Response to Comment B-5 regarding conflicts between the proposed project and the Martis Creek Lake Master Plan. This comment notes that the Draft EIR states that the Highway Alignment is in direct conflict with the current Martis Creek Lake Master Plan. The Draft EIR does not make this statement. As discussed

in Comment B-5 and the response to that comment, the Draft EIR finds that with respect to physical environmental effects, neither of the potential trail alignments would conflict with the Master Plan. The Draft EIR also concludes that USACE maintains full responsibility for interpretation of the Master Plan policies and land use requirements and determination of the compatibility of the project with the Master Plan. However this analysis and determination is separate from the analysis of physical environmental effects required under CEQA.

- B-8** The comment provides USACE's recommendation that Parking Lot Alternative Location 4 be selected and be relocated to directly across from Martis Dam Road (the main entrance to the USACE Martis Creek Lake and Dam project). The comment further recommends that the existing Wildlife Viewing Area parking lot be moved to the same location and a dual left turn lane be installed on SR 267.

The Draft EIR does not provide a recommendation on which of the parking lot alternative locations should be selected, and this comment does not assert that there are any deficiencies in the EIR analysis of each potential parking lot location.

The comment does not provide reasons to support the recommendations to select Parking Lot Alternative Location 4, to shift the location of that alternative, and to relocate the existing parking lot to that location as well. As discussed on page 11-32, Parking Lot Alternative Location 4 would result in Significant and Unavoidable impacts to visual resources. The location suggested by this comment would not avoid those impacts. Further, it is known that there are cultural resource sites within the evaluated Parking Lot Alternative Location 4, and it is expected that these resources sites extend to the north and west to the revised location suggested in this comment. If Northstar CSD and USACE wish to further consider the location suggested by this comment, additional environmental analysis would be necessary.

As discussed on Draft EIR pages 7-7 through 7-9 and 11-26 through 11-29, the traffic analysis does not identify any significant impacts related to traffic operations or safety on SR 267 at the existing parking lot or at the Parking Lot Alternative Location 4 site. Requiring the project to install a dual left turn lane is not warranted and cannot be required as a mitigation measure because mitigation measures must be commensurate (or "roughly proportional") with the impact, as provided in CEQA Guidelines Section 15041(a) and 15126.4(a)(4)(B).

- B-9** The comment requests clarification of trail maintenance and accessibility in winter months, noting that USACE does not provide a Park Ranger during winter. The comment also states that increased USACE staffing and maintenance of the Martis Creek Lake and Dam project would be needed to support an increase in visitation (during winter and summer) that would be caused by the proposed project.

Snow removal from the trail during winter is not anticipated. The trail might be used during winter months as cross-country ski terrain, as allowed by natural snow conditions; or with natural snow melt, the trail surface may be accessible during portions of the winter season. Analysis on pages 9-12 and -13 of the Draft EIR evaluate the potential for the proposed project to affect operations of the USACE

Martis Creek Lake and Dam project, and Mitigation Measure 9.1a includes provisions for addressing USACE's potential need for increased staffing and maintenance.

- B-10** The comment states that a map showing property ownership would be helpful.

The requested map has been provided following these Responses to Comment Letter B. As property ownership does not affect environmental impacts, the ownership map has not been included in the Draft EIR or added to the project description.

- B-11** The comment suggests that the prehistory section of the Cultural Resources chapter could be expanded; noting that there are numerous prehistoric sites in the Martis Valley with early and middle Holocene components.

The prehistory section of the Cultural Resources chapter is sufficient to provide the public and decision makers with an understanding of the rich cultural history of the region. On page 5-2, the Draft EIR includes a statement regarding the association of the CA-PLA-5 site with the prehistoric Martis Complex.

- B-12** The comment suggests that additional information about resource site CA-PLA-491/H be included in Table 5.1 in the Draft EIR.

Additional information regarding this site has been added to Table 5.1.

- B-13** The comment states that any trail signage and amenities within USACE boundaries must be approved by USACE prior to their construction.

Northstar CSD recognizes that all facilities and amenities within USACE boundaries will require approval by USACE prior to their construction. Please refer to Master Response 1 regarding the overall project review, approval, and construction process.

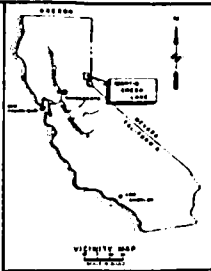
- B-14** The comment provides the correct name for the Martis Creek Lake and Dam Project and requests this name be used in future documents.

The correct name is used throughout this Final EIR, but edits to the Draft EIR have not been made to change the name in that document. Northstar CSD and its consultants will use the correct name in future documents.






- B-15** The comment summarizes the Clean Water Act Section 404 permitting procedures, which must be followed if the project would impact waters of the U.S. The comment also provides general concluding remarks.

As discussed in the Draft EIR, the project is expected to impact waters of the U.S. and a Section 404 permit would be required. The requirement for a Section 404 permit (and associated requirement for a Section 401 permit through the Lahontan Regional Water Quality Control Board) is discussed or noted on pages 2-11 and 2-12, Mitigation Measure 4.3a (which first appears on pages 2-17 and 2-18 of the Draft EIR), and pages 3-29, 4-14 and 4-15, and 4-29 through 4-31.

The concluding remarks do not address the content of the Draft EIR and no response is necessary.



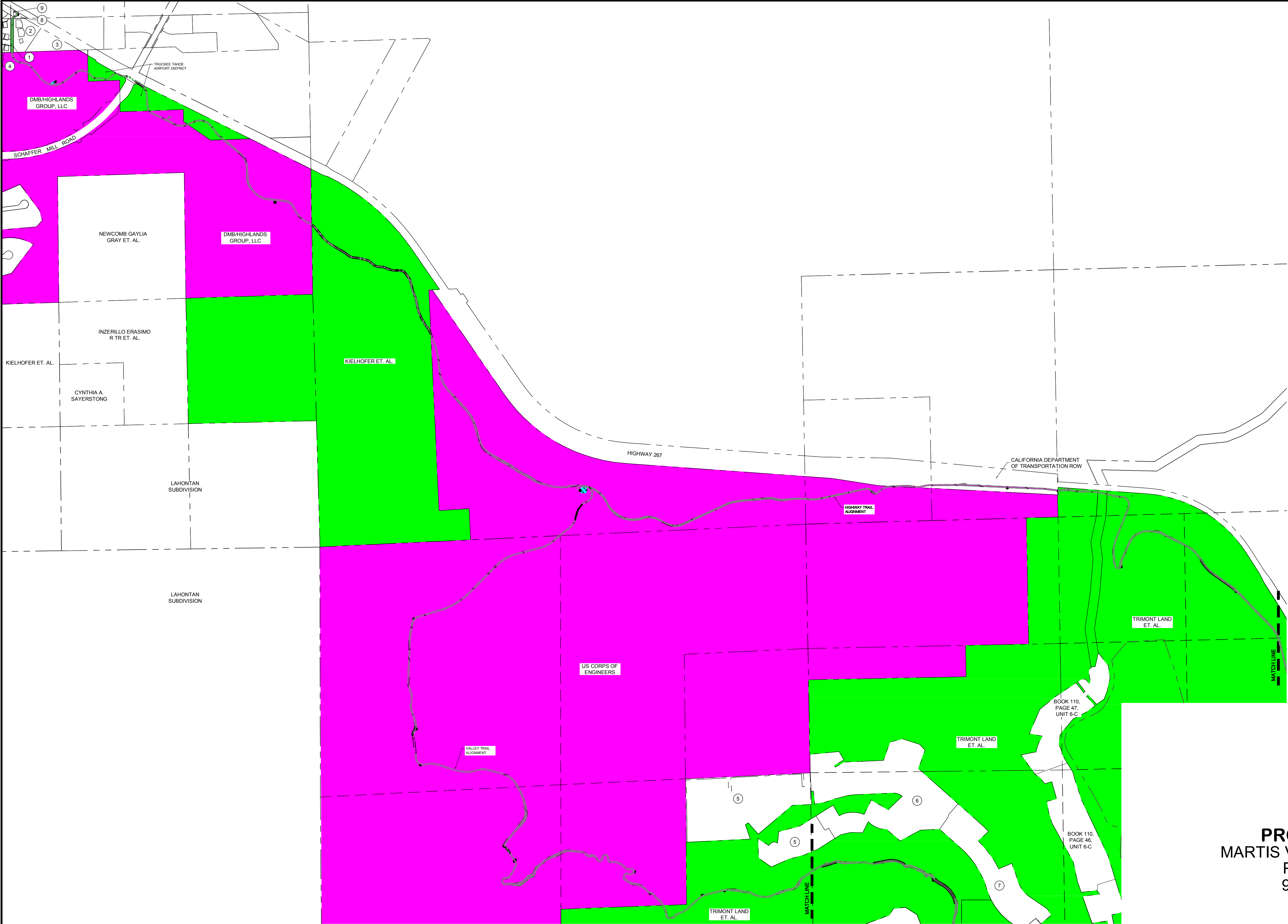
LEGEND

- LAND ZONING**
- | | |
|---|--|
|  | Project Operations |
|  | Operations: Recreation - Intensive Use |
|  | Operations: Recreation - Low Density Use |
|  | Operations: Wildlife Management |
|  | Flowage Easement |

Notes:

1. Grid coordinates refer to California State coordinate system, Zone 2.
2. All elevations refer to sea level datum of 1929
3. Unless stipulated adjacent land use is zones - open space by the particular county.

SAFETY PAYS



- KEYNOTES
1. PLACER COUNTY
 2. MARTIS VALLEY PROFESSIONAL CENTER
 3. 9701, LLC
 4. COYOTE RUN OWNERS ASSOCIATION
 5. BOOK 110, PAGE 48, NORTHSTAR UNIT 6-D
 6. BOOK 110, PAGE 39, NORTHSTAR UNIT 6-B
 7. BOOK 110, PAGE 38, NORTHSTAR UNIT 6-B
 8. STATE OF CALIFORNIA
 9. PLACER COUNTY

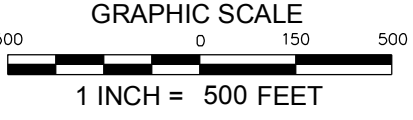
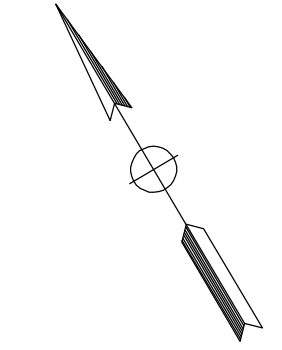
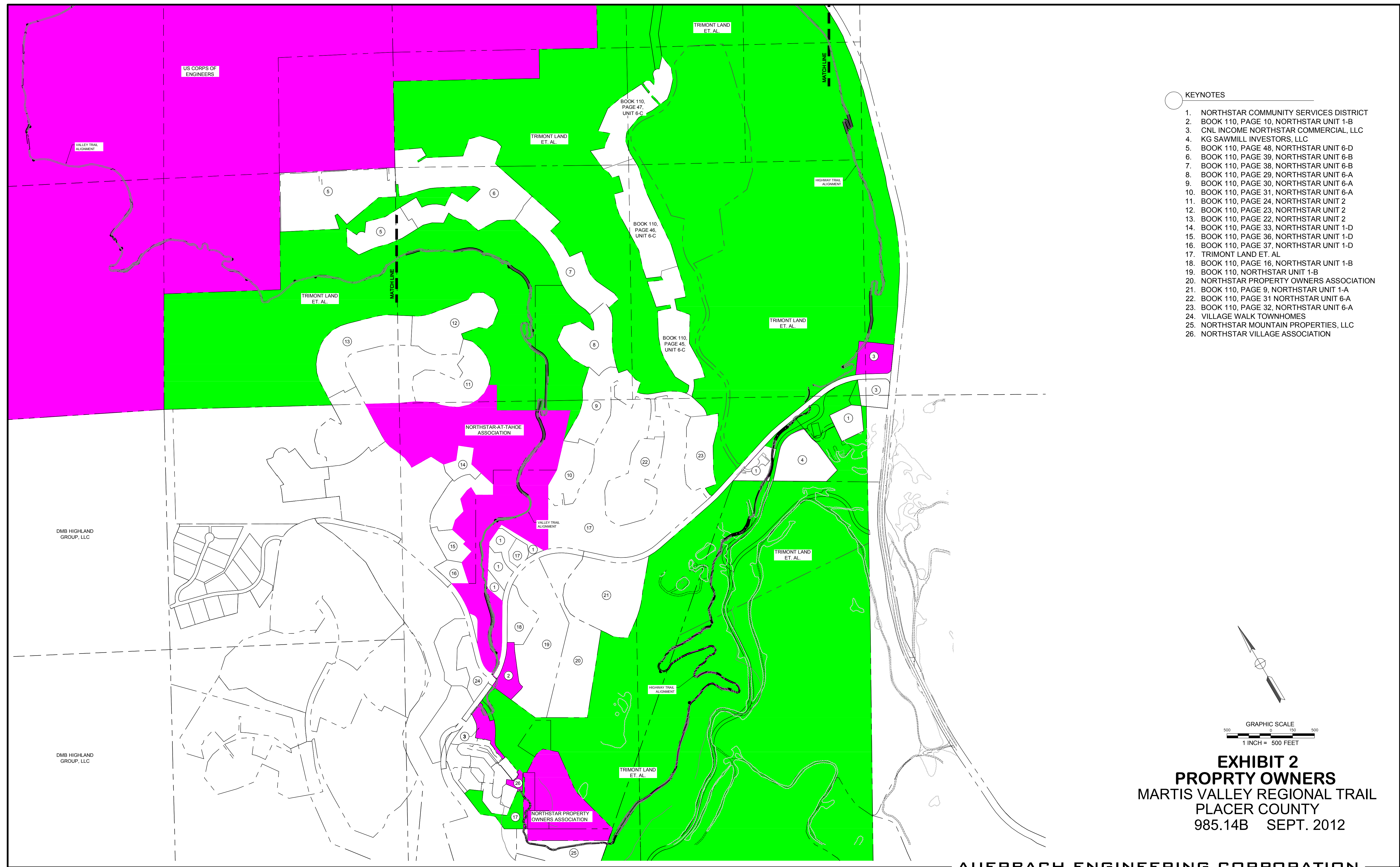


EXHIBIT 1
PROPERTY OWNERS
MARTIS VALLEY REGIONAL TRAIL
PLACER COUNTY
985.14B SEPT. 2012



- KEYNOTES
1. NORTHSTAR COMMUNITY SERVICES DISTRICT
 2. BOOK 110, PAGE 10, NORTHSTAR UNIT 1-B
 3. CNL INCOME NORTHSTAR COMMERCIAL, LLC
 4. KG SAWMILL INVESTORS, LLC
 5. BOOK 110, PAGE 48, NORTHSTAR UNIT 6-D
 6. BOOK 110, PAGE 39, NORTHSTAR UNIT 6-B
 7. BOOK 110, PAGE 38, NORTHSTAR UNIT 6-B
 8. BOOK 110, PAGE 29, NORTHSTAR UNIT 6-A
 9. BOOK 110, PAGE 30, NORTHSTAR UNIT 6-A
 10. BOOK 110, PAGE 31, NORTHSTAR UNIT 6-A
 11. BOOK 110, PAGE 24, NORTHSTAR UNIT 2
 12. BOOK 110, PAGE 23, NORTHSTAR UNIT 2
 13. BOOK 110, PAGE 22, NORTHSTAR UNIT 2
 14. BOOK 110, PAGE 33, NORTHSTAR UNIT 1-D
 15. BOOK 110, PAGE 36, NORTHSTAR UNIT 1-D
 16. BOOK 110, PAGE 37, NORTHSTAR UNIT 1-D
 17. TRIMONT LAND ET. AL.
 18. BOOK 110, PAGE 16, NORTHSTAR UNIT 1-B
 19. BOOK 110, NORTHSTAR UNIT 1-B
 20. NORTHSTAR PROPERTY OWNERS ASSOCIATION
 21. BOOK 110, PAGE 9, NORTHSTAR UNIT 1-A
 22. BOOK 110, PAGE 31 NORTHSTAR UNIT 6-A
 23. BOOK 110, PAGE 32, NORTHSTAR UNIT 6-A
 24. VILLAGE WALK TOWNHOMES
 25. NORTHSTAR MOUNTAIN PROPERTIES, LLC
 26. NORTHSTAR VILLAGE ASSOCIATION

Lahontan Regional Water Quality Control Board

June 6, 2012

Mike Staudenmayer, General Manager
Northstar Community Services District
908 Northstar Drive
Truckee, CA 96161

COMMENTS ON MARTIS VALLEY TRAIL DRAFT ENVIRONMENTAL IMPACT REPORT, NORTHSTAR COMMUNITY SERVICES DISTRICT, PLACER COUNTY, SCH#2010122057

The Lahontan Regional Water Quality Control Board (Water Board) received the Martis Valley Trail Draft Environmental Impact Report (Martis Valley Trail DEIR) on April 26, 2012. Water Board staff reviewed the document as a responsible agency with regard to water quality effects of the project and our comments follow.

C-1

General Comments:

The Statewide Stormwater Construction General permit (CGP) will be required for the project since one acre or more of soil disturbance is associated with the project. CGP fees are based on acres of disturbance. The area of disturbance must also incorporate any staging areas associated with the project (p. 4-30). Additionally, if the project meets or exceeds 30 acres of total disturbance, the CGP requires bioassessment monitoring of stream macroinvertebrates in addition to standard monitoring requirements.

C-2

It is not clear how this project will be implemented. It is implied that the segments will be constructed as completely separate projects/phases, dependent upon funding. Please clarify project phasing and development schedules in the Final EIR for the project. A timeline would be helpful to evaluate the entire project for its effects on water quality. If the Northstar Community Service District has committed to implementing a specific portion of the whole project, will other agencies or entities be taking responsibility for the remaining segments of the project? When will this be determined? The CGP permittee cannot be transferred; therefore, if separate agencies or entities will take on separate segments of the project, separate permitting will be required.

C-3

Chapter 3, Section 3.6 Construction Schedule

Construction after the middle of October is not advisable due to variable weather during this time of year. The Water Board staff encourage the winterization of construction sites by October 15 of a given year (p. 3-28, 29) to minimize the potential for water quality impacts due to erosion.

C-4

Chapter 3 Project Description, Section 3.7 Entitlements and Required Approvals:

Table 3.2 (page 3-29) should include the requirement for a CGP; on page 3-27 and page 6-16 there is mention of the NCSD drafting and providing a Stormwater Pollution Prevention Plan (SWPPP) for the project in compliance with the CGP application requirements. In addition, impacts to wetlands or 100-year floodplains associated with the project require a prohibition exemption (see attached Waste Discharge Prohibitions and Exception Criteria for Projects in the Truckee River Hydrologic Unit). However, a prohibition exemption cannot be approved for an alignment that causes impacts if there are other reasonable alternatives that avoid wetland or floodplain impacts. Regarding the parking lot alternatives, Numbers 2 and 4 would have to be eliminated due to the criteria used to evaluate impacts of this nature for potential prohibition exemptions. Parking lot alternatives Numbers 1 and 3 do not impact any wetland or 100-year floodplain, so with these alternatives, a prohibition exemption may not be required.

C-5

C-6

(also see
following
pages)

C-7

Chapter 4 Biological Resources:

The DEIR notes that both project alternatives, the Valley alignment and Highway alignment, will cause significant environmental impacts to riparian areas. Mitigation as required under the California Department of Fish and Game Streambed Alteration Agreement is proposed to ensure that all impacts to these areas of riparian habitat are minimized and mitigated (p.4-26). The Water Board must have the opportunity to review project plans for the trail segments that will create these impacts for compliance with waste discharge prohibitions (as mentioned above in comments on Chapter 3), and either issue or deny exemptions as appropriate within the Water Board's discretion.

C-8

Chapter 6 Hydrology and Water Quality:

It is noted in the DEIR, p. 6-15 and 16, that the NCSD will prepare a SWPPP and obtain coverage under the CGP, which will include BMPs designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff. BMPs implemented as a part of the project must provide adequate retention or treatment as specified in the CGP, Section XIII, Post Construction Standards, which requires compliance with either the Town of Truckee or Placer County Stormwater Management Plans, depending on which jurisdiction a given trail segment will be located in.

C-9

Chapter 11 CEQA Discussion:

The Water Board staff does not agree with the statement, "The project's contribution to cumulative impacts would be the same regardless of which parking lot alternative location is selected" (p.11-33). The DEIR notes that parking lot alternatives Numbers 1,3, and 4 do not have any impacts to wetlands; however, parking lot alternative Number 2 does create wetland impacts (p. 11-22, 23). In addition, parking lot alternative Number 4 would be placed in an area previously used as mitigation for impacts for the Army Corps of Engineers (ACOE) Martis Creek Lake project. It is not clear what type of habitat was mitigated due to impacts with the Martis Creek Lake project, and whether additional habitat of the same type would be impacted if parking lot alternative 4 is chosen. The ACOE will need to determine whether the impacts are considered a man-made intrusion and if further mitigation is required under the Martis Creek Lake Master

C-10

C-11

C-12

Plan, and this determination and supporting documentation should be included in the Final EIR for the project. Furthermore, if the impacted habitat is riparian or wetland, Water Board staff will need to assess the impacts for the purposes of potential prohibition exemptions, as mentioned above in comments regarding Chapter 3.

↑
C-12
(cont.)

Thank you for providing the Water Board with the opportunity to comment on the Martis Valley Trail DEIR. If you have any questions, please contact me at (530) 542-5464, or Alan Miller, Chief, North Basin Regulatory Unit, at (530) 542-5430.



Dale Payne
Environmental Scientist
North Basin Regulatory Unit

Attachment: Waste Discharge Prohibitions and Exception Criteria for Projects in the Truckee River Hydrologic Unit

DYP/adw/T: Martis Valley Trail Draft EIR Comments.docx
File Under: Northstar Community Services District General File

**CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD
LAHONTAN REGION**

**WASTE DISCHARGE PROHIBITIONS
AND
EXCEPTION CRITERIA
FOR PROJECTS WITHIN THE TRUCKEE RIVER HYDROLOGIC UNIT**

The *Water Quality Control Plan for the Lahontan Region* (Basin Plan) prohibits the discharge or threatened discharge, attributable to human activities, of solid or liquid waste¹ materials (including, but not limited to, soil, silt, clay, sand and other organic and earthen materials) to lands within the 100-year floodplain of the Truckee River or within the 100-year floodplain of any tributary² to the Truckee River. The Regional Board may grant exceptions to the prohibition for repair or replacement of existing structures provided that a loss of additional floodplain area or volume does not occur, and Best Management Practices and mitigation measures are used to minimize any potential soil erosion and/or surface runoff problems.

The Regional Board may also grant exceptions to the prohibition for the following types of new projects:

- (1) Projects solely intended to reduce or mitigate existing sources of erosion or water pollution, or to restore the functional value to previously disturbed floodplain areas.
- (2) Bridge abutments, approaches, or other essential transportation facilities identified in an approved county general plan.
- (3) Projects necessary to protect public health or safety, or to provide essential public services.
- (4) Projects necessary for public recreation.
- (5) Projects that will provide outdoor public recreation within portions of the 100-year flood plain that have been substantially altered by grading and/or filling activities which occurred prior to June 26, 1975.

¹ Waste includes earthen material placed in a water body or carried to waters by erosive forces. Construction activity involving ground disturbance within 100-year floodplain areas is generally considered to constitute a threat of discharge.

² Tributaries include: perennial surface waters (rivers, streams, lakes, wetlands) and ephemeral (seasonal) watercourses exhibiting evidence of the occurrence of flowing water, and having the potential to transport water and/or sediment to another water body, including, but not limited to, named and unnamed streams, wetlands, and lakes.



The Basin Plan allows an exception to the prohibitions for new projects only when the Regional Board makes all of the following findings:

- The project is included in one or more of the five categories listed above.
- There is no reasonable alternative to locating the project or portions of the project within the 100-year flood plain.
- The project, by its very nature, must be located within the 100-year flood plain. (The determination of whether a project, by its very nature, must be located in a 100-year flood plain shall not apply to projects in category (5), above, and shall be based on the type of project proposed, not the particular site proposed.)
- The project incorporates measures which will ensure that any erosion and surface runoff problems caused by the project are mitigated to levels of insignificance.
- The project will not individually or cumulatively with other projects, directly or indirectly, degrade water quality or impair beneficial uses of water.
- The project will not reduce the flood flow attenuation capacity, the surface flow treatment capacity, or the ground water flow treatment capacity from existing conditions. All 100-year flood plain areas and volumes lost as a result of the project must be completely mitigated by restoration of previously-disturbed floodplain within or as close as practical to the project site.³ The restored, new, or enlarged floodplain shall be of sufficient area and volume to more than compensate for the flood flow attenuation capacity, surface flow treatment capacity and ground water flow treatment capacity which are lost as a result of the project.

(AEM 1/11/00)

C-6

(cont.)

³

This finding will not be required for new projects necessary to protect public health and safety. For new projects necessary to provide essential public services, this finding will not be required when the Regional Board finds mitigation measures to be infeasible because the financial resources of the project proponent are severely limited.

RESPONSES TO COMMENT LETTER C

Submitted by:

Dale Payne

Environmental Scientist

Lahontan Regional Water Quality Control Board

- C-1** The comment states that the Lahontan Regional Water Quality Control Board (Water Board) has reviewed the Draft EIR as a responsible agency with regard to the water quality effect of the project.

A responsible agency is defined in CEQA Guidelines Section 15381 as a public agency other than the Lead Agency with discretionary approval power over the project. The Water Board's role as a responsible agency is recognized with statements regarding the requirement for the project to obtain a Water Quality Certification from the Water Board under Section 401 of the Clean Water Act. This information appears on pages 2-11, 2-12, and 3-29 of the Draft EIR. This requirement is also addressed in Mitigation Measure 4.3a. The applicable requirements of the Clean Water Act are discussed on pages 4-14, 4-15, 6-3 and 6-4, and the Lahontan Region Basin Plan prepared by the Water Board is discussed on page 6-5.

- C-2** The comment states that the Statewide Stormwater Construction General Permit will be required for the project. Fees for this permit are based on the total area of disturbance, including staging areas. Additional requirements are imposed for disturbance areas greater than 30 acres.

The Statewide Stormwater Construction General Permit is discussed on pages 6-4 and 6-5 of the Draft EIR and the requirement for this project to obtain coverage under that permit is identified in Mitigation Measure 6.1b. The estimated area of disturbance for the proposed trail is less than 20 acres, as shown in Table 4.6 of the Draft EIR. While this table does not account for disturbance associated with staging areas or the parking lot, those additional areas of disturbance are expected to remain below 3 acres and the total area of disturbance would remain below 30 acres.

- C-3** The comment requests clarification on the timing of construction and whether all construction would be undertaken by the Northstar Community Services District (CSD). The comment notes that the Construction General Permit cannot be transferred between parties.

Northstar CSD would be responsible for all construction activities associated with the trail and would be the only agency requiring coverage under the Statewide Construction General Permit. The comment is correct that construction would be phased dependent on funding. It is not possible to prepare a detailed phasing schedule at this time due to uncertainties in the project, some of which are discussed in Master Response 1 regarding the overall project process.

- C-4** The comment states that the Water Board encourages winterization of construction sites to be complete by October 15 of a given year.

The text at the top of page 3-29 of the Draft EIR regarding the end date of the construction season has been revised to comply with this recommendation.

- C-5** The comment recommends that the requirement for obtaining coverage under the Statewide Construction General Permit be added to Table 3.2 in the Draft EIR.

This requirement has been added to Table 2.1, the text following Table 2.1, and Table 3.2.

- C-6** The comment states that the project's impacts to wetlands or 100-year floodplains would require a prohibition exemption, and that this exemption cannot be approved for an alignment that causes impacts if there are other reasonable alternatives that would avoid such impacts. The comment also notes that the requirements for a prohibition exemption are attached to the comment letter. The provisions of the Waste Discharge Prohibitions and Exception Criteria applicable to the proposed project include:

- ◆ The *Water Quality Control Plan for the Lahontan Region* (Basin Plan) prohibits discharges to lands within the 100-year floodplain of any tributary to the Truckee River (Martis Creek is tributary to the Truckee River)
- ◆ The Water Board may grant exceptions to the prohibition for new projects necessary for public recreation and for new projects providing "outdoor public recreation within portions of the 100-year floodplain that have been substantially altered by grading and/or filling activities which occurred prior to June 26, 1975."
- ◆ A prohibition exception for new projects can only be issued if the Water Board can make all six required findings: (1) the project is one of the five types of projects that can be eligible for an exception; (2) there is no reasonable alternative to the project location; (3) the project by its very nature must be located in the floodplain or the project is necessary to provide outdoor public recreation and is located in a floodplain that was substantially altered prior to June 1975; (4) the project incorporates measures to reduce erosion and surface runoff to less than significant levels; (5) the project individually and cumulatively with other projects will not degrade water quality or impair beneficial uses of water; and (6) the project will not reduce flood flow attenuation capacity, surface flow treatment capacity, or groundwater flow treatment capacity.

The requirement to obtain a prohibition exemption has been added to Table 2.1, the text following Table 2.1, and Table 3.2. A discussion of the Water Board's requirements related to the prohibition exemption has been added to page 6-5 of the Draft EIR. It is expected that the project would qualify for a prohibition exception for

the following reasons:

- ◆ The project would provide public recreation in an area where grading and filling activities have occurred within the 100-year floodplain associated with Martis Creek (associated with historic ranching activities and removal of rock and soil for use in area development and construction of Martis Dam, which occurred prior to 1975). (Required findings 1 and 3.)
- ◆ The comment does not assert that there are any deficiencies in the Draft EIR analysis of trail alignment alternatives. As evaluated in the Draft EIR, there are no reasonable project alternatives that would avoid impacts to wetlands or 100-year floodplains. (Required finding 2.)
- ◆ As evaluated on pages 6-8 through 6-13 of the Draft EIR, implementation of Mitigation Measures 6.1a through 6.1d and the Best Management Practices included in the proposed project design would ensure that the project would result in less than significant levels of erosion and surface runoff and the project will not individually or cumulatively degrade water quality. (Required findings 4 and 5).
- ◆ As evaluated on pages 6-13 through 6-15 of the Draft EIR, the project would not contribute runoff water that would exceed the capacity of stormwater drainage systems and would not adversely affect flow of flood waters or flood surface elevations. The project would have no effect on groundwater. (Required finding 6.)

C-7 The comment notes that Parking Lot Alternatives 2 and 4 would have impacts to wetlands and/or the 100-year floodplain which would require a prohibition exemption, while Parking Lot Alternatives 1 and 3 would not impact wetlands and floodplains and would not require a prohibition exemption.

The comment is correct in identifying the Parking Lot Alternatives which the Draft EIR indicates would have impacts to wetlands and/or the 100-year floodplain. It is noted that the trail accessing Parking Lot Alternative 2 includes a boardwalk section to cross the wetland. The wetland in that location is less than 20 feet wide and the boardwalk over this portion could be constructed without placing footings within the wetland. It is possible that this trail could be constructed without impacting wetlands. There is also an existing county dirt road that crosses the seasonal swale just northwest of the proposed boardwalk. This crossing could very likely be used by the trail system, thus creating no additional impacts to the wetlands or waters of the US. The Draft EIR assumed there would be some wetland impact at this location in order to be conservative and because trail plans in this area are conceptual at this time. Northstar CSD's selection of a preferred Parking Lot Alternative will include consideration of all of the potential impacts of each location, which are discussed in Section 11.6 of the Draft EIR.

C-8 The comment notes the Draft EIR includes requirements to enter into a Streambed Alteration Agreement with the California Department of Fish and Game when the

project would affect riparian areas. The comment also states that the Water Board must be able to review project plans for the trail segments that would affect riparian areas to determine compliance with the waste discharge prohibitions.

Mitigation Measure 4.2a has been revised to include the requirement to submit plans to the Water Board for review and determination of compliance with waste discharge prohibitions as part of the Request for Prohibition Exemption.

- C-9** The comment notes that the Best Management Practices designed to mitigate stormwater runoff must comply with the Stormwater Management Plan of the jurisdiction in which the trail segment is located.

All of the trail segments would be located within Placer County; none of the trail would be located within the Town of Truckee. A statement has been added to Mitigation Measure 6.1c to express the requirement that Best Management Practices comply with the Placer County Stormwater Management Manual.

- C-10** The comment states that because Parking Lot Alternative 2 would impact wetlands while the other three parking lot alternatives would not, the Water Board disagrees with the Draft EIR conclusion that there would be no difference in cumulative impacts between the four alternatives.

If Parking Lot Alternative 2 is selected, mitigation for the impacts to wetlands would be required as discussed on page 11-23 of the Draft EIR. CEQA Guidelines Section 15130(a)(3) provides that when a project is “required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact” the project may be found to have a less than cumulatively considerable contribution to that cumulative impact. Mitigation Measures 4.3a and 4.3b require Northstar CSD to obtain appropriate permits for wetland impacts, implement Best Management Practices, and provide for replacement of the impacted habitat to ensure no net loss of wetlands. These measures would alleviate the project’s contribution to cumulative impacts. The Martis Valley Community Plan EIR found that cumulative impacts to wetlands in the Community Plan region would be less than significant.

- C-11** The comment notes that Parking Lot Alternative 4 is located within the portion of the U.S. Army Corps of Engineers (USACE) Martis Creek Lake and Dam project that was set aside to mitigate impacts from that project. The comment notes that it is not clear what type of habitat impact was mitigated and whether additional habitat of the same type would be impacted if this location is selected.

It is noted that the Environmental Assessment (EA) prepared for the Martis Creek Lake Master Plan was prepared to assess impacts from operation and management of the project, not to assess impacts from construction of the dam. The EA does not identify specific habitat impacts mitigated by establishment of the Wildlife Management Area. Rather, the EA states that the Wildlife Management Area was “developed to preserve as much land as possible in its natural state.”

To further explain the habitat impacts from construction of Parking Lot Alternative 4 in the context of the Martis Creek Lake Master Plan and Environmental Assessment, the following paragraph has been added to the Draft EIR discussion on page 11-22.

“The Environmental Assessment (EA) prepared for the Martis Creek Lake Master Plan noted that ‘the earlier construction of flood control facilities has affected wildlife by altering their habitats. The main habitats on the site are (1) Pine Forest with sagebrush understory; (2) Shoreline (Riparian) Zone; and (3) Wet meadow-grassland’ (page 24, section C). The EA also noted that ‘the present vegetation in the project area has been greatly altered by cattle grazing, and logging during the last century.... With the stress of grazing, less desirable sagebrush and a few annual grasses have displaced former ground cover species’ (page 23, section 2).”

- C-12** The comment states that the USACE must determine if Parking Lot Alternative 4 would be considered a man-made intrusion and if further mitigation is required under the Martis Creek Lake Master Plan. The comment asserts that this determination should be included in this Final EIR. The comment also indicates a need for additional assessment of impacts and need for prohibition exemptions if the impacted habitat is riparian or wetland. Finally, the comment provides concluding remarks, which do not address the project or the content of the Draft EIR.

As discussed in Master Response 1, the portions of the project that cross the USACE Martis Creek Lake and Dam project area would be subject to environmental review under the National Environmental Policy Act (NEPA). This will include additional review of the habitat impacts of each project alternative, including Parking Lot Alternative 4, and all necessary determinations of mitigation requirements and consistency with the Martis Creek Lake Master Plan. It is noted that in their comments on the Draft EIR, USACE indicated a preference for Parking Lot Alternative 4.

As stated on page 11-22 of the Draft EIR, Parking Lot Alternative 4 would impact approximately 0.5 acre of sagebrush scrub habitat. It would not affect riparian or wetland habitats. As discussed on pages 4-28 and 4-29 of the Draft EIR, impacts to sagebrush scrub habitat are expected to remain less than significant.

Katherine Waugh

From: Maywan Krach [MKrach@placer.ca.gov]
Sent: Monday, June 11, 2012 11:38 AM
To: Mike Staudenmayer; Katherine Waugh
Cc: Stacy Wydra; Andy Fisher
Subject: Martis Valley Regional Trail
Attachments: comment_ESD.doc; comment_APCD.pdf

Mike/Katherine,

Thank you for the opportunity to comment on the EIR for the subject project. Attached please find County comments for your consideration.

1. ESD/DPW, Sarah Gillmore/Richard Moorehead
2. APCD, Angel Green

Thanks.

.....
Maywan Krach
Community Development Technician
Environmental Coordination Services
Placer County Community Development Resource Agency
3091 County Center Drive, Suite 190, Auburn, CA 95603
530-745-3132 fax 530-745-3080
8am-4:30pm, Mon-Fri
.....

D-1



COUNTY OF PLACER
Community Development Resource Agency

**ENGINEERING &
SURVEYING**

MEMORANDUM

DATE: JUNE 8, 2012

TO: MAYWAN KRACH, COMMUNITY DEVELOPMENT TECHNICIAN

FROM: SARAH K. GILLMORE, ENGINEERING AND SURVEYING DEPARTMENT

SUBJECT: **MARTIS VALLEY REGIONAL TRAIL; NORTHSTAR COMMUNITY SERVICES DISTRICT; DRAFT EIR**

The proposed project includes the construction of a trail in the Martis Valley area beginning near the intersection of Shaffer Mill Road and State Route 267 and terminating near Sawmill Flat. These improvements are located in the vicinity of Martis Valley in eastern unincorporated Placer County.

D-2

The Engineering and Surveying Department (ESD) has completed our review of the above referenced Draft EIR and offer the following comments for inclusion in the Environmental Impact Report to be prepared for the project.

1. Table 2.1 - An Encroachment Permit shall be obtained from Placer County DPW for all work within the County ROW. This should be added to the Table and the associated narrative.

D-3

2. Fences and Gates; Control of Access to Private Property (Page 3-28) – The easements for public use of the land would be obtained by Northstar CSD and granted as a secondary easement to Placer County for the purposes of public access. These secondary easements shall be granted prior to commencement of use or acceptance of construction improvements as complete unless otherwise approved by Placer County.

D-4

3. Since it is likely that the County will be reviewing and approving permits related to improvements and grading on this project, we suggest using the County Standard language as Mitigation Measures for Impacts to Water Quality as follows:

D-5

a. *The applicant shall prepare and submit Improvement Plans, specifications and cost estimates (per the requirements of Section II of the Land Development Manual [LDM] that are in effect at the time of submittal) to the County for review and approval. The plans shall show all physical improvements as required by the conditions for the project as well as pertinent topographical features both on and off site. All existing and proposed utilities and easements, on site and adjacent to the project, which may be affected by planned construction, shall be shown on the plans. All landscaping and irrigation facilities within the public right-of-way (or public easements), or landscaping within sight distance areas at intersections, shall be included in the Improvement Plans. The applicant shall pay plan check and inspection fees with the 1st Improvement Plan submittal. (NOTE: Prior to plan approval, all applicable recording and reproduction cost shall be paid). The cost of the above-noted landscape and irrigation facilities shall be included in the estimates used to determine these fees. It is the applicant's responsibility to obtain all required agency*

D-6

signatures on the plans and to secure department approvals. If the Design/Site Review process and/or Development Review Committee (DRC) review is required as a condition of approval for the project, said review process shall be completed prior to submittal of Improvement Plans. Record drawings shall be prepared and signed by a California Registered Civil Engineer at the applicant's expense and shall be submitted to the County in both hard copy and electronic versions in a format to be approved by the County prior to acceptance by the County of site improvements.

D-6
(cont.)

Conceptual landscape plans submitted prior to project approval may require modification during the Improvement Plan process to resolve issues of drainage and traffic safety.

- b. The Improvement Plans shall show all proposed grading, drainage improvements, vegetation and tree removal and all work shall conform to provisions of the County Grading Ordinance (Ref. Article 15.48, Placer County Code) and Stormwater Quality Ordinance (Ref. Article 8.28, Placer County Code) that are in effect at the time of submittal. No grading, clearing, or tree disturbance shall occur until the Improvement Plans are approved and all temporary construction fencing has been installed and inspected by the County. All cut/fill slopes shall be at a maximum of 2:1 (horizontal: vertical) unless a soils report supports a steeper slope and the County concurs with said recommendation. Fill slopes shall not exceed 1.5:1 (horizontal: vertical)

The applicant shall revegetate all disturbed areas. Revegetation, undertaken from April 1 to October 1, shall include regular watering to ensure adequate growth. A winterization plan shall be provided with project Improvement Plans. It is the applicant's responsibility to ensure proper installation and maintenance of erosion control/winterization before, during, and after project construction. Soil stockpiling or borrow areas, shall have proper erosion control measures applied for the duration of the construction as specified in the Improvement Plans. Provide for erosion control where roadside drainage is off of the pavement, to the satisfaction of the County.

D-7

The applicant shall submit to the County a letter of credit or cash deposit in the amount of 110 percent of an approved engineer's estimate for winterization and permanent erosion control work prior to Improvement Plan approval to guarantee protection against erosion and improper grading practices. Upon the County's acceptance of improvements, and satisfactory completion of a one-year maintenance period, unused portions of said deposit shall be refunded to the project applicant or authorized agent.

If, at any time during construction, a field review by County personnel indicates a significant deviation from the proposed grading shown on the Improvement Plans, specifically with regard to slope heights, slope ratios, erosion control, winterization, tree disturbance, and/or pad elevations and configurations, the plans shall be reviewed by the County for a determination of substantial conformance to the project approvals prior to any further work proceeding. Failure of the County to make a determination of substantial conformance may serve as grounds for the revocation/modification of the project approval by the appropriate hearing body.

- c. The Improvement Plan submittal shall include a drainage report in conformance with the requirements of Section 5 of the Land Development Manual and the Placer County Storm Water Management Manual that are in effect at the time of submittal, to the County for review and approval. The report shall be prepared by a Registered Civil Engineer and shall, at a minimum, include: A written text addressing existing conditions, the effects of the improvements, all appropriate calculations, a watershed map, increases in downstream flows, proposed on- and off-site improvements and drainage easements to

D-8

accommodate flows from this project. The report shall identify water quality protection features and methods to be used both during construction and for long-term post-construction water quality protection. "Best Management Practice" measures shall be provided to reduce erosion, water quality degradation, and prevent

D-8
(cont.)

- d. *Water quality Best Management Practices (BMPs), shall be designed according to the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment, and/or for Industrial and Commercial, (and/or other similar source as approved by the County.*

Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed catch basins, vegetated swales, vaults, infiltration basins, water quality basins, filters, etc. for entrapment of sediment, debris and oils/greases or other identified pollutants, as approved by the County. BMPs shall be designed at a minimum in accordance with the Placer County Guidance Document for Volume and Flow-Based Sizing of Permanent Post-Construction Best Management Practices for Stormwater Quality Protection. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.

D-9

All BMPs shall be maintained as required to insure effectiveness. The applicant shall provide for the establishment of vegetation, where specified, by means of proper irrigation. Proof of on-going maintenance, such as contractual evidence, shall be provided to County upon request.

- e. *Prior to Improvement Plan approval, the applicant shall obtain a State Regional Water Quality Control Board National Pollutant Discharge Elimination System (NPDES) construction stormwater quality permit and shall provide to the County evidence of a state-issued Waste Discharge Identification (WDID) number or filing of a Notice of Intent and fees.*
- D-10

4. Chapter 7 - Transportation and Circulation: With respect to trail crossings on Northstar Drive for both alignments, consideration be given to proper signage, striping and other measures in accordance with applicable traffic standards such as MTCUD to ensure safe crossings.
- D-11

5. We are overall supportive of the proposed trail project as it clearly aligns with multi-jurisdictional plans in the region to provide and enhance non-motorized transportation and recreational modes of travel. With regards to the "Highway Trail" alignment and the "Valley Trail" alignment both being analyzed, consideration should be given to the route that best optimizes environmental impact reduction and ridership use.
- D-12

May 31, 2012

Stacy Wydra
Placer County Community Development, Planning Division
SENT VIA EMAIL: swydra@placer.ca.gov

SUBJECT: Martis Valley Trail, SCH# 2010122057

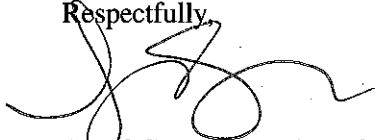
Dear Mrs. Stacy Wydra;

Thank you for submitting the **Martis Valley Trail** and associated Draft EIR to the Placer County Air Pollution Control District (District) for review. After review of the DEIR, the District has the following comments.

1. Mitigation measures identified in the Initial Study for air quality impacts do not appear to be in the Mitigation Monitoring Report Program. The County may wish to add the AIR measures to this program. | D-13
2. For the Required Permits and Approvals listed on page 2-11, the County may want to consider adding the dust control plan requirements as described in the AIR mitigation measures to the list of approvals needed. | D-14

Again, thank you for submitting this project for review. Please do not hesitate to contact me at 530.745.2330 or agreen@placer.ca.gov if you have any questions.

Respectfully,



Angel Green, Associate Planner

ec: Yu-Shuo Chang, Air Quality Planning and Monitoring Manager, PCAPCD
Maywan Krach, Environmental Review Coordination, Placer County

RESPONSES TO COMMENT LETTER D

Submitted by:

Maywan Krach, Community Development Technician, Environmental Coordination
Services, Placer County Community Development Resource Agency
Sarah Gillmore/Richard Moorehead, Engineering and Surveying Division, Placer
County Community Development Resource Agency
Angel Green, Placer County Air Pollution Control District

D-1 The comment identifies the attached comment letters.

No comment on the Draft EIR is provided and no response is needed.

D-2 The comment provides a brief project description and notes that the Engineering and Surveying Department has reviewed the Draft EIR.

No comment on the Draft EIR is provided and no response is needed.

D-3 The comment states that an Encroachment Permit must be obtained from Placer County Department of Public Works for any work within the County right-of-way, and that this permit requirement should be added to Table 2.1 in the Draft EIR.

Trail construction under either potential alignment would involve work within the County right-of-way for Schaffer Mill Road and Northstar Drive. The requirement for an Encroachment Permit for these activities has been added to Table 2.1, the discussion that follows Table 2.1, and Table 3.2.

D-4 The comment clarifies that easements for public use of private land, which are discussed on page 3-28 of the Draft EIR, would be granted to the Northstar Community Services District (CSD) and granted as secondary easement to Placer County for purposes of public access. The comment states that these easements must be granted prior to commencement of use or the County's acceptance of improvements as complete.

Northstar CSD is currently working with landowners to obtain the necessary easements. Northstar CSD would obtain the easements prior to construction of the trail, thus they would be granted prior to commencement of use or the County's acceptance of the trail improvements as complete.

D-5 The comment suggests that the County's standard language for mitigation measures and conditions of approval be used for the Draft EIR's Hydrology and Water Quality mitigation measures.

As discussed in detail in the following Responses to Comments D-6 through D-10, the mitigation measures and analysis in the Draft EIR largely reflect the requirements in the County's suggested standard language. One minor revision has been made to Mitigation Measure 6.1c to more closely reflect the County's suggested measures.

Although the County's standard language has not been fully incorporated in the EIR, the County may elect to incorporate the standard language in the Conditions of Approval for the Minor Use Permit required for the project.

D-6 The comment provides the County's standard language for general requirements related to Improvement Plans.

The County's standard language does not provide any specific requirements that address protection of water quality or control of water runoff from the project, therefore this language is not necessary to be included as a mitigation measure in the Draft EIR evaluation of hydrology and water quality impacts. Similar to the standard language, Mitigation Measures 6.1b and 6.1c include requirements that all Best Management Practices to protect water quality be included on the project's Improvement Plans (or Grading Plans, as applicable). The requirement to prepare and receive County approval on either Improvement or Grading plans is included in the list of required permits, entitlements, and approvals in Table 2.1, the discussion following Table 2.1 (pages 2-12 and 2-13), and Table 3.2.

The County's requirements for submittal and approval of Grading and Improvement plans are established in Placer County's Land Development Manual and in the Placer County Code. These requirements match the County's standard mitigation measure/condition of approval language related to Improvement Plans provided in this comment. The applicability of existing County regulations to the proposed project is discussed on pages 6-5 through 6-7 of the Draft EIR. Compliance with these regulations must be demonstrated before Placer County can issue the Minor Use Permit and approve Improvement or Grading plans. It is not necessary to include requirements to comply with existing applicable regulations in the EIR mitigation measures.

Because the Draft EIR mitigation measures include requirements for identifying Best Management Practices related to protection of water quality and existing drainage patterns and the suggested standard language does not specifically address impacts related to hydrology and water quality, it is not necessary to incorporate the suggested language in the Draft EIR mitigation measures. However, the County may elect to include the standard language and other requirements as conditions of approval for the Minor Use Permit required for the project.

D-7 The comment provides the County's standard language for requirements related to displaying proposed grading, drainage improvements, and vegetation and tree removal on Improvement Plans; maximum allowable slopes for cut/fill areas; revegetation, including irrigation, of disturbed areas; winterization and erosion control; and submittal of a letter of credit or cash deposit to guarantee appropriate and satisfactory completion of the planned improvements.

As discussed in Response to Comment D-6 above, the County's Land Development Manual establishes requirements for submittal and approval of Improvement Plans. The requirements expressed in Section 2 of the Land Development Manual include specifications for displaying proposed grading and drainage improvements on the

Plans while Section 5 of the Land Development Manual identifies specific requirements for design of drainage improvements. In addition, the County's Grading Ordinance identifies requirements related to maximum allowable slopes, erosion control (including winterization) and revegetation.

The standard language provided in this comment also references the requirements of the County's Stormwater Quality Ordinance, Article 8.28 of the Placer County Code. A discussion of this ordinance has been added to page 6-7 in the Draft EIR.

As noted above, Mitigation Measures 6.1b and 6.1c require that all Best Management Practices to protect water quality be included on the project's Improvement or Grading plans. Further Mitigation Measure 6.1c includes a requirement for Northstar CSD to ensure vegetation planted as a part of the project becomes established within three years, including through monitoring, irrigation, and remedial actions.

The standard language requirement for submittal of a letter of credit or cash deposit is reflected in the Placer County Code, specifically in Section 15.48.680, which is part of the County's Grading, Erosion and Sediment Control ordinance.

As discussed in Response to Comment D-6, the applicability of existing County regulations to the proposed project is discussed on pages 6-5 through 6-7 of the Draft EIR. It is not necessary to include compliance with these regulations as mitigation measures in the EIR because compliance is required before Placer County can issue the Minor Use Permit and approve Improvement or Grading plans. Additionally, the County may elect to include the standard language and other requirements as conditions of approval for the Minor Use Permit required for the project.

D-8 The suggested standard language details the requirements for submittal of a drainage report with project Improvement Plans.

The drainage and water quality studies prepared for project are noted on page 6-1 of the Draft EIR. These include the Martis Valley Regional Trail Project Hydrology Study (Civil Engineering Solutions 2012), the Stormwater Management & Water Quality Plan (Auerbach Engineering Corporation 2012), and the Preliminary Soil Evaluation and Stormwater BMP Design Report (Holdrege & Kull 2012). Each report is provided in Appendix D to the Draft EIR. These reports provide the information required by Placer County's standard language, including existing conditions, the effects of the proposed improvements, calculations of runoff rates and volumes, a hydraulic analysis of flood flows and water surface elevations, and water quality protection features and measures.

Placer County Code Section 15.48.300 and the County's Land Development Manual include requirements to submit a drainage report with the Improvement Plans and/or Grading Plans. Therefore it is not necessary to include this requirement as a mitigation measure. As noted above, the County may elect to incorporate the standard language into conditions of approval for the Minor Use Permit required for

the project.

- D-9** The suggested standard language identifies requirements for design, use, and maintenance of water quality Best Management Practices.

Most of the requirements of this standard language are reflected in Mitigation Measures 6.1a and 6.1c. Specifically, Mitigation Measure 6.1a includes the requirement from the standard language that Best Management Practices be designed in accordance with the California Stormwater Quality Association guidance while Mitigation Measure 6.1c includes the requirement from the standard language that Best Management Practices be designed in accordance with Placer County guidance and the requirement that Northstar CSD provide on-going maintenance of all Best Management Practices.

To more closely reflect the suggested standard language, the following text has been added to Mitigation Measure 6.1c:

“Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed water quality features to entrap sediment, debris, oils/greases, and other pollutants. All Best Management Practices must be approved by Placer County.”

- D-10** The standard language requires Northstar CSD to provide the County with a Waste Discharge Identification Number or proof of filing a Notice of Intent and fees.

These requirements are included in Mitigation Measure 6.1b.

- D-11** The comment suggests that the trail crossing of Northstar Drive include proper signage, striping, and other measures to ensure safety.

Northstar Drive is a County-maintained road. Northstar CSD will include proposed signage, striping, and other safety measures on the project's Improvement Plans, as required by the County's Land Development Manual. The proposed safety measures will be subject to Placer County approval.

- D-12** The comment indicates that the County ESD supports the project and recommends that selection of the preferred alignment should include consideration of minimizing environmental impacts while maximizing use of the trail.

No comment on the Draft EIR is provided and no response is needed.

- D-13** The comment states that the air quality mitigation measures from the Initial Study are not included in the Mitigation Monitoring and Reporting Program.

The air quality mitigation measures from the Initial Study are included in the Mitigation Monitoring and Reporting Program (MMRP) on pages 12-19 through 12-22. All measures from the Initial Study are presented at the end of the MMRP,

following the measures from the Draft EIR.

- D-14** The comment suggests that the dust control plan required in Mitigation Measure AIR.1 be added to the list of Required Permits and Approvals.

This requirement has been added to Table 2.1, the discussion following Table 2.1, and Table 3.2.



Tahoe Metropolitan Planning Organization

P.O. Box 5310
128 Market Street
Stateline, Nevada 89449
(775) 588-4547 ♦ Fax (775) 588-4527

June 11, 2012

Mike Staudenmayer, General Manager
Northstar CSD
908 Northstar Drive
Northstar, CA 96161

Dear Mr. Staudenmayer,

On behalf of the Tahoe Metropolitan Planning Organization (TMPO), I would like to commend Northstar CSD for its work to develop and evaluate the Martis Valley Trail, and to express support for the trail and associated Draft EIR. This trail is called out in two planning documents for the region: the North Lake Tahoe-Truckee "Status Report and Guide for the Future – Creating a World Class Bicycle and Multi-Purpose Trail Community," and the TRPA/TMPO Lake Tahoe Region Bicycle and Pedestrian Plan. The Martis Valley Trail also supports the vision of *Mobility 2030*, Lake Tahoe's Regional Transportation Plan, which is to provide an innovative multi-modal transportation system that improves the environmental and socioeconomic health of the Basin.

Connectivity of trail systems is one of the largest factors affecting usability of trails. In a survey of Bike to Work Week riders in the Lake Tahoe Region's 2009 Bike Challenge, trail connectivity was listed as the number one factor that would encourage participants to ride their bicycles more. The Martis Valley Trail will provide a critical link to two existing and popular bicycle and pedestrian path systems, the Truckee system and the Lake Tahoe system. A connected trail system such as the Truckee-Martis-Lake Tahoe network will serve as a real transportation corridor for bicyclists and pedestrians, encouraging residents and visitors to step out of their cars for a high quality recreation or commuting experience.

The North Lake Tahoe and Truckee areas have the potential to provide some of the most scenic and enjoyable bicycling in the world, and to enhance the area's draw as a bicycling destination. The combination of scenic beauty and connections to neighborhoods and regional centers that the Martis Valley Trail will provide will help to realize multiple benefits, including reduced reliance on the private automobile as well as increased economic activity associated with new and longer stays in the region for bicycling tourists.

To best capitalize on potential environmental, social, and economic benefits of the trail, the TMPO supports a trail option that provides a direct, enjoyable connection between Truckee, Martis Valley neighborhoods and commercial centers, and the Lake Tahoe trail system. Thank you again for your work on this important bicycle trail link.

Sincerely,

Karen Fink
Senior Transportation Planner

E-1

RESPONSES TO COMMENT LETTER E

Submitted by:

Karen Fink, Senior Transportation Planner
Tahoe Metropolitan Planning Organization

E-1 The comment expresses support for the Martis Valley Trail and notes that the trail is included in two regional recreation planning documents. The letter also states that the trail would increase connectivity between Truckee and Lake Tahoe, allowing the Truckee-Martis-Tahoe trail network to serve as a transportation corridor, encouraging residents and visitors to use regional trails for recreation and commuting.

No comments on the content of the Draft EIR are provided and no response is necessary.

530.550.8760
530.550.8761 fax
P.O. Box 8568
Truckee, CA 96162
truckeeriverwc.org



Truckee River Watershed Council

Collaborative solutions to protect, enhance and restore the Truckee River Watershed

Alpine Meadows
Ski Resort

California Department
of Fish and Game

California Department
of Water Resources

California Fly Fisher
Magazine

Coldstream Permanent
Road Division

Glenshire Homeowners
Association

DMB/Highlands Group, LLC

East West Partners

Friends of Squaw Creek

KidZone Museum

Lahontan Regional
Water Quality
Control Board

Mountain Area
Preservation Foundation

Nevada County

North Lake Tahoe
Resort Association

Placer County

Placer County Resource
Conservation District

Placer County Water
Agency

Sagehen Creek Field
Station - UC Berkeley

Sierra Business Council

Sierra County

Sierra Watch

Squaw Valley
Ski Corporation

Tahoe Truckee Unified
School District

Tahoe Truckee
Sanitation Agency

Town of Truckee

Truckee Donner
Land Trust

Truckee Donner Public
Utility District

Truckee Meadows
Water Authority

USDA Forest Service
Tahoe National Forest

June 8, 2012

Mike Staudenmayer
General Manager
Northstar CSD
908 Northstar Drive
Northstar Drive, CA 96161
[via USPS and email: mike@northstarcsd.org]

Dear Mr. Staudenmayer,

Thank you for the opportunity to comment on the DEIR for the Martis Valley Regional Trail.

Our mission at the Truckee River Watershed Council (TRWC) is to bring the community "*Together for the Truckee*" to restore, protect and enhance the Truckee River watershed.

As part of protecting our watershed, the TRWC Weed Warriors are working to manage invasive weed populations. We work with a wide range of land managers by recommending measures *for prevention against the introduction and minimizing the spread* of invasive plants. In our review of the DEIR for the Martis Valley Regional Trail, we see invasive weed species are not thoroughly addressed.

We recommend incorporating specific measures for preventing and minimizing the spread of invasive weeds, as outlined in the California Invasive Plant Council's "**Preventing the Spread of Invasive Weeds: Best Management Practices for Transportation and Utility Easements**". These are available on-line: <http://www.cal-ipc.org/ip/prevention/landmanagers.php> and <http://www.cal-ipc.org/ip/prevention/tuc.php>.

Please amend the mitigation measures in the DEIR accordingly. In particular, we request that you implement the checklists in all Request for Proposals so that during construction and during maintenance contractors are aware of and follow the best management practices for invasive weeds.

Respectfully submitted,


Jeannette Halderman
Program Manager

Cc: Beth Christman, Director of Restoration Programs, TRWC
Lisa Wallace, Executive Director, TRWC
Kathy Welch, Steering Committee Chair, Weed Warriors, TRWC
Jacqui Zink, Ranger, Army Corps of Engineers, Martis Valley

F-1

F-2

RESPONSES TO COMMENT LETTER F

Submitted by:

Jeannette Halderman, Program Manager
Truckee River Watershed Council

- F-1** The comment describes the mission of the Truckee River Watershed Council (TRWC) to restore, protect and enhance the Truckee River watershed.

No comments on the content of the EIR are provided and no response is necessary. Page 6-1 of the Draft EIR provides information on the regional hydrologic features and notes that Martis Creek is tributary to the Truckee River.

- F-2** The comment summarizes the work of the TRWC Weed Warriors to manage invasive weed populations and states that the Draft EIR did not thoroughly address invasive weed species. The TRWC recommends incorporating measures for preventing and minimizing the spread of invasive weeds as outlined in publications by the California Invasive Plant Council (Cal-IPC). Specifically, the TRWC requests that checklists for Best Management Practices to control invasive weeds be included in any future Requests for Proposals for construction and/or maintenance contracts.

Text has been modified throughout Draft EIR Chapter 4 Biological Resources to address potential impacts related to invasive plant species. In summary, Mitigation Measure 4.1b has been modified to expand the floristic plant survey requirement to apply to invasive plants and require implementation of management plans to control spread of invasive plants. The requirements of this measure are reiterated in Mitigation Measure 4.2b, which has been added to the Draft EIR to indicate that implementation of Mitigation Measure 4.1b would also be effective in avoiding the effects considered in Impact 4.2.

A detailed summary of the text modifications is provided below, with some examples provided. The full text of the Draft EIR pages on which edits were made is provided in chapter 3 of this Final EIR. The following text edits have been made to address invasive plant species:

1. A paragraph regarding efforts to control invasive plant species in the project region has been added to page 4-2 of the Draft EIR at the end of the Regional Setting section. The new text identifies the project site as being within the Cal-IPC Nevada/Placer Weed Management Area and summarizes environmental concerns and conditions related to invasive plant species in the region.
2. A paragraph regarding invasive plant species control guidance from the Cal-IPC manual *Preventing the Spread of Invasive Plants: Best Management Practices for Transportation and Utility Corridors* (2012) has been added to page 4-17 of the Draft EIR, at the end of the State Regulations portion of the Regulatory

Framework section.

3. The following text beginning at the bottom of page 4-19 of the Draft EIR at the end of the discussion of impacts to special-status plant species has been modified as shown (strikeout font indicates text deleted from the Draft EIR while underline font indicates text added to the Draft EIR):

The onsite sagebrush scrub habitat was thoroughly surveyed during the 2009 focused field surveys for Plumas ivesia. However, while no other special-status plant species were identified during reconnaissance-level field surveys, other habitats onsite, such as the riparian and wet meadow habitats, were less intensively surveyed and provide habitat suitable for several special-status plant species. In addition, while none of the invasive plant species considered to have special importance for the Nevada/Placer Weed Management Area (Cal-PIC 2011) were observed during surveys within the study area, invasive plant populations could be present in the areas that were less intensively surveyed, could establish prior to construction, or could be inadvertently carried to the construction site by or on workers, equipment, or materials. Therefore, *Mitigation Measure 4.1b* requires preparation of an Invasive Plant Management Plan and that, prior to construction, floristic rare plant and invasive plant surveys be conducted within the ~~wetland, riparian, and stream habitats that would be disturbed by construction~~ area, including access routes and staging areas, prior to construction activities. The Invasive Plant Management Plan is required to include Best Management Practices to prevent introduction of invasive plants to the construction area. Additionally, if any special-status plant species are identified by the surveys, *Mitigation Measure 4.1b* requires that a management plan be developed to provide measures that Northstar CSD would be required to implement to avoid or reduce adverse affects to special-status plant species to a less than significant level. If any populations of invasive plants, as defined by Cal-IPC, are identified within the area of disturbance, *Mitigation Measure 4.1b* requires that the Invasive Plant Management Plan include Best Management Practices to control spread of those species. It is noted that one of the invasive plant “overall prevention principles” identified by Cal-IPC is to “minimize soil and vegetation disturbance.” The preliminary trail plans have been developed with a goal of minimizing all environmental effects and there are several regulatory obligations for the project to minimize soil and vegetation disturbance (such as requirements under the Clean Water Act). These project characteristics will also contribute to reductions in the project’s potential to contribute to the spread of invasive plant species. With implementation of *Mitigation Measures 4.1a* and *4.1b*, impacts to special-status plant species would be less than significant. These measures would be required for either the Valley Alignment or the Highway Alignment.”

4. The following text has been added to the end of the discussion of impacts to

riparian habitat on page 4-26 of the Draft EIR and the final sentence of that discussion has been modified as shown:

In addition to direct impacts to riparian habitat from project construction, the project has the potential to encourage the spread of invasive plants. This would reduce the quality of the riparian habitat in the project area. Mitigation Measure 4.2b reiterates the requirement from Mitigation Measure 4.1b to prepare and implement an Invasive Plant Management Plan to prevent introduction of invasive plant species to the construction area, conduct a survey for invasive plants, and include in the Invasive Plant Management Plan specific measures to control the spread of any invasive plants found within the construction area. This will ensure that any populations of invasive plants are controlled and the project does not result in decreases in riparian habitat quality from the introduction or spread of invasive plants. With implementation of Mitigation Measures 4.2a and 4.2b, the project's impacts to riparian habitat and associated plant and wildlife populations would be less than significant.

5. Similar edits regarding implementation of *Mitigation Measure 4.2b* to minimize impacts related to invasive plant species have been made in the wet meadow, dry meadow, and coniferous forest sections on pages 4-26 and 4-27 of the Draft EIR.
6. The following sentence found in the discussion of construction staging areas on page 4-29 of the Draft EIR has been modified as shown:

As required in Mitigation Measure 4.2c, staging areas would be located in areas that have been previously disturbed, and do not include any riparian habitat or other sensitive natural community, and do not include any invasive plant species or where invasive plant species can be eradicated prior to use of the staging area.

7. Text in the programmatic analysis of Segments 3E and 4 on page 4-29 of the Draft EIR has been modified to reflect the addition to Mitigation Measure 4.2c of a requirement to conduct surveys for invasive plant species during preparation of the Biological Resources Assessment for future study corridors.
8. Mitigation Measure 4.1b on page 4-34 of the Draft EIR has been modified as follows:

Mitigation Measure 4.1b: Prior to commencement of any construction activities, including site clearing and/or grading, Northstar CSD shall retain a qualified botanist to conduct floristic ~~rare plant~~ surveys of the construction area, staging areas, and access routes. Surveys shall be conducted to identify invasive plant species in any portion of the project site and rare plant species within wetland, riparian, and stream habitats that would be affected by project construction. These surveys

shall be carried out during appropriate blooming periods of special-status species with potential to occur onsite and of invasive plant species of importance to the region. Should any individual special-status plant species and/or invasive plant species be located, ~~the applicant~~ Northstar CSD shall retain a qualified botanist to develop and implement a management plan. Appropriate management measures for special-status plant species could include transplanting, soil/seed salvage and avoidance, and shall be sufficient to ensure the Martis Valley Trail project does not result in a loss of viability for special status plant populations. Appropriate management measures for invasive plant species shall include measures to stop movement of plant materials and seeds (especially as associated with movement of workers, materials, and equipment throughout the construction area), minimize soil and vegetation disturbance, maintain healthy plant communities, and provide for monitoring and early response to future establishment of invasive plant species. The requirements of any management plan required under this Mitigation Measure shall be identified in any Request for Proposals for future construction phases in the affected area.

9. Mitigation Measure 4.2b, as shown below, has been added to page 4-37 of the Draft EIR. The subsequent two mitigation measures have been renumbered.

Mitigation Measure 4.2b: Northstar CSD shall implement *Mitigation Measure 4.1b*, which requires implementation of an Invasive Plant Management Plan to prevent introduction of invasive plant species to the construction area, surveys for invasive plant species within the construction area, and inclusion of specific measures to control the spread of any invasive plant species found in those surveys.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcsd.org]
Sent: Tuesday, June 12, 2012 11:17 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: [FWD: DEIR Comments from the Truckee Trails Foundation]

Mike Staudenmayer

From: info@martisvalleytrail.com [<mailto:info@martisvalleytrail.com>]
Sent: Tuesday, June 12, 2012 10:58 AM
To: Mike Staudenmayer
Subject: [FWD: DEIR Comments from the Truckee Trails Foundation]

----- Original Message -----

Subject: DEIR Comments from the Truckee Trails Foundation
From: "Allison Pedley" <truckeetrailsfoundation@gmail.com>
Date: Mon, June 11, 2012 1:04 pm
To: <info@martisvalleytrail.com>

Northstar Community Services District
Mike Staudenmayer, General Manager
908 Northstar Drive
Northstar, CA 96161

June 11, 2012

Dear Mr. Staudenmayer,

The Truckee Trails Foundation is pleased for the opportunity to provide input on the Draft Environmental Impact Report (DEIR) for the proposed Martis Valley Regional Trail. A multi-use trail through Martis Valley, if built with important environmental and cultural considerations made, will help further our mission to create a community more connected by trails, with enhanced opportunities for alternative(non-motorized) transportation. As trail advocates in our community, we wish to submit the following questions to the Northstar Community Services District:

G-1

- We find the comparison of impacts to waters of the U.S. and State of California between each alternative to be useful. We do, however, caution against simply comparing wetland and habitat impacts solely on an areal (acreage) basis, especially in an environment as disturbed as Martis Valley. Rather, a functional assessment should be used to compare the nature of impacts associated with each alternative, as well as the relative functions and values of proposed mitigation.

G-2

- | | |
|--|-----|
| <ul style="list-style-type: none"> Recreational aspects of the two alignments did not consider the poorer quality experience and health risks of users walking and riding along the highway alignment with the potential for inhaling exhaust fumes and getting road dust/sand kicked into their eyes. | G-3 |
| <ul style="list-style-type: none"> Recreational aspects of the two alignments should consider the additional length (1 mile) and grade associated with the highway alignment, potentially rendering it less user-friendly to children, differently-abled, etc. | G-4 |
| <ul style="list-style-type: none"> The user conflict impact is significantly over-stated. The report's models suggest that by the year 2025 there will be approximately 1,200 users on the busiest part of the Martis Valley Trail. The Burke-Gilman Trail, a 27-mile multi-use recreational trail in the Seattle area, has over 44,000 users on any given day, and have had only one serious accident involving "user conflict" in the past 10 years. If user conflict is minimal on an 8-foot trail with 44,000 users a day, a wider path can easily handle 1,200 users with basic etiquette. Likewise, there have been no reported cases of user conflict on the Truckee River Legacy Trail. | G-5 |
| <ul style="list-style-type: none"> A number of studies (Hester et al, 1999; Redford and Richter, 1999; Bauer et al, 2002) highlight a general public philosophy, in which people are interested in preserving or maintaining ecosystem functions primarily for recreation. The general public's desire to preserve and restore such areas stems primarily from recreational desires. While the DEIR compares the potential physical impacts of each alternative to wetlands and habitat, it does not adequately compare the value of bringing people to highly functioning natural places and raising awareness of the need to protect and restore these areas. As shown by Ryan (2002), advocacy and stewardship of natural areas can be developed simply by encouraging people to experience those areas. | G-6 |

Sincerely yours,

Allison Pedley
Executive Director

Truckee Trails Foundation
PO Box 1751
Truckee, CA 96160
(530)587-8214
<http://www.truckeetrails.org>

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RESPONSES TO COMMENT LETTER G

Submitted by:

Allison Pedley, Executive Director
Truckee Trails Foundation

- G-1** The comment acknowledges that a trail sensitively constructed through Martis Valley will increase trail connectivity and non-motorized transportation opportunities, which would support the mission of the Truckee Trails Foundation.

No comments on the content of the EIR are provided, and no response is necessary.

- G-2** The comment suggests that a functional assessment of the wetlands in each alternative alignment should be used to evaluate impacts and assess mitigation measures rather than using wetland acreage impacts alone.

Use of a functional assessment approach may be valid and useful in some circumstances but it is not necessary under CEQA. Mitigation Measure 4.3b requires Northstar Community Services District (CSD) to compensate for impacts to wetland at a minimum ratio of 1:1 and meeting the U.S. Army Corps of Engineers and Placer County standards of “no net loss” of wetlands. This standard and ratio requirement includes consideration of habitat value.

As the comment notes, the natural environment in Martis Valley has been disturbed. In general, wetlands along both potential alignments have been affected by development and human activity, including the presence of State Route 267, Martis Creek Dam, and existing trails. The primary areas where the proposed project would impact wetlands are at drainage crossings. Table 4.5 in the Draft EIR identifies each potential crossing location, the proposed crossing method/structure, and the existing conditions at the crossing location.

- G-3** The comment states that the evaluation of recreational impacts did not consider the poorer quality of experience the Highway Alignment would provide, noting concern for hazards associated with exhaust fumes and road dust/sand.

The quality of the recreational experience for users of the Martis Valley Trail is an important consideration for the Northstar CSD Board of Directors, but is not a factor that must be addressed in the EIR. The EIR evaluates the impacts of the proposed project on the existing environment. Considerations of the proposed project’s effect on the existing recreational experiences in the project area are provided in Chapter 9 of the Draft EIR.

- G-4** The comment states that the recreational assessment of the Highway Alignment should consider the additional one mile in length and the grade that could discourage use by the differently-abled and children.

While a recreational assessment is not required, it is noted that page 3-13 of the Draft EIR indicates the maximum grade of the trail would meet requirements of the Americans with Disabilities Act – generally a maximum grade of five percent. This would be true for either alignment and would ensure the trail is accessible to individuals with a variety of mobility limitations as well as to families. The trail would have multiple trailheads and rest areas as well as junctions with the Tomkins Memorial Trail. These features would provide individuals several options in trail characteristics to select from, such as total length and elevation change, trail surface, and trail popularity/crowding.

- G-5** The comment asserts that the Draft EIR significantly overstates trail user conflicts and cites several examples of high use trails without significant user conflict. Trail etiquette is suggested as a method to avoid user conflicts. Further the comment indicates that there have been no reported user conflicts on the Truckee River Trail.

The Draft EIR concluded that the increased risk of conflict would be significant in part due because it would be a substantial change from the existing activity on the Tomkins Memorial Trail. As stated on page 9-9, the Valley Alignment would convert approximately 1.14 miles of existing trail to a paved multiple-use trail, while the Highway Alignment would convert approximately 1.16 miles of existing trail. Individuals on these segments of trail would be exposed to new safety hazards as a result of the project. In addition, new safety hazards would be created where the proposed trail intersects with other segments of the Tomkins Memorial Trail.

Consistent with the recommendation in this comment, the Draft EIR identifies trail etiquette as a key component of the mitigation for this impact. Page 9-15 of the Draft EIR states “The proposed Martis Valley Trail would incorporate several measures to reduce user conflicts. These measures include a ten-foot paved trail width with two-foot unpaved shoulders on each side, information signage to remind trail users of trail courtesy along the trail route, and signage regarding trail etiquette and dog leash requirements posted at trail entrances.”

- G-6** The comment cites three studies that highlight public interest in maintaining or preserving ecosystem functions for recreation. The comment states that the Draft EIR compares the impacts to wetlands and habitat for each alignment but does not compare each alignment’s value in bringing people to highly functioning natural places thereby increasing awareness of the need to preserve and restore such areas. The comment ends by citing and summarizing a fourth study that indicates advocacy and stewardship of natural areas can be increased by people experiencing them.

Increased environmental awareness and responsibility are social effects that may result from the project. Any specific environmental effect that may follow from this increased awareness would be removed from the project, and it would be speculative for this EIR to forecast any such effect. This type of speculation is not required, as expressed in CEQA Guidelines Section 15145. Therefore it is not necessary for the EIR to evaluate the relative value of each alignment as suggested in this comment.

northstar property owners association

June 4, 2012

Mr. Michael Staudenmayer
General Manager
Northstar Community Services District
Northstar, California

Dear Mike:

This letter summarizes the comments of the Northstar Property Owners' Association (NPOA) Board of Directors on the Martis Valley Trail Draft Environmental Impact Report dated April 2012 (DEIR). Each member of the NPOA Board and Oversight Committee reviewed the DEIR and provided his or her comments, focusing attention both on the entire DEIR and on distinctions between the two proposed alignments in the DEIR (the Valley and Highway Alignments) and on possible improvements.

H-1

The NPOA Board of Directors supports a regional trail, and agrees with the DEIR's conclusion that the Highway Alignment was determined to be environmentally superior. Further, it is our judgment that the Valley Alignment would have significantly greater environmental impact than would the Highway Alignment, as our detailed comments will indicate. In addition, the Valley Alignment would have a number of negative impacts within the Northstar community. For these reasons, the NPOA Board supports the Highway Alignment, particularly with two modifications that will be recommended below.

H-2

As background, we wish to make general comments in two areas that lead us to favor the Highway Alignment over the Valley Alignment. These are: (1) personal observations from NPOA members and others in the Northstar community with regard to current recreational use patterns within the Martis Valley (the Valley) and inside the affected areas of Northstar, and (2) considerations that may not be specifically covered in the DEIR that are particularly relevant to the Northstar community. The letter will then make comments on specific sections of the EIR.

H-3

General Comments

Existing Recreational Use Patterns

One of the areas covered in the DEIR that is of particular interest to NPOA focuses on the impact of each alignment on existing recreational uses. We believe the DEIR does not sufficiently consider these use patterns in evaluating the relative impacts of the two proposed alignments.

H-4

Several members of the NPOA Board and many other members of the Northstar community make extensive use of the Tompkins Memorial Trail (the TMT) in the Martis Valley (the Valley) and inside Northstar. Although it is our understanding that both pedestrian and bicycle use is allowed on the TMT, it is our observation that the actual usage is almost entirely pedestrian in nature.

Observed use patterns can be further distinguished between the Valley area and inside Northstar itself. In the Valley, there are generally two classes of recreational users, those walking or running with dogs, and those without. This distinction is important primarily for safety reasons with the introduction of a paved trail with cyclists. The majority of users with dogs begin at the Wildlife Viewing Area Parking Lot (the Wildlife Lot). They either proceed south along a path bordering Martis Creek that is technically not part of the TMT and then on to the southern portion of the TMT loop that circles the Valley (the Loop), or directly around the Loop from the lot. Most dogs are not leashed. Hikers and runners without dogs beginning at the Wildlife Lot follow a similar course. The other predominant groups of users come out of the Lahontan and Northstar resorts. These groups access the TMT and the Loop from the south and east respectively and have similar use patterns with regard to routes taken. Fewer of these users have dogs than is the case with those beginning at the Wildlife Lot. Finally, there is extensive use of the TMT by hikers (with or without dogs) within Northstar, including the sections that the Valley Alignment proposes to pave or decommission.

The above use patterns strongly favor the Highway Alignment in that it would parallel the Loop only along the 0.75 mile long section that extends from the Wildlife Lot east to Gumba's Crossing (where the Loop turns south into the Valley).

Our first recommended modification to the Highway Alignment is that the Regional Trail be separated from TMT along this section. By separating the trails along just this one section, the entire Loop will be preserved for pedestrian use without conflicts with cyclists. The only connection between the two trails in the Valley would be at the Wildlife Lot where pedestrians would have to cross the Regional Trail as they depart from and return to their cars. The Regional Trail could even be placed above the Wildlife Lot, crossing the dirt access road into the Lot just below the Lot's gate with stop signs for cars and cyclists. This alignment would completely separate cyclists and pedestrians, and would keep the trail closer to Route 267. The Valley Alignment, in contrast, intersects or replaces parts of the Loop in several locations, making mitigation of current recreational impacts virtually impossible. The Valley Alignment also impacts heavily used portions of the TMT within Northstar and connecting Northstar users to the Valley, whereas the Highway Alignment does not.

Other Northstar-Specific Considerations

H-4
(cont.)

H-5

H-6

In addition to impacts on users of the TMT within Northstar, the Valley Alignment would come close to private residences in the Basque, Conifer, Wolf Tree and Martis Landing areas and would be in clear sight of a number of homes. A number of residents have expressed very significant personal concerns about visual, noise, safety and other impacts close to their homes. We also believe the trail construction along the relatively steep terrain above Conifer and below Martis Landing will be very difficult and will impact the hillside. Finally, we believe that the trail crossing Northstar Drive at the intersection of Northstar Drive and Big Springs Drive will pose problems; as would the section leading into Northstar Village. The trail coming into Northstar at this location would cause visual, available space, congestion and safety issues. By contrast, the Highway Alignment would be along a little used section of the TMT on Porcupine Hill within Northstar, would not be in proximity to any homes, and would avoid safety and space issues in approaching the Village.	H-7 H-8 H-9 H-10
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Specific Chapter-by-Chapter Comments

The remainder of this letter makes comments referenced to specific sections of the DEIR.	H-11
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Chapter 1- Introduction

No comments.

Chapter 2- Executive Summary

Summary of Mitigation

Page 2-13, Section 2.9, 2 nd Paragraph. Quoting the Draft EIR: "Therefore each mitigation measure identified in Table 2.3 would be required under either alternative."	H-12
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Comment: There are differences in impacts and mitigations between the alternative Alignments later in the document with regard to specific issues that are particular to each Alignment. We note these below.

Biologic Resources

Page 2-18, Table 2.2, Mitigation Measure 4.3b.

Comment: We recommend that the purchase of credits at a "wetlands mitigation bank" should be considered only after all reasonable localized mitigation measures have been implemented. We do not agree with the general use of credits in lieu of minimizing the impacts within the Martis Valley itself.	H-13
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Cultural Resources

No comments.

Visual Resources

Page 2-23, Table 2.2, Mitigation Measure 8.1a.

Comment: We support using earth tone paving surfaces. However, this will not mitigate the impact on visual resources of seeing cyclists passing through the Valley as will be commented on later. The visual impact of seeing cyclists would be more significant than that of the paving being a particular color. The DEIR does not address this visual impact as it should.

H-14

Comment (same section): Bridges should be as low profile as possible, similar to the currently constructed bridges (only wider and stronger as needed). For the Highway Alignment, as noted below, we recommend constructing the Regional Trail adjacent to but separated from the pedestrian trail along the 0.75-mile long section between the Wildlife Lot and Gumba's Crossing. In this case, the existing bridge at Martis Creek (Frank's Bridge) should remain for the pedestrian trail, with the new bridge for the Regional Trail constructed between it and Route 267.

H-15

Recreation Resources

Page 2-25, Table 2.2, Mitigation Measure 9.2a.

Comment: This mitigation measure (enforcing proper trail behavior) is not adequate. Refer to the comments above on use patterns. In our view, the only way to mitigate potentially dangerous safety conflicts between pedestrian (particularly those with dogs) and cyclist traffic is to separate the Regional Trail from the TMT. A separate single-track (3-4 foot wide) unpaved pedestrian trail should be constructed at least 10-20 feet from the paved trail in areas where the new trail uses the existing TMT. The exception to this would be on Porcupine Hill within Northstar under the Highway Alignment because this section of the TMT is little used. This remedy is feasible for the Highway Alignment requiring separate trails only between the Wildlife Lot and Gumba's Crossing (0.75 miles). This was our first recommended modification as noted earlier. A similar solution would be very expensive and would create additional impacts for the Valley Alignment.

H-16

Comment (same section): In addition, where the paved and unpaved trails must cross each other or otherwise connect, features such as cross walks or stop signs should be added. There is a wide disparity in the number of crossings, or "junctions", between the Highway and the Valley Alignments. The Highway Alignment has only 3 junctions, two of which are on little used Porcupine Hill, and the third (at Gumba's Crossing) would be eliminated by the above mentioned parallel trail constriction. By contrast, the Valley Alignment would have a total of **16**

H-17

junctions in the Valley and inside Northstar. In our opinion, this distinction is not adequately considered in the DEIR.

↑ H-17
(cont.)

Comment (same section): In general, the conflicts between current uses (essentially all pedestrian traffic) and cyclists will be major impact under the Valley Alignment that cannot be effectively mitigated. *This is a major difference between the two Alignments that is not adequately identified or addressed in the DEIR.*

H-18

Chapter 3- Project Description

Page 3-2, Map, Sections 3E and the portion of 3F that is shown as adjacent to Section 3E (This section is approximately 0.8 miles long, the same length as Section 3E).

H-19

Comment: Under the Highway Alignment, the proposed “conceptual alignment” is to construct two separate trail segments into Northstar Village from locations just below Highlands View Road. It is strongly recommended that the final alignment be to construct a single “out and back” spur between the main trail and the Village. This is our second recommended modification to the Highway Alignment. This would eliminate approximately 0.8 miles of construction, and importantly, would create only one path of development through the conifer forest in this area, thereby reducing biologic and visual impacts. Furthermore, the proposed conceptual alignment would require cyclists traveling between Truckee and Lake Tahoe to “divert” almost a mile into Northstar Village and then back out. This would result, we believe, in many cyclists choosing instead to remain on Route 267, defeating one of the purposes of the entire trail plan. We recommend that the best “through alignment” (the ultimate route to Lake Tahoe) first be determined; then the shortest and most level spur between the main trail and Northstar Village be determined.

H-20

Page 3-6, Map of existing TMT system.

Comment: The TMT map visually illustrates that the only significant conflict between the Highway Alignment and the existing TMT is along the 0.75-mile section between the Wildlife Lot and Gumba’s Crossing. This can be mitigated by a parallel footpath 10 to 20 feet from the paved trail along this section only as was recommended above. If this modification were to be implemented, the only crossing between cyclists and foot traffic would be at the Wildlife Lot itself (leaving and returning to their cars, pedestrians would have to cross over the paved trail to get into and out of the Valley.) A prominent crossing area could be designed at this location perhaps even requiring cyclists to dismount. One can readily see from this map that the Valley Alignment either paves over or crosses the TMT in many locations. Even if a parallel footpath were constructed along sections where the paved trail would use the TMT, there is much more of it, including much of the section inside the Northstar community where homes are present. This conflict issue is therefore much more significant for the Valley Alignment than for the

H-21

Highway Alignment. The DEIR does not, in our opinion, adequately recognize this difference between the two Alignments.

↑ H-21
(cont.)

Page 3-16, Map showing 4 alternative parking lots.

Comment: We understand that the existing Wildlife Lot will remain, regardless of the location of the new lot. One diagram in the DEIR indicates that it will remain, but the text of the report does not specifically state this. It is particularly important that the Wildlife Lot remain for use by exiting pedestrian users. Otherwise, all but one of the four alternative locations would be too far from the Valley for pedestrian access.

H-22

Chapter 4- Biological Resources

Page 4-26, Wet Meadow Impacts.

Comment: The Valley Alignment would have a total of 3 Wet Meadow Impacts- in Section 2A crossing Martis Creek, to the east of Martis Creek, and further east as it crosses the unnamed tributary to Martis Creek (near Jake's Bridge). The Highway Alignment has no Wet Meadow Impact. Even with proposed mitigation measures, this represents an important difference between the two alignments that is not adequately highlighted in the DEIR.

H-23

Page 4-27, Coniferous Forest Impacts.

Comment: The DEIR notes that the Coniferous Forests impacts cover large areas (23-24 acres) under both Alignments. However, in the Highway Alignment all of these forests are on Porcupine Hill and the area east of Northstar Drive, neither of which are used by hikers or viewable by pedestrians and residents. By contrast, in the Valley Alignment, virtually all of the forest impacted is in the heavily trafficked portion of the TMT inside Northstar community and between the highly populated Martis Landing, Conifer and Basque areas. And the portions impacted are visible from a number of home sites, in some cases less than 150 feet from homeowners' property lines (see Wolf Tree and Conifer sections of the trail plan appendix). In addition, if the single spur were to be constructed (rather than the separate out and back segments 3E and 3F) as recommended above, there would be a further reduction of the conifer forest impact under the Highway Alignment. For these reasons, the conifer forest impacts would be greater under the Valley Alignment than the Highway Alignment.

H-24

Chapter 5- Cultural Resources

No comments.

H-25

Chapter 6- Hydrology and Water Resources

No comments.

Chapter 7- Transportation and Circulation

No comments.

Chapter 8- Visual Resources

Overall comment: As noted earlier, the visual impact of seeing cyclists passing through the center of the Valley in the Valley Alignment cannot be mitigated. This impact is not identified in the DEIR. The prominent visual impacts will be on existing pedestrian users who currently enjoy views of vistas throughout the Valley. Another significant impact will be on Northstar homeowners hiking in the forest within Northstar. Finally, a number of Northstar homeowners would see cyclists in the woods within 150 feet of their back decks. Several of these homeowners have already expressed very strong objections to this impact, as well as to other potential adverse affects on their properties.

The Highway Alignment would have few such visual impacts. Views of cyclists by pedestrians in the Valley would only occur when looking to the north with Route 267 already in the background. The alignment affects only one trafficked section of the TMT where visual resources could be an issue, the 0.75-mile section between the Wildlife Lot and Gumba's Crossing. And there are no homes along the Highway Alignment that would suffer visual impacts.

Therefore, in our opinion, the entire Visual Resources chapter of the DEIR does not adequately recognize this significant difference between the two Alignment alternatives with regard to visual impacts. Most of the visual impacts are, in our view, associated only with the Valley Alignment.

Chapter 9- Recreation

Page 9-3, Local Trails and Bikeways.

Comment: As noted earlier, although bicycles are allowed on the majority of the TMT, it is currently utilized almost entirely by pedestrian traffic (including many people with dogs). Creating a paved, "through" bike trail in the heart of the Valley (the Valley Alignment) would, in our opinion, represent a dramatic alteration of the current recreational use. There is no way to mitigate the impact with this Alignment and having bicycles, pedestrians and dogs on the same paved trail would create safety issues for everyone involved.

In contrast, the recreational impact would be negligible for the Highway Alignment if a parallel foot trail were to be constructed along the 0.75-mile section between the Wildlife Lot and Gumba's Crossing as recommended earlier. By

H-25
(cont.)

H-26

H-27

H-28

H-29

retaining a separate unpaved trail segment in this one area, the entire “Valley Loop” trail could be preserved for pedestrian use.

↑
H-29
(cont.)

Page 9-9, Project Impacts, 2nd Paragraph.

Comment: The report notes that approximately 1.15 miles of the existing unpaved TMT would be paved under either alternative. Yet, under the Highway Alignment, only the 0.75-mile section noted above is part of the Valley Loop trail, which is used heavily by pedestrians. Under the Valley Alignment, essentially all of the paved area is heavily used by pedestrians and is part of the Valley Loop trail. Again, the EIR does not, in our view, adequately recognize the difference in impact between the two Alignments.

H-30

Page 9-15, 4th Paragraph.

Comment: The report proposes to mitigate trail conflicts by providing a 2 foot wide unpaved path next to the 10 foot wide paved trail, and by posting signs about trail etiquette and dog leash requirements at the entrances to the area. These measures, in our opinion, are inadequate. As stated earlier, only separate trails and avoidance of crossings will adequately mitigate these conflicts. This can readily be accomplished under the Highway Alignment, but not under the Valley Alignment as already discussed. In addition, requiring dogs to be leashed, as would be required based on this mitigation, eliminates one of the major recreational uses of the Loop trail as it currently exists.

H-31

H-32

Chapter 10- Cumulative Impacts

No comments.

H-33

Chapter 11- CEQA Discussions

Page 11-7, last Paragraph.

Comment: The report argues that having separate paved and unpaved trails was not evaluated because it would increase rather than decrease project impacts. This might be true if separate unpaved trails were constructed in every area where the trail would be paved. Again, this is not the case under the Highway Alignment. As stated earlier, by adding only the 0.75-mile long unpaved section noted earlier, virtually all of the conflict impacts could be eliminated.

Page 11-11, Environmentally Superior Trail Alternative.

Comment: The report is required to determine the “environmentally superior” alternative, other than the no-build alternative. The report correctly concludes, in our opinion, that the Highway Alignment is the Environmentally Superior Alternative. However, it goes on to state that the Highway Alignment

H-34
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would "slightly" reduce impacts on Cultural, Visual and Recreational Resources. The various comments above strongly suggest to us that the Highway Alignment significantly reduces impacts to Visual and Recreational Resources as compared with the Valley Alignment. Although the report ends up with the correct conclusion, it understates the difference between the two alternatives in our view, and does not consider at all the very significant impacts on the Northstar community of the Valley Alignment, which would run through areas surrounded by the homes of our residents.

H-34

(cont.)

Summary

In closing, we acknowledge that we are not environmental engineers or experts in the EIR process. However, we believe that our comments pass the tests of observation and common sense. Put in simplest terms, the Valley Alignment would intersect the areas where most of the recreation, pedestrian traffic, scenery, and wet meadows are located; and then pass through the most populated portion of Northstar, close to many homes. The Highway Alignment would be located along the perimeter of the recreation area, sharing only one segment of the trail that is heavily used by pedestrians (which can be mitigated); and then would pass through an unpopulated and little used section of Northstar.

H-35

We are confident that when NCSD considers these comments, you will concur with us that the Highway Alignment is the far better alternative.

Respectfully submitted on behalf of the
NPOA Board of Directors,



Richard Paterson
President

RESPONSES TO COMMENT LETTER H

Submitted by:

Richard Paterson, President
Northstar Property Owners Association Board of Directors

H-1 The comment introduces the following comments from the Northstar Property Owners Association (NPOA).

No comment on the Draft EIR is provided and no response is needed.

H-2 The comment states that NPOA supports a regional trail and agrees with the Draft EIR conclusion that the Highway Alignment is the environmentally superior project alternative. The comment also states that the Valley Alignment would have significant impacts within the Northstar community. The comment concludes that NPOA supports a modified Highway Alignment alternative for the proposed Martis Valley Trail.

No comment on the Draft EIR is provided and no response is needed.

H-3 The comment highlights two general topics related to the NPOA decision to support the Highway Alignment over the Valley Alignment. These topics are addressed further in Comments H-4 through H-10.

No comment on the Draft EIR is provided and no response is needed.

H-4 The comment states that the Draft EIR does not sufficiently consider existing patterns of recreational use when evaluating impacts of the proposed project. The comment reports personal observations that while bicycle use is allowed along the Tomkins Memorial Trail, nearly all users of the Tomkins Memorial Trail are pedestrians, many of whom are accompanied by dogs. The comment describes a typical walking route for Tomkins Memorial Trail users that primarily stay within the valley as one that starts at the Wildlife Viewing Area parking lot and loops around the valley. The comment also notes that a typical walking route for Tomkins Memorial Trail users that originate in Northstar or in the Lahontan community uses the same loop. Finally, the comment notes that there is extensive hiking use (with and without dogs) of the Tomkins Memorial Trail portions within Northstar, particularly the portion near the proposed Valley Alignment Segment 2B. The comment concludes that this use pattern would favor the Highway Alignment because that alternative has minimal overlap with the loop portion of the Tomkins Memorial Trail accessed from the Wildlife Viewing Area.

Changes in the recreational experiences of Northstar residents are an important concern for the Northstar Community Services District (CSD) Board of Directors and will be considered in the Board's deliberations on the project. As discussed below, these changes must be considered in the EIR only to the extent that they represent a

physical environmental change.

The Tomkins Memorial Trail is described in the Draft EIR on pages 3-4 and 9-3 and a map of the trail system is provided in Figure 3-4. The comment is correct that portions of the Tomkins Memorial Trail receive more use than others, and that the trail looping around Martis Valley from the Wildlife Viewing Area parking lot is particularly popular. Each potential alignment would convert a portion of the loop to a paved multiple-use trail. As the comment notes, the Highway Alignment as proposed would replace the portion of the loop from the Wildlife Viewing Area parking lot to Gumba's Crossing near the Northstar Golf Course – a distance of 0.8 miles. The Valley Alignment would replace the portion of the loop from the Wildlife Viewing Area parking lot to approximately mid-way to Pappe's Bridge (as shown on Figure 3-4) – a distance of 0.5 miles.

While the existing trails within the Northstar community are also popular, usage is somewhat more dispersed as there are multiple parallel paths. Congestion on the existing Tomkins Memorial Trail is projected to remain low (Draft EIR page 9-12) and each alignment would replace approximately 1.15 miles of the existing Tomkins Memorial Trail (Draft EIR page 9-9), leaving over 13 miles of the existing trails unchanged. It is expected that while the proposed project may alter individuals' choice of trail segment, it would not displace existing trail users from the trail system or preclude people from accessing recreational opportunities. This statement has been added to page 9-12 of the Draft EIR at the end of the analysis of increased congestion on existing trails.

- H-5** The comment recommends a modification to the Highway Alignment that would create separate trails along the segment between the Wildlife Viewing Area parking lot and Northstar Golf Course. This would preserve the loop portion of the Tomkins Memorial Trail in its current condition.

As discussed in Master Response 5, Northstar CSD will consider separate paths for bicyclists and pedestrians where it can reasonably be accommodated without increasing environmental effects. It is noted that bicyclists are currently allowed on the Tomkins Memorial Trail and no changes to allowed uses of the existing trails are proposed.

- H-6** The comment states that the Valley Alignment intersects with or replaces many portions of the loop trail and impacts heavily used portions of the trails within the Northstar community, in contrast to the Highway Alignment.

As noted in Response to Comment H-4, there are many parallel trails within the Northstar community and the project would leave over 13 miles of those trails unchanged. The project is not expected to displace users from the Tomkins Memorial Trail system or preclude people from accessing recreational opportunities under either of the potential alignments.

As noted above and discussed in Master Response 5, Northstar CSD will consider separate paths for bicyclists and pedestrians where it can reasonably be

accommodated without increasing environmental effects. This could include the portion of the existing valley loop trail that the Valley Alignment would pave over. As shown on Sheet C4 of the Preliminary Trail Plans in Appendix B to the Draft EIR, that portion of trail extends westerly approximately 0.5 miles from the end of proposed Segment 1 to approximately mid-way to Pappe's Bridge. The proposed trail then turns to the south while the existing trail continues westerly. It is potentially feasible to construct parallel paths in this 0.5-mile section.

- H-7** The comment indicates concern about the proximity of the Valley Alignment to homes within Northstar and notes that residents have expressed concerns related to visual, noise, safety, and other impacts.

An analysis of the proximity of each alignment to existing residences has been completed. Exhibits displaying measurement locations are provided following these Responses to Comment Letter H. The home nearest to the Highway Alignment is a home on Beaver Pond Road and is approximately 475 feet from the centerline of the Highway Alignment. The centerline of the Valley Alignment would be between 200 and 250 feet of a total of nine residences. The homes in closest proximity to the centerline of the Valley Alignment are located on Gold Bend Road and Conifer Drive.

This Final EIR presents responses to all comments received, including the concerns mentioned in this comment. Specific comments follow in the remainder of the comment letter and responses are provided below. No specific comments are provided in this comment letter regarding noise concerns. The noise effects of the proposed trail were evaluated in the Initial Study that was circulated with the Notice of Preparation for this EIR. This analysis found that "use and maintenance of the trail would not generate substantial increases (temporary or permanent) in ambient noise levels in the vicinity. Use of the trail is not expected to expose any residents to noise levels that exceed applicable Placer County General Plan standards.

- H-8** The comment indicates concern for the effects and feasibility of constructing a trail on the steep terrain between Conifer Driver and Martis Landing Road.

Slopes are relatively steep in this area, generally in the range of 20 to 30 percent. The portion of trail that would be constructed in areas with slopes in this range would be generally equal for each potential alignment. On the Valley Alignment, approximately 9,300 linear feet of Segment 2B are on these slopes. On the Highway Alignment, approximately 5,200 linear feet of Segment 3B and 5,300 linear feet of Segment 3F are on slopes in this range. The extent of grading associated with each alignment is shown in the Preliminary Trail Plans in Appendix B to the Draft EIR. Under either alignment, Best Management Practices (BMPs) would be implemented to control erosion both during and after construction. Many BMPs are included in the project design and others may be required through several mitigation measures and permits.

- H-9** The comment indicates concern for the Valley Alignment crossing of Northstar Drive and entering Northstar Village, noting potential visual, congestion, and safety issues.

The Draft EIR evaluates visual impacts of the trail from Northstar Drive for each potential alignment. The analysis of the Valley Alignment finds that views of the trail from the road would be visually consistent with the surrounding resort development. The following sentences have been added to page 8-13 of the Draft EIR to address views of trail users crossing Northstar Drive to reach Northstar Village. "Trail users would become visually prominent after leaving the trail at Big Springs Drive. The trail then crosses and travels along the north side of Northstar Drive. Trail users would cross Northstar Drive at an existing stop sign controlled intersection approximately 150 feet from an entrance to a Northstar Village parking lot. The trail crossing of Northstar Drive would be in the same location as the existing crossing location. New trail users would add to the visual activity in the area but would be compatible with the surrounding resort development and existing activity."

It is noted that each alignment would cross Northstar Drive, thus each would contribute to visual effects along this roadway. The Draft EIR analysis of views of the Highway Alignment trail from Northstar Drive is presented on page 8-14 of the Draft EIR.

Text has been added to page 7-9 of the Draft EIR to address safety issues for trail users crossing Northstar Drive, finding that the location where each alignment crosses Northstar Drive is expected to be able to allow for safe interactions between drivers and trail users. The Valley Alignment crossing at Big Springs Drive is controlled with stop signs, as noted on page 3-17 of the Draft EIR. The Highway Alignment crosses at the Northstar Drive/Castle Peak Way/Ridegline Road roundabout, as described on page 3-22 of the Draft EIR. Consistent with the operation of a traffic roundabout, there are no stop signs at this intersection. Instead crosswalks with center refuge islands are present on each approach to the roundabout. Each intersection is expected to provide sufficient opportunities to maintain safety and acceptable traffic operations for trail users and motorists.

- H-10** The comment states that the Highway Alignment would replace an unpopular segment of existing trail, would not be in proximity to any homes, and would avoid safety and congestion issues entering Northstar Village.

The comment summarizes perceived benefits of the Highway Alignment but does not address the content of the Draft EIR. The comment will be considered by the Northstar CSD Board of Directors.

- H-11** The comment introduces the following comments that address each chapter of the Draft EIR.

No comment on the Draft EIR is provided and no response is necessary.

- H-12** The comment notes that differences in impacts between the two potential trail alignments may alter specific mitigation requirements. The comment also notes that specific concerns regarding different mitigation requirements particular to each

alignment are identified in subsequent comments.

No specific comment on the Draft EIR is provided. Responses to each of the subsequent comments are provided below.

- H-13** The comment recommends that purchase of credits to mitigate impacts to wetlands, as allowed under Mitigation Measure 4.3b, be considered after all reasonable local mitigation measures have been implemented.

For the purposes of CEQA, any of the options identified in Mitigation Measure 4.3b would provide equally effective mitigation of the project's impacts to federally-protected wetlands sufficient to achieve the "no net loss" standard established by both Placer County and the U.S. Army Corps of Engineers (USACE). The actual mitigation plan for the proposed project will be developed after an alignment has been selected (refer to the discussion of the overall project process in Master Response 1) and will be subject to approval by the USACE.

- H-14** The comment notes support for the earth tone paving surfaces required under Mitigation Measure 8.1a but asserts that the project would have a visual impact resulting from seeing bicyclists move through the valley. The comment notes that this impact is not addressed in the Draft EIR.

As the project area, including the Wildlife Management Area, already supports recreational activities, including bicyclists, the increased use of the area by pedestrians and bicyclists is not considered a substantial change in the environment. Topography and vegetation in the area would shield many portions of the trail from view of motorists on State Route (SR) 267 and other area roads; this would also shield trail users on those portions of the trail from view.

- H-15** The comment recommends that bridges be low profile to avoid visual impacts. The comment also recommends that the existing Frank's Bridge be preserved to serve pedestrians along the Highway Alignment, and a new bridge be constructed between the existing bridge and SR 267 to serve bicyclists.

Bridge profiles must meet applicable safety standards. The American Association of State Highway and Transportation Officials (AASHTO) establishes a minimum railing height requirement of 42 inches (3.5 feet) from the top of the deck. An additional 24 to 36 inches may be required below the top of deck for structural supports. Thus the total profile height for a typical bridge is around 6.5 feet. Perspectives and typical cross-sections for bridges are shown on Sheets C5, P11, and P16 in the Preliminary Trail Plans in Appendix B to the Draft EIR.

- H-16** The comment states that Mitigation Measure 9.2a regarding enforcement of proper trail behavior is not sufficient to mitigate potential safety conflicts between trail user groups. The comment reiterates the NPOA recommendation to provide separate trails for pedestrians and bicyclists and notes that this recommendation appears feasible for the Highway Alignment (based on the recommendation to provide separated trails only along a 0.75-mile portion of the trail) but appears to be

prohibitively expensive for the Valley Alignment (where longer sections of separated trail are desired by NPOA).

Master Response 3 provides a discussion of the potential for trail user conflicts to occur and evaluates trail characteristics that influence the rate of trail conflicts. As shown in Master Response 3, the proposed trail width is sufficient to avoid significant safety risks from trail user conflicts and education and enforcement of proper trail behavior has been shown to be effective at managing the risk of trail user conflicts. Because the impact is reduced to a less than significant level, there is no requirement under CEQA to provide separate paths. However, the concerns of local residents are an important consideration for the Northstar CSD Board of Directors, and, as discussed in Master Response 5, the Board will consider the feasibility of providing separate paths as trail design plans are refined and finalized. As noted in Response to Comment H-6, it would be feasible to provide separate paths in portions of the Valley Alignment.

- H-17** The comment states that trail intersections should include cross walks, stop signs, or other features to ensure safety. The comment notes that the Highway Alignment would have 3 intersections with other existing trails while the Valley Alignment would have 16, and states that this is not adequately considered in the Draft EIR. The comment suggests that intersections present more safety risks than other portions of the trail.

As noted in Master Response 3, the comment is correct that trail intersections can have a higher rate of trail user conflicts than other portions of the trail. Trail intersections along the proposed Martis Valley Trail, which are shown as trail junctions on the Preliminary Trail Plans in Appendix B to the Draft EIR, would be appropriately signed and marked to ensure proper trail etiquette is used and that trail users are not confused about which path to follow. For example, a trail junction is shown on Sheet P5 of the Preliminary Trail Plans. This feature is adjacent to the Martis Valley Trail path (providing room for trail users to stop outside of the main flow of trail traffic), includes a surface constructed with permeable pavers or other pervious material (it will be visually different from the Martis Valley Trail, providing a visual cue of the potential for cross traffic), and trail signage. Northstar CSD will monitor trail usage and provide additional education, outreach, and on-trail traffic control (such as stop signs and other speed control devices) as necessary.

The comment is correct that there are many more trail junctions on the Valley Alignment than on the Highway Alignment. Because the trail design adequately provides for safe trail operations, there is no physical environmental effect associated with trail safety and the number of trail junctions on each alignment. However the number of trail junctions can influence the recreational experience for trail users, and this comment will be considered by the Northstar CSD Board of Directors in their deliberations on the project.

- H-18** The comment states that conflicts between current trail users and bicyclists on the Martis Valley Trail would be a significant impact under the Valley Alignment that cannot be adequately mitigated and is not appropriate addressed in the Draft EIR.

Further the comment states that this impact would not occur under the Highway Alignment.

As discussed in Master Response 3 and in Chapter 9 of the Draft EIR, the trail design and trail amenities meet appropriate standards to ensure the trail can safely accommodate the intended user-groups and the forecast volume of trail usage. This conclusion is applicable to each of the potential trail alignments.

- H-19** The comment recommends a revision to Highway Alignment Segment 3F and Segment 3E to avoid constructing two duplicative trails in the area south of the Northstar Village tennis courts.

The duplicative trails discussed in this comment are shown on Sheet C17 of the Preliminary Trail Plans in Appendix B of the Draft EIR. Northstar CSD has already identified a potential revision to Segment 3E to avoid this duplication. This revision is shown at the project website: <http://www.martisvalleytrail.com/about.html> and on the exhibits that follow these Responses to Comment Letter H. As pointed out in this comment, the potential revision would shorten the total length of the trail, which would be expected to reduce overall environmental effects. Segment 3E was evaluated at a programmatic level in this EIR and additional environmental review would be necessary prior to construction. The additional environmental review would include analysis of any impacts associated with the potential alignment revision recommended in this comment.

- H-20** The comment suggests that the trail alignment should have been developed by first identifying the best alignment to the desired end point (near Sawmill Flat Reservoir) and then identifying a logical trail spur between the main trail and Northstar Village. The comment suggests that the proposed alignment would require bicyclists whose goal is to reach the trail end point to travel approximately one mile out of their way through Northstar Village and may lead to bicyclists remaining on SR 267 instead of using the trail.

This comment provides a reasonable suggestion for developing the trail alignment, however this process is not feasible because it would require detailed surveys to more precisely define alignments for segments 3E and 4, and funding for those segments is not available at this time. Please refer to Master Response 1 for more information on the overall trail design and EIR process. If the suggested process resulted in a shorter overall trail length, that trail design could have fewer environmental effects than the trail designs proposed. However there is no certainty that the suggested process would result in a shorter trail. Additionally, as the EIR has demonstrated that all impacts of either potential trail alignment would be mitigated to less than significant levels, it is not necessary to develop a shorter or revised trail alignment.

It is also noted that the intent of the Martis Valley Trail is to provide a trail that is accessible to a wide range of user groups; it is not intended only to serve bicyclists desiring to reach the trail end point. It is reasonable to expect that many trail users would appreciate the opportunity to use Northstar Village as a starting/ending point

or a destination point when using the proposed trail.

- H-21** The comment references the map of the existing Tomkins Memorial Trail system, which is provided as Figure 3-4 of the Draft EIR. The comment states that this map illustrates the conflicts between each of the potential trail alignments and the existing trails. The comment reiterates the recommendation to create two parallel paths along the Highway Alignment between the Wildlife Viewing Area parking lot and Gumba's Crossing (which is shown on the trail map near the Northstar Golf Course). The comment states that if this recommendation is followed, there would be only one junction between the new and existing trails. The comment suggests that this crossing could be constructed to be visually prominent, "perhaps even requiring cyclists to dismount." The comment notes that the Valley Alignment has more areas of conflict with the existing trails (where the new trail would replace or cross the existing trails), and if a parallel path design were used, the parallel paths would be needed over a larger area than for the Highway Alignment and these parallel paths would need to be constructed within the Northstar community, near existing residences.

As discussed in Master Response 5 and Responses to Comments H-4, H-5, and H-6, the Draft EIR analysis does not identify a significant impact related to safety on the proposed multiple-use trail or related to replacement of portions of the existing Tomkins Memorial Trail with the proposed paved trail. As stated on page 9-9 of the Draft EIR, each alignment would replace approximately 1.15 miles of the existing Tomkins Memorial Trail, leaving over 13 miles of the existing trails unchanged. Because there are no significant impacts associated with paving a portion of the Tomkins Memorial Trail, CEQA does not require construction of parallel paths. However, the Northstar CSD Board of Directors will consider these design suggestions during their deliberations on the project and will construct parallel paths where feasible and beneficial. It is noted that parallel paths already exist in many areas within the Northstar community, as discussed in Response to Comment H-4 and constructing additional parallel paths in those areas may not be beneficial.

Please refer to Response to Comment H-17 regarding safety at trail junctions. Based on the analysis in the Draft EIR and presented in Master Response 3, there are no significant safety impacts that would require bicyclists to dismount when crossing a pedestrian trail or when accessing the Wildlife Viewing Area parking lot.

- H-22** The comment states that the Draft EIR does not clearly state that the existing Wildlife Viewing Area parking lot would not be relocated or otherwise changed by the proposed project.

Page 3-13 of the Draft EIR states that access to the proposed trail would be provided by the existing Wildlife Viewing Area parking lot. The following sentence on page 3-13 of the Draft EIR has been modified as shown: "No improvements or other changes to the Wildlife Viewing Area parking lot or access are included in the proposed project."

- H-23** The comment summarizes the wet meadow impacts of the Valley Alignment, notes that there are no wet meadow impacts under the Highway Alignment, and states that this difference between the two alignments is not appropriately addressed in the Draft EIR.

The Draft EIR states on pages 2-2 and 3-8 that there are no areas of wet meadow habitat within the Highway Alignment study area. Page 4-3 of the Draft EIR present Table 4.1 which identifies the amount of each habitat type within each trail alignment. This table shows that there is no wet meadow habitat within the Highway Alignment study area. This is also indicated on the Habitat Map provided in Figure 4-1. Finally, Table 4.6 on page 4-25 and the analysis of impacts to the wet meadow habitat type on page 4-26 indicate that there would be no impacts to any wet meadow habitat associated with the Highway Alignment.

- H-24** The comment states that the coniferous forest habitat impacts of the Highway Alignment would occur entirely in areas not currently used by hikers or visible from Northstar community residences while the coniferous forest habitat impacts of the Valley Alignment is primarily in areas that are heavily used by hikers and in view of many Northstar community residences. The comment concludes that the conifer forest habitat impacts would be greater under the Valley Alignment than under the Highway Alignment.

The Habitat Map provided in Figure 4-1 of the Draft EIR identifies the locations of coniferous forest habitat within the study corridor for each of the potential trail alignments, and Table 4.1 indicates the total area of each habitat type within each study corridor. The comment correctly states that the Draft EIR finds the project would impact 23 to 24 acres of this habitat type (page 4-27). As shown in Table 4.6 in the Draft EIR, the amount of impact to this habitat type between the trailhead near the Town of Truckee and Northstar Village is expected to be approximately 10.32 acres under the Valley Alignment and 11.61 acres under the Highway Alignment. The additional 12 acres of impact to conifer forest habitat under either alignment would result from construction of Segments 3E and 4, which are entirely located in this habitat type.

In both alignments, existing trails alter both the habitat and visual characteristics of the forest. The project would widen the existing breaks in vegetation and would increase human activity along the trail. As discussed on pages 4-27 and 4-28 of the Draft EIR, the widening of existing breaks in vegetation and increase in human use of the area is not expected to have an adverse effect on the quality or wildlife value of the habitat, which is already disturbed.

The analysis of impacts to habitat types focuses on impacts to wildlife value, habitat continuity, and other measures of habitat health. The factors mentioned in this comment, such as the existing human use of the area and visibility of the forest from nearby residences, are factors that decrease the habitat value under existing conditions. They are not factors that point to a higher level of impact to the habitat. Although the habitat on the Highway Alignment doesn't support as much hiking or residential activities, the trail alignment on Porcupine Hill is closer to SR 267 and

exposed to visual, noise, and air quality effects from roadway traffic. This also decreases the habitat value of the forest along this portion of the Highway Alignment. There are no substantial differences in the existing quality of the forest habitat, and the extent of impacts to this habitat under each alignment would be similar, as discussed on pages 4-27 and 4-28 of the Draft EIR.

- H-25** The first portion of the comment indicates that NPOA has no comments on chapters 5, 6, and 7 of the Draft EIR. The second portion of the comment states that the visual impacts analysis does not consider the impact of bicyclists moving through the valley. The comment states that this would adversely affect existing pedestrians in the area.

Impact 8.1 evaluates changes in view from the Wildlife Viewing Area parking lot while Impact 8.3 evaluates changes in view from “occupants of homes along the golf course, golfers, skiers at Northstar, and user of the existing Tompkins Memorial Trail system” (Draft EIR page 8-15). Existing users (bicyclists and pedestrians) of the trails within the valley and in the forested areas in the Northstar community are exposed to views of other trail users currently. As stated in Response to Comment H-14, the proposed project would increase pedestrian and bicycle traffic in the valley, but this increased recreational use of the area would not substantially change the character of existing views. In other words, the valley is currently used for recreational activities, and views of bicyclists are compatible with the established recreational use of the area. It is noted that topography and vegetation would shield portions of the proposed trail from view at any viewpoint. This would limit the extent to which existing trail users would observe increased recreational activity in the area.

- H-26** The comment states that Northstar residents would be exposed to significant visual impacts from bicyclists using the trail near Northstar homes.

As discussed in Response to Comment H-25, views of bicyclists in a recreational area is not considered a significant impact. As discussed in Response to Comment H-7, the centerline of the Highway Alignment would be a minimum of 475 feet from the nearest home while the centerline of the Valley Alignment would be between 200 and 250 feet of a total of nine residences.

To provide additional details regarding the visual exposure of the trail and trail users near homes on Conifer Drive and Martis Landing Road, the following text has been added to the discussion on page 8-16 of the Draft EIR: “The portion of the Tompkins Memorial Trail most visible to existing residences occurs on the segment of trail between Conifer Drive and Martis Landing Road. There are two roughly parallel tracks of existing trail in this location. The northerly track is approximately 200 to 250 feet from existing residences on Conifer Drive. As shown on Sheet C7 of the Preliminary Trail Plans in Appendix B to the Draft EIR, the proposed trail would replace most of this northerly track. Tree and other vegetation coverage in this area is somewhat thin, allowing views of the trail from those residences. The proposed trail and trail users would also be visible from those residences, but the proposed trail would be no closer to the residences than the existing trail. These residences currently are exposed to views of the trail and trail users, and the increased

recreational activity in the area would not substantially change the character of views in this area.”

- H-27** The comment states that the Highway Alignment would have fewer visual impacts than the Valley Alignment because the Highway Alignment would keep trail users close to SR 267 and away from residences.

The analysis of visual impacts of the Highway Alignment within the valley is presented on page 8-11 of the Draft EIR. This analysis recognizes that views of the Highway Alignment would be dominated by the presence of SR 267, which would make the visual effects of the proposed project less noticeable. As stated in Response to Comment H-7, the home nearest to the Highway Alignment is a home on Beaver Pond Road and is approximately 475 feet from the centerline of the Highway Alignment. The comment is correct that Northstar community residents are not expected to be able to see the Highway Alignment from their homes due to topography and vegetation shielding.

- H-28** The comment states that the Draft EIR does not adequately highlight the differences in visual impacts between the two alignments.

Each potential alignment is discussed separately in Impacts 8.1, 8.2, and 8.3 to clearly describe and contrast the impacts of each alignment.

The table summarizing Impact 8.1 indicates that the Valley Alignment requires implementation of Mitigation Measures 8.1a and 8.1b. The table in the Draft EIR erroneously indicates that no mitigation measures are required for the Highway Alignment. However, the text on page 8-12 indicates that Mitigation Measure 8.1b is required for the Highway Alignment. The table introducing Impact 8.1 has been corrected. Since Mitigation Measure 8.1a does not apply to the Highway Alignment, it is clear that the Highway Alignment has fewer visual impacts than the Valley Alignment.

Impact 8.2 addresses impacts to views from designated scenic roadways in the area. The comments on the Visual Resources chapter have not indicated any deficiencies in this impact analysis. Impact 8.3 addresses impacts to views from within the Northstar community. As noted above, each alignment is discussed separately in each impact to provide a clear analysis of the specific impacts of each alignment.

- H-29** The comment states that there are very low levels of bicycle activity on the Tomkins Memorial Trail currently and that the proposed project would result in a substantial change in the current recreational use of the area. The comment also states that there is no available mitigation for the safety impacts that would be created by the proposal for a multiple-use trail. The comment asserts that these impacts would not occur under the Highway Alignment, particularly with the modification suggested earlier in this comment letter.

While the project would change the recreational experience on the existing Tomkins Memorial Trail system, this is not considered a physical environmental effect and

therefore is not an impact under CEQA for either of the potential trail alignments. As discussed in Impact 9.1 on pages 9-9 through 9-13 of the Draft EIR, the project would have a physical environmental effect if it resulted in substantial overcrowding of the trails (which could displace trail users from the area and/or require additional trail construction to occur) or resulted in substantial deterioration of existing trails.

The potential for the project to create conflicts between trail users is evaluated in Impact 9.2 on pages 9-14 through 9-16 of the Draft EIR. As discussed in the Draft EIR and in Master Response 3, the trail design is appropriate to accommodate the multiple user groups anticipated to use the trail without creating a significant potential for user conflicts and safety hazards. As the trail design (width, surface, provisions for trail junctions, grade) is the same for each of the potential alignments, this conclusions is applicable to each.

- H-30** The comment notes that approximately 1.15 miles of existing trail would be paved under either of the two potential trail alignments but notes that the portion of trail that would be paved under the Valley Alignment is more heavily used currently than the portion that would be paved under the Highway Alignment. The comment states that the Draft EIR does not adequately recognize this difference in impacts between the two alignments.

As discussed in Response to Comment H-4 construction of the proposed trail in the Valley Alignment would replace about 0.5 miles of the existing loop trail with a paved surface. It would still be possible to travel a loop around the valley on unpaved trails with the exception of this 0.5 mile portion that starts at the end of Segment 1 and extends about mid-way to Pappé's Bridge. As shown on Sheets C4 and C5 of the Preliminary Trail Plans, at this point, the proposed trail turns to the south while the existing trail heads westerly.

Within the Northstar community, approximately 1.2 miles of Segment 2B replaces existing trails where there are no alternative routes. This is broken into four segments: 0.16, 0.28, 0.67 and 0.05 miles. This is the only interruption on the Valley Alignment where this is not an option of using the existing trails. Paving these portions for which there are no parallel paths would change the recreational experience of individuals who currently use this portion of trail. As discussed in Response to Comment H-4, changes in recreational experience are not physical environmental effects and therefore are not considered impacts under CEQA. However, these concerns are important to the Northstar CSD Board of Directors who will consider this comment during their deliberations on the project.

In comparison, Segment 3A of the Highway Alignment replaces approximately 0.77 miles of existing trail in one contiguous stretch. There would still exist an existing trail alternate, although not a direct route. Segment 3B of the Highway Alignment replaces approximately 0.98 miles of existing trail in one contiguous stretch, with no existing trail alternative through that area.

- H-31** The comment states that the project design components (width, shoulders, signage) are inadequate to mitigate potential trail conflicts. The comment suggests that

separate paths for bicycles and pedestrians is the only adequate mitigation and that separate paths are only feasible on the Highway Alignment.

Please refer to Master Response 3 which discusses the effectiveness of these design components and text that has been added to the Draft EIR to provide further support for the conclusion that the impact related to potential trail user conflicts would be reduced to a less than significant level. As noted in the new EIR text, the trail width meets the standards for multiple-use trails recommended by the Federal Highway Administration and the American Association of State Highway and Transportation Officials. Further, research has demonstrated that education and enforcement (including through signage) is effective at encouraging appropriate trail use behavior and reducing potential for trail conflicts.

Because the impact associated with potential trail conflicts is determined to be less than significant, there is no requirement under CEQA to impose additional mitigation, such the suggestion for separate paths. Further, as discussed in Responses to Comments H-4, H-5, H-6, and H-30, it is potentially feasible to construct parallel paths along portions of either alignment.

- H-32** The comment states that requiring dogs to be leashed would eliminate one of the major existing recreational uses of the valley loop trail.

As discussed on pages 9-15 and 9-16 of the Draft EIR, it is already required that dogs be leashed on the existing trails (Code of Federal Regulations Title 36 applies within the USACE Martis Creek Lake and Dam project area and Placer County's leash law applies in other areas). The project would not change these requirements.

- H-33** The comment indicates that there are no comments on Chapter 10 of the Draft EIR. The comment reiterates suggestions that providing separate paths on a portion of the Highway Alignment would be feasible and would avoid most trail conflict impacts.

The project alternative that was preliminarily evaluated on page 11-7 of the Draft EIR considered constructing separate paths for the entire length of the trail. This type of project alternative was suggested by many comments on the Notice of Preparation for this EIR. As recognized in the comment, constructing two separate trails would be likely to increase impacts compared to the proposed project.

Please refer to Responses to Comments H-4, H-5, H-6, H-21, and H-30 regarding the potential feasibility of providing separate paths in some locations.

- H-34** The comment concurs with the Draft EIR determination that the Highway Alignment is the environmentally superior alternative, but disagrees with the statements in the EIR that the impact differences between the two alignments are minimal. The comment states that the Draft EIR understates the differences between the two alignments and does not adequately evaluate impacts to Northstar community residents.

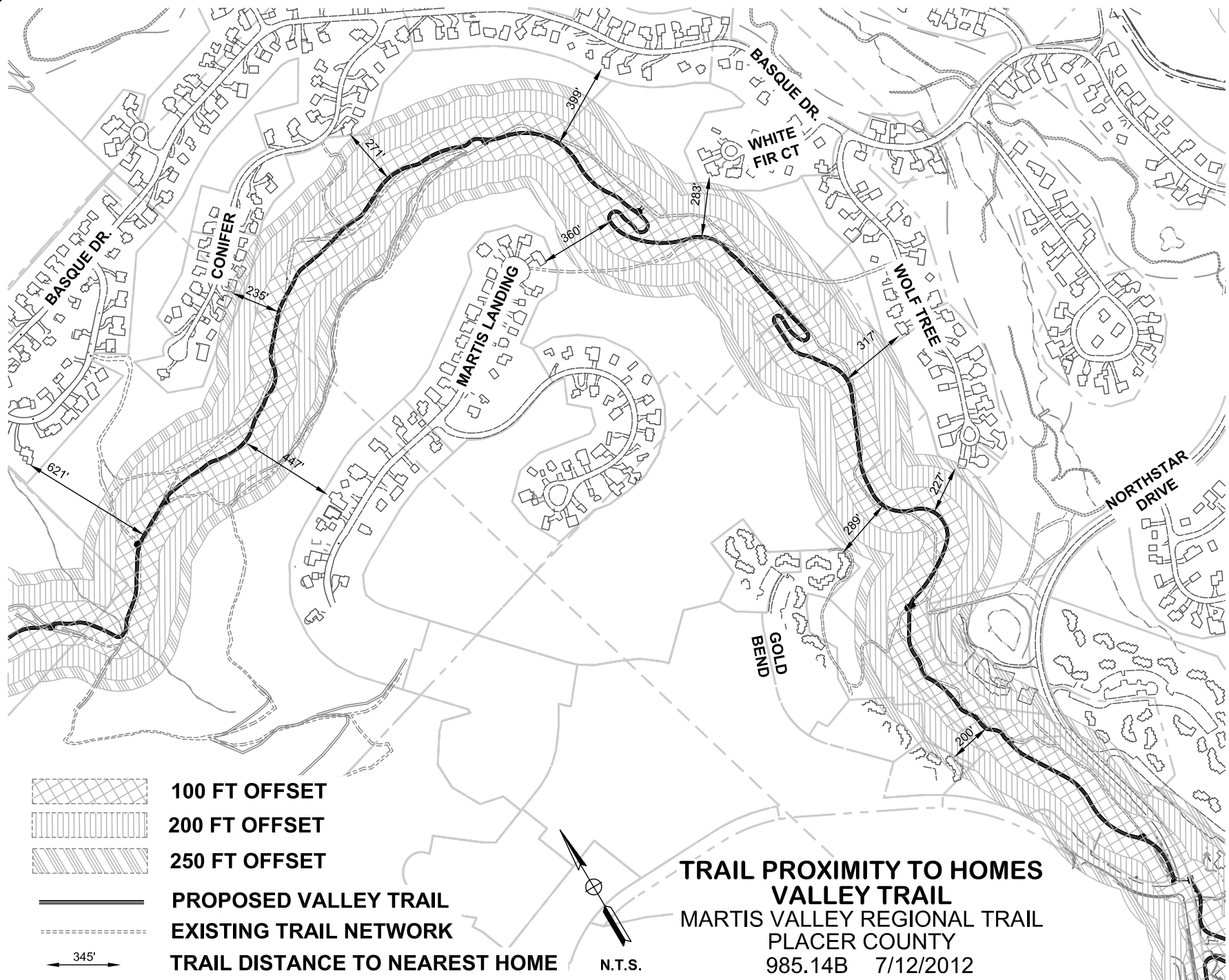
Each specific comment regarding the differences between the two alignments and

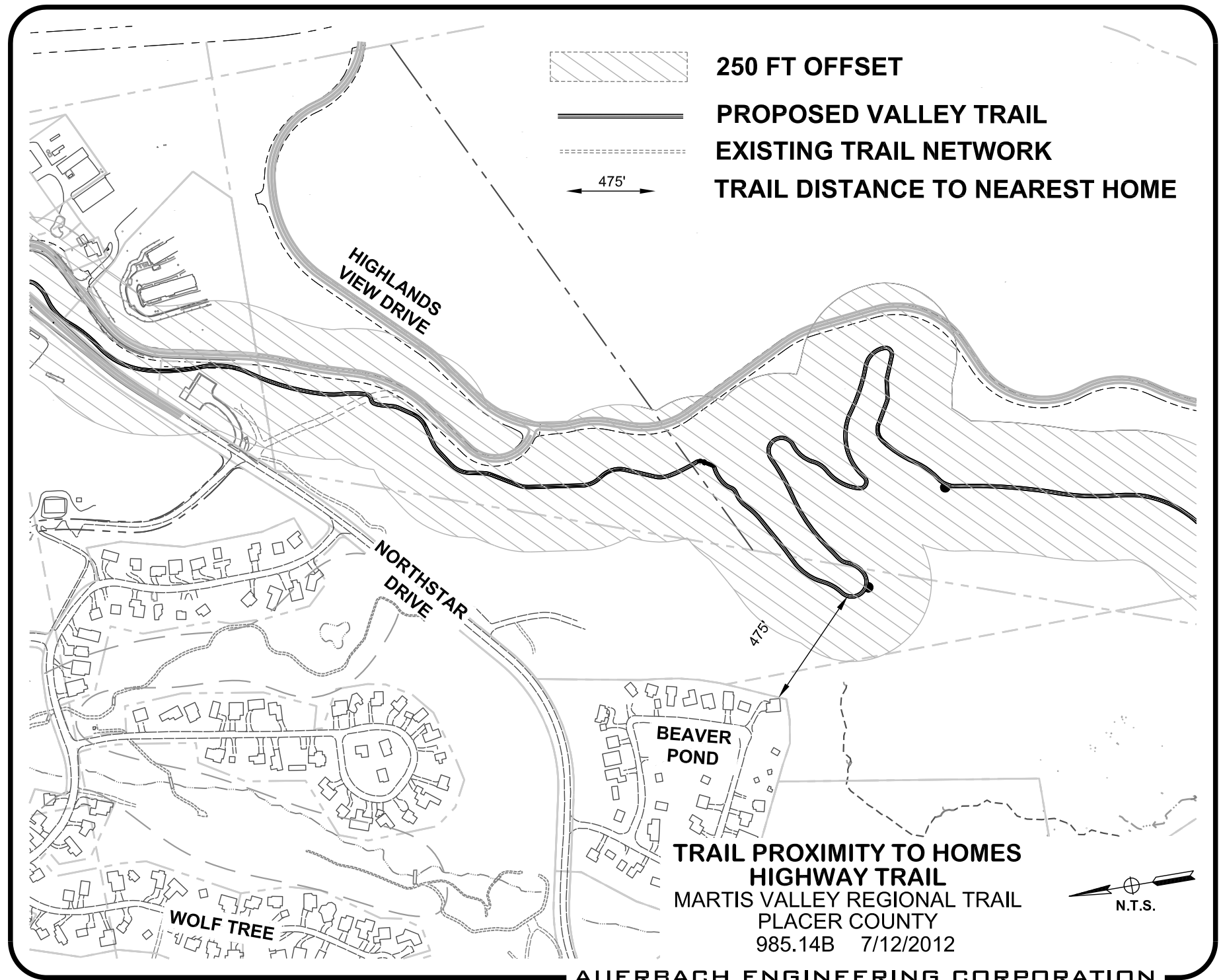
impacts to Northstar community residents is responded to above.

- H-35** The comment provides concluding remarks, summarizing that the Valley Alignment crosses through areas where the most resources occur – existing recreational opportunities and activities, scenic resources, wet meadows – and passes through the most populated portion of the Northstar community. In contrast, the Highway Alignment would be located along the perimeter of the recreation area and unpopulated portions of the Northstar community.

Detailed responses to each specific comment are provided above. In summary, the responses address the following issues:

1. Impacts on Existing Recreation: Neither alignment would prohibit existing trail users from accessing a range of recreational opportunities. Master Response 3 demonstrates the adequacy of trail design and mitigation to reduce impacts related to trail conflicts. CEQA requires analysis of physical environmental effects. Changes in the recreational experience are not an impact under CEQA but are important to the Northstar CSD and the CSD Board of Directors will consider these comments. Refer to Responses to Comments H-4, H-6, H-16, H-18, H-21, H-29 and H-30.
2. Impacts to Scenic Resources: Increases in pedestrian and bicycle activity in the area would not substantially change views of the valley or forested areas in the residential portion of the Northstar community under either potential alignment, as discussed in Responses to Comments H-14, H-24, H-25, H-26, H-27, and H-28.
3. Impacts to Wet Meadow Habitat: No wet meadow habitat occurs within the Highway Alignment study corridor, thus impacts to this habitat type would occur only under the Valley Alignment, as noted in the Draft EIR. Refer to Response to Comment H-23.
4. Impacts to Northstar Community Residents: Trail users on Segment 2B of the Valley Alignment may be visible to some Northstar residents; most likely residents on Conifer Drive as the trail would be closest to these residences. Users of the existing Tomkins Memorial Trail are also visible from some residences in this area. The proposed trail would be no closer to the residences than the existing trail. Refer to Responses to Comments H-7, H-24, H-26, and H-27.





Revised segment 3E exhibit



Craig R. Machado, DVM

Mr. Mike Staudenmayer, General Manager
Northstar Community Services District
908 Northstar Drive,
Northstar, CA 96161

Subject: Comments on Adequacy of Martis Valley Trail Draft Environmental Impact Report (DEIR), (SCH #2010122057)

Dear Mr. Staudenmayer,

I am offering the following comments on the DEIR. I understand that the DEIR is prepared as a program EIR, and that it evaluated four different parking trail heads in the vicinity of Schaffer Mill Road and Highway 267. As such, a preferred parking lot location has not yet been selected. | I-1

I am aware that an earlier proposal was for restrooms to be included with the trail head and parking facilities. I am also aware that federal funds and or other grants will be pursued for the entire project. To this end and due to the expected popularity of the trail by the public, I would like the installation of restrooms to be considered a part of the project. I am most concerned that trail users of parking lots alternatives 1 through 3 will request use of the customer restrooms in my the Donner Truckee Veterinary Hospital and in my future commercial buildings on the same site. | I-2

To this end, I will offer the extension of water and sewer easements to the district to extend those needed services to construct a "wet" restroom facility that is more in keeping with the visual character of the Martis Valley. I am opposed to the long term installation and use of portable restrooms in close proximity to his veterinary hospital and future commercial uses on my site. | I-3

I am also aware that Alternative 1 would require and am in support of access through the Donner Truckee Veterinary Hospital parking lot to the parking trailhead staging area. I am furthermore agreeing to extend an easement to insure access to the trail head parking structure to the Alternative 1 parking site. Furthermore, I am amenable to participating in the costs of an upgraded access from my Highway 267 commercial encroachment should it be required. | I-4

In conclusion, I support the Alternative Parking Lot 1 as it has the lowest site environmental impacts, has the lowest visual impact of all the four sites in the valley portion of Martis Valley and is the only site that would be able to accommodate a wet restroom facility in the future. | I-5

Should you need clarification or additional information regarding these comments, please contact me.

Sincerely,



DR. Craig R. Machado, DVM
Donner Truckee Veterinary Hospital

cc: Ron Parr

Craig R. Machado, DVM

RESPONSES TO COMMENT LETTER I

Submitted by:

Craig R. Machado

Donner Truckee Veterinary Hospital

- I-1** The comment states that the Draft EIR was prepared at a program level and evaluated four parking lot/trailhead locations.

No comment on the Draft EIR is provided and no response is needed. It is noted that the Draft EIR was prepared at a project level for trail segments 1, 2A, 2B, 3A, 3B, and 3F. The Draft EIR was prepared at a program level only for trail segments 3E and 4.

- I-2** The comment recommends that restrooms be constructed at the selected trailhead, particularly if Parking Lot Alternative 1 or 3 is selected, so that trail users will not request to use restroom facilities at adjacent commercial uses.

No comment on the Draft EIR is provided and no response is needed. The proposed project does not include any new restrooms. Requests to use restrooms at nearby commercial uses would not constitute a physical environmental effect of the proposed project. Should the project be revised to include restrooms, an analysis of environmental effects associated with extending water and sewer lines to the facility would be necessary.

- I-3** The commentor offers to provide the easements necessary for utilities for restroom installation and states his opposition to long term use of portable restrooms.

No comment on the Draft EIR is provided and no response is needed. The proposed project does not include the use of portable restrooms.

- I-4** The commentor expresses support for the Parking Lot Alternative 1 trailhead, offers to provide an access easement through his property for this alternative and indicates a willingness to participate in any necessary improvements to upgrade access from State Route 267.

No comment on the Draft EIR is provided and no response is needed.

- I-5** The commentor provides three reasons for his support of parking lot/trailhead Alternative 1: this location has the least environmental effect, this location has lesser visual impacts than the other alternatives, and this location is the only one that would allow for future restroom installation.

The Draft EIR concludes that there would be no visual impacts for parking lot/trailhead Alternative 1, however traffic and circulation impacts would be significant due to the increased traffic accessing State Route 267 at the location of the veterinary hospital driveway. As stated on page 11-33 of the Draft EIR, Parking Lot

Alternatives 2 and 3 were determined to have the least environmental effects.



June 6, 2012

Mike Staudenmayer, General Manager
Northstar Community Services District
908 Northstar Drive
Northstar, CA 96161

RE: Comments on the Martis Valley Trail DEIR

Dear Mike,

Northstar has reviewed the Martis Valley Trail Draft EIR document and has determined that trail segments 2B, 3A, 3B, 3E, 3F, and 4 are proposed on property owned by CNL Income Northstar LLC and Trimont Land Company. This land is operated by Trimont Land Company dba Northstar California, further referenced as "Northstar" in this letter. The planning and design of trail segments on Northstar lands requires coordination with existing resort uses and proposed Northstar projects. Northstar acknowledges the community benefit of the trail and offers full support of both trail alternatives analyzed in the document.

J-1

Northstar encourages NCSD to engage the resort throughout the planning, design, and construction process for all improvements on Northstar lands. Specific concerns associated with trail use, alignment, and layout have been identified and listed below. We are confident that these issues may be resolved through further coordination during the planning and design process. Specific comments are as follows:

General Comments

1. All design drawings and permits will be reviewed and approved by Northstar prior to submittal to regulatory agencies. We recommend NCSD obtain a letter of consent from Northstar prior to submittal of the respective trail segment's Improvement Plans or Grading Plans to Placer County. Additionally, Northstar will require an agreement with NCSD for the construction, operations, and maintenance of the trail. It is our understanding that NCSD will provide enforcement and monitoring of responsible trail behavior and trail maintenance for trail segments on Northstar land.
2. The trail must not limit or prohibit existing or future uses on Northstar lands. Northstar retains all rights for existing and proposed resort uses on Northstar lands. Northstar will

J-2

J-3

further coordinate with NCSD to ensure specific trail alignments do not impact existing or proposed resort uses. J-3
(cont.)

3. Northstar acknowledges that the Castle Peak Parking Lot and Northstar Village parking lots may be utilized by the public for parking for trail access. Northstar will require these lots be included in the operating agreement with NCSD. Northstar requests trash services and an information kiosk be installed and maintained at the Castle Peak lot by NCSD. J-4
4. Trail Segment 3F directly intersects with a future planned gondola alignment proposed to extend from the Castle Peak Parking Lot to the Northstar Village. This segment of the trail may require rerouting to avoid future conflicts with the Castle Peak Gondola. J-5
5. Segment 3F crosses an existing snowmaking line located above ground, at existing grade (approx. Station 2098+00). Existing infrastructure must be protected.
6. The trail alignment should avoid the existing resort roadway and gate system. The trail alignment of Segment 4 should avoid and minimize crossings to the existing 300 Road. It appears that the trail alignment follows the 300 Road from Reservoir A to the Four Corners area. The trail must be located off the existing maintenance road. J-6
7. The trail alignment of Segment 4 directly crosses existing Northstar roads, cross-country ski trails, and biking/hiking trails as well as potential future uses. This programmatic segment of the trail may require layout revisions to avoid conflicts. Winter use of Segment 4 will not be allowed by Northstar due to interference with the existing cross-country ski trail network. J-7
8. The document cites "resource management (logging)" (pg. 2-4, 3-11) as an existing land use at Northstar. Timber stand management for forestry health and fuels reduction is an ongoing land use on Northstar lands. Northstar does not commercially log the property. J-8
9. As shown in Figure 4-2 and the Biological Resources section of the document, ephemeral streams, perennial streams, intermittent streams, and seasonal wetlands located on Northstar property will be impacted. Northstar will review and approve design and mitigation associated with impacts to the Waters Of The U.S. J-9
10. Utilize construction practices that will prevent the spread of invasive weeds, including the use of weed-free materials and offsite cleaning of construction equipment prior to mobilization. J-10

Valley Alignment

11. The southern terminus of Segment 2B crosses the Northstar parking lot in a congested area near the entrance to the Village and raises safety concerns. It is recommended J-11

that the trail cross at the stop sign junction of the parking lot and Northstar Drive. Northstar recommends routing trail users to the transit center and incorporating a trail map and information kiosk at this location.

↑ J-11
(cont.)

12. The Valley alignment directs trail users through the Northstar parking lot to connect Segment 2B with Segment 3E and 4. Northstar has safety concerns with directing trail users through the parking lot. An alternate alignment directing trail users around the parking lots (to the north and east of the existing lots) is recommended.

J-12

Highway Alignment

13. Sawmill Flat Road is an active summer maintenance and access road. It will be necessary to relocate approximately 700' of the proposed trail that appears to be currently proposed to be sited on the roadway (Sheet C13, Stations 1501+00 – 1507+00). Utilizing the existing roadway creek crossing is acceptable; however the trail should be relocated off the roadway to the east immediately after crossing the creek. Appropriate barriers must be installed along the trail to prohibit access to Sawmill Flat Road and the Golf Course.

J-13

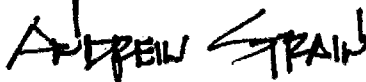
14. At the junction of Northstar Village and Segment 3F install a trail map and information kiosk for trail users who access from the Northstar parking lots.

J-14

We look forward to further coordination with NCSD to discuss project details in order ensure the trail meets the project objectives and facilitates and complements our existing and proposed resort uses. Please contact me if you have any questions or require further clarification of our comments.

J-15

Sincerely,



Andrew Strain

Vice President of Planning & Governmental Affairs

RESPONSES TO COMMENT LETTER J

Submitted by:

Andrew Strain

Northstar at Tahoe

J-1 The comment provides introductory remarks and identifies proposed trail segments that are on lands owned and operated by the owners of Northstar at Tahoe. The comment encourages Northstar Community Services District (CSD) to coordinate construction and planning with Northstar at Tahoe.

No comment on the Draft EIR is provided. Northstar CSD will work with Northstar at Tahoe and other land owners as trail segments designs are refined.

J-2 The comment suggests that permits and trail plans be reviewed and approved by Northstar at Tahoe prior to submittal to Placer County. The comment also states that an agreement for trail construction, operation and maintenance on Northstar lands will be required.

No comment on the Draft EIR is provided. Northstar CSD understands and agrees to the requirements for trail construction, operation and maintenance on Northstar lands.

J-3 The comment states that Northstar at Tahoe retains all rights for current or future uses on Northstar lands, that the proposed trail must not preclude such uses and that Northstar at Tahoe will coordinate with Northstar CSD to ensure that specific alignments do not impact resort uses.

No comment on the Draft EIR is provided. Northstar CSD will coordinate with Northstar at Tahoe regarding proposed trail alignments on Northstar properties. Preliminary consultation with Northstar at Tahoe has occurred and proposed trail alignments are not expected to move outside the study corridor. Potential modifications to trail alignments will be evaluated for changes in the environmental effects presented in the Draft EIR as appropriate.

J-4 Northstar at Tahoe recognizes the potential use of Northstar at Tahoe parking lots by trail users and states that operational issues related to that use must be covered in the operating agreement referenced in Comment J-2.

No comment on the Draft EIR is provided. Northstar CSD will work with Northstar at Tahoe to ensure the specific provision in the operating agreement addresses the concerns of both parties.

J-5 The comment indicates that a planned gondola alignment may conflict with proposed Trail Segment 3F.

No comment on the Draft EIR is provided. As stated in Response to Comment J-3,

Northstar CSD will coordinate with Northstar at Tahoe on proposed trail alignments. Based on preliminary consultation with Northstar at Tahoe, proposed trail alignments are not expected to move outside the study corridor. Potential modifications to trail alignments will be evaluated for changes in the environmental effects presented in the Draft EIR, as appropriate.

- J-6** The comment states the trail should avoid existing resort roads and gates and provides specific comments on the 300 Road, which is a maintenance road in the area of Segment 4.

No comment on the Draft EIR is provided. Northstar CSD will coordinate with Northstar at Tahoe on proposed trail alignments and any modifications to the trail alignment will be evaluated for environmental effects.

- J-7** The comment indicates that the alignment of Trail Segment 4 may conflict with Northstar roads, trails and potential future uses and may require revision. The comment further notes that this potential conflict could preclude winter use of this segment.

No comment on the Draft EIR is provided. Northstar CSD will coordinate with Northstar at Tahoe on proposed trail alignments. The Draft EIR completed only a programmatic analysis of Trail Segment 4 and construction will depend on future funding. Potential changes to segment alignment plans will be evaluated in future environmental documents to determine consistency with environmental effects described in the Draft EIR.

- J-8** The comment corrects a statement in the Draft EIR regarding resource management (logging) in the Draft EIR.

The text on pages 2-4 and 3-11 has been revised as suggested in this comment. The text now reads: "Uses in the higher elevations, above the Village at Northstar, primarily consist of resource timber stand management (logging) for forestry health and fuels reduction and recreation."

- J-9** The comment cites Draft EIR content regarding wetlands on Northstar at Tahoe property and the need for review and approval of trail design impacts and mitigation for Waters of the U.S.

No comment on the Draft EIR is provided. Northstar CSD will coordinate with Northstar at Tahoe on proposed impacts and mitigation for impacts to Waters of the U. S. within their property boundaries.

- J-10** The comment requests that the project incorporate practices that will prevent the spread of invasive weeds during construction.

Refer to Response to Comment F-2 regarding text that has been modified throughout Draft EIR Chapter 4 Biological Resources to address potential impacts related to

invasive plant species.

- J-11** The comment concerns the location of the southern terminus of Segment 2B and makes recommendations about routing to the transit center and including trail amenities in that location.

No comment on the Draft EIR is provided. Northstar CSD will coordinate with Northstar at Tahoe on proposed trail alignments. Preliminary plans indicate trail signage located at the transit center.

- J-12** The comment recommends changing the trail connection between Segment 2B and 3E to avoid routing trail users through the parking lot adjacent to the Village at Northstar.

No comment on the Draft EIR is provided. Northstar CSD will coordinate with Northstar at Tahoe on proposed trail alignments.

- J-13** The comment states that a portion of the proposed Highway Alignment near Sawmill Flat Road must be relocated off of the road other than at the creek crossing. The comment also presents design recommendations to prohibit trail users from accessing the road and golf course.

Northstar CSD will coordinate with Northstar at Tahoe on proposed trail alignments. This will include relocating the specified trail segment. It is expected that this segment can be relocated within the existing study corridor. Environmental effects associated with any changes in trail alignments will be evaluated as appropriate.

- J-14** The comment requests a trail map/information kiosk at the junction of Northstar Village and Segment 3F. Further the comment letter concludes that Northstar looks forward to further coordination with the project proponents.

The Preliminary Trail Plans include trail signage in the location described.

east west partners

June 11, 2012

Mike Staudenmayer
General Manager
Northstar Community Services District
908 Northstar Drive
Northstar, CA 96161

RE: Martis Valley Trail – DEIR Comments

Dear Mr. Staudenmayer:

I respectfully submit this letter on behalf of East West Partners – Tahoe, Inc., Northstar Mountain Properties, LLC (NMP) and CREW Tahoe, LLC in support of the Northstar Community Services District's (NCSD) proposed Martis Valley Trail project.

After reviewing the project's Draft EIR, we have determined that proposed Segments 2B, 3E, 3F and 4 affect either land that we own or affect our projects that are proposed on CNL property. With this in mind, it is important to the success of our existing and future projects that we are integral in the NCSD's project level planning and design of these segments, specifically the portions of proposed Segments 2B, 3E, 3F and 4 that impact our property or interact with existing planned projects.

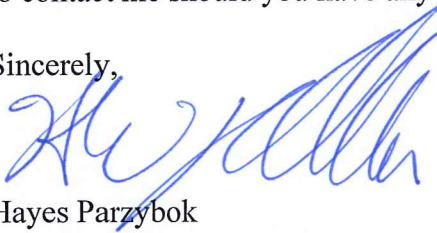
We will be in a position to grant easements for the proposed trails that impact our property in a manner that is carefully coordinated with our existing and future projects. Some of our future projects have been designed at a very preliminary level and are subject to change to adapt to market conditions. Given this fact, it is important that we meet and confer in good faith with the NCSD to mutually determine the final alignments of the proposed trail segments noted above.

Given the importance of this project coordination between the NCSD and ourselves, we would like a condition of approval, included in the Martis Valley Trail Conditions of Approval, requiring the NCSD, or the appropriate project proponent, to obtain a letter of consent from the pertinent East West Partners project entity prior to the finalization of the respective trail segment's Improvement Plans or Grading Plans. This consent process has been used between ourselves and Vail when working on projects that interact with the Northstar Ski Resort, and we believe this is a great way to ensure that the NCSD and ourselves are in agreement on the relevant trail improvements and alignment(s) prior to design finalization and construction commencement.

K-1

Thank you for the opportunity to comment on the proposed trail project, and please don't hesitate to contact me should you have any question.

Sincerely,



Hayes Parzybok
East West Partners – Tahoe, Inc.
Northstar Mountain Properties, LLC
CREW Tahoe, LLC

Cc (via email): Kurt Krieg; Jim Telling; Blake Riva; Andrew Strain; Steve Rice

↑ K-1
| (cont.)

RESPONSES TO COMMENT LETTER K

Submitted by:

Hayes Parzybok
East West Partners

- K-1** The comment introduces the letter and indicates that proposed trail alignment segments cross properties owned by the commenters. The comment requests that Northstar Community Services District (CSD) work with the commenters to coordinate potential trail alignments with preliminary development plans. Further, they request that Conditions of Approval for the Martis Valley Trail include a requirement that the Northstar CSD obtain a letter of consent from the “pertinent East West Partners project entity” prior to finalization of Improvement Plans or Grading Plans to ensure agreement on trail improvements and alignment.

No comment on the Draft EIR is provided. Northstar CSD will work with East West Partners and other land owners as trail segment design is refined and agrees to the suggested condition. Conditions of Approval will be determined by Placer County through the Minor Use Permit process and Placer County is responsible for approval of Improvement Plans and/or Grading Permits. Refer to Master Response 1 for an overview of the project process.

LAHONTAN

June 4, 2012

Mike Staudenmayer, General Manager
Northstar Community Services District
908 Northstar Drive
Northstar, CA 96161

Subject: Martis Valley Regional Trail, Draft Environmental Impact Report

Dear Mike,

The Lahontan Community Association continues to support the Martis Valley Trail. We would prefer the alignment of the bike trail to be next to SR267.

L-1

Best regards,



Rick Stephens
President
Lahontan Community Association

RESPONSES TO COMMENT LETTER L

Submitted by:

Rick Stephens, President
Lahontan Community Association

L-1 The comment indicates support for the trail, with a preference for the Highway Alignment.

No comments on the content of the Draft EIR are provided and no response is necessary.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcisd.org]
Sent: Monday, June 11, 2012 3:35 PM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: Northstar Home Owner - Strong Objection to "Valley Alignment" Option

Mike Staudenmayer

From: John Bowe [mailto:johnbowe22@gmail.com]
Sent: Monday, June 11, 2012 3:19 PM
To: Mike Staudenmayer
Subject: Fwd: Northstar Home Owner - Strong Objection to "Valley Alignment" Option

Dewar Mike

Thank you for the update on the phone this afternoon.

This is the note I sent to be sure my comments were "on record" in response to the DEIR.

Sincerely,

John Bowe

510 813 9574

----- Forwarded message -----

From: John Bowe <johnbowe22@gmail.com>
Date: Sat, Jun 9, 2012 at 12:39 PM
Subject: Northstar Home Owner - Strong Objection to "Valley Alignment" Option
To: "info@martisvalleytrail.com" <info@martisvalleytrail.com>
Cc: Jim <jlbrigance@sbcglobal.net>, Susan & John Bowe <susanbowe@comcast.net>, "ldanto@npoa.info" <ldanto@npoa.info>, "geoff@npoa.info" <geoff@npoa.info>, "jhowes@npoa.info" <jhowes@npoa.info>, "mplishner@npoa.info" <mplishner@npoa.info>, "dmulloy@npoa.info" <dmulloy@npoa.info>, "rpatetson@npoa.info" <rpatetson@npoa.info>

Dear Sirs:

I own a home at Northstar at 731 Conifer. My property line at this location is within 210 feet of the proposed Valley Alignment option of the potential Martis Valley Trail.

I have reviewed the Draft Environmental Impact Report (DEIR) for this project, and I am alarmed to find nothing addressing my great concerns about the proximity of this route to my property, and other properties on Conifer in Northstar.

I have expressed these concerns to the NPOA Board, and to the General Manager of NCSD in a telephone call.

M-1

M-2
↓

In brief, my concerns are as follows:

1) The Valley Alignment would create a public, paved thoroughfare within 210 feet of my property. I have heard generalizations that "no one lives within 100 yards of this proposed route..." This is absolutely not true. I would ask those responsible for the DEIR to please measure this distance, as I have. Such proximity to my home is simply not acceptable for a paved route with expected traffic of more than 1000 users per day in peak periods. M-2 (cont.)

2) I see nothing in this DEIR that comments on the current state of this part of Northstar above the homes on Conifer. It is quiet, unspoiled, tranquil, and used only by occasional walkers or hikers on a natural dirt path through the woods. The dramatic and harmful transformation of this area by creating a more than 12 foot wide, paved, striped thoroughfare for non-motorized vehicles of all sorts would be an environmental disaster. This harmful change, including noise pollution (also not mentioned in the DEIR) is not highlighted in this report. I assume this is because NCSD formerly favored this route, and only added consideration of the Highway Alignment when objections were raised to the Valley Alignment. M-3

3) I see nothing in the DEIR that addresses security impacts associated with the Valley Alignment option. I am sure those who have studied this route understand the potential security affects of this thoroughfare for those residing close to it, particularly in the hours after dark. A paved trail leading through the woods, within 210 feet of my home and others, would provide easy access to vandals or thieves, who could be confident of accessing this area of Northstar at night without detection. The DEIR does not address what measures would be available to prevent this once the trail was open. M-4

In short, I would ask, when the DEIR is issued in final form, that it more clearly address the very unfavorable impacts on Northstar residents on Conifer and nearby streets. These impacts are significant and can not be mitigated in any appreciable way. It is exceedingly unfair to omit them from this report, and I respectfully request that the report be amended to include them prominently. Thank you. M-5

Sincerely,

John D Bowe

731 Conifer - Northstar homeowner since 2001

[510 813 9574](tel:5108139574)

This footnote confirms that this email message has been scanned by
PineApp Mail-SeCure for the presence of malicious code, vandals & computer viruses.

RESPONSES TO COMMENT LETTER M

Submitted by:

John Bowe

- M-1** The comment states that the Valley Alignment is within 210 feet of the commentor's property line and that the EIR does not address the concerns associated with the trail's proximity to this residence and other residences on Conifer Drive.

An analysis of the proximity of each alignment to existing residences has been completed. As shown in the exhibits provided following Responses to Comment Letter H, this analysis found that the centerline of the Highway Alignment would be more than 250 feet from any existing residences, while the centerline of the Valley Alignment would be between 200 and 250 feet of a total of nine residences. The homes in closest proximity to the centerline of the Valley Alignment are located on Gold Bend Road and Conifer Drive.

Responses to Comments M-3 and M-4 below address the commentor's specific concerns associated with the proximity of the Valley Alignment to his residence.

- M-2** The comment reiterates that the proposed Valley Alignment is within 210 feet of his residence and asks for this to be verified. The comment states that a paved trail in this location with over 1,000 users per day is not acceptable.

As discussed above in Response to Comment M-1, there are nine homes on Gold Bend Road and Conifer Drive that are within 200 to 250 feet of the Valley Alignment centerline. Projections of trail use are documented in the Martis Valley Trail Use Forecasts memorandum (LSC Transportation Consultants 2011), which is provided in Draft EIR Appendix E1. This analysis is summarized on pages 9-10 and 9-11 of the Draft EIR. As shown in Table 9.1 in the Draft EIR, the trail is expected to receive peak daily use in the short-term of between 200 and 400 people, and peak daily use in the long-term (2025) of between 360 and 1,185 people.

In the short-term, the highest usage is expected to occur between the existing Wildlife Viewing Area parking lot and the Village at Northstar. The analysis location "North of Northstar" is located at the point where the trail crosses the boundary between the Martis Creek Lake and Dam Project and the Northstar community. This is the analysis location closest to the commentor's Conifer Drive residence. This location is expected to receive 428 daily users on a peak summer day in the short-term, and 1,001 daily users on a peak summer day in the long-term. In the short-term, about one-fourth of the users are expected to be pedestrians and the rest are expected to be bicyclists. In the long-term, about one-tenth of users are expected to be pedestrians and the rest are expected to be bicyclists. As reported on page 9-5 of the Draft EIR, it is important to note that trail use levels vary substantially from day to day. The analysis of trail usage focuses on the peak summer day usage based on a calculation of "maximum feasible demand." It is expected that trail usage would usually be less

than the forecasted peak summer day levels.

Responses to Comments M-3 and M-4 below address the commentor's specific concerns associated with the proximity of the Valley Alignment to his residence.

- M-3** The comment states that the current trail through the Conifer neighborhood is used by only occasional walkers or hikers and that the EIR does not adequately evaluate the substantial adverse environmental effects, including noise pollution, from creation of the proposed paved trail in this location.

The environmental effects of the proposed trail are evaluated throughout the EIR and in the Initial Study provided in Appendix A to the Draft EIR. In summary, the EIR found the following with respect to the environmental effects of the proposed trail near the Conifer neighborhood:

- **Biological and Cultural Resources:** Surveys for biological and cultural resources did not identify any significant resources within the trail corridor near the Conifer neighborhood.
- **Hydrology and Water Quality:** The hydrology and water quality analysis did not find any unique issues associated with creation of a paved trail near the Conifer neighborhood; requirements for protection of water quality would apply to all segments of the trail. The trail would not contribute to flooding or changes in drainage patterns in or near the Conifer neighborhood.
- **Transportation and Circulation:** The trail near the Conifer neighborhood would not alter traffic patterns in the region.
- **Visual Resources:** The trail near the Conifer neighborhood would not be visible from designated scenic overlooks or scenic roadways in the vicinity. As discussed on page 8-16 of the Draft EIR, "similar to the existing [Tomkins Memorial] trail, the proposed trail would be mostly obscured by understory vegetation and conifer forest (Photos 4, 24). The proposed trail would be visually consistent with other recreational and resort development within the Northstar Community" and it would not significantly change the visual character of the area. As discussed in Response to Comment H-26, text has been added to the discussion on page 8-16.
- **Recreation:** Most of the existing Tomkins Memorial Trail would not be altered by the proposed project. However, the track of existing trail closest to Conifer Drive would be replaced with a paved trail under the Valley Alignment. Use of this section of trail is expected to increase. Access to the remaining unpaved portions of the Tomkins Memorial Trail would be available near the western end of Conifer Drive, as shown on Sheet C7 of the Preliminary Trail Plans in Appendix B of the Draft EIR. Residents of Conifer Drive would be able to continue to use most of the existing trails and would not be expected to experience significant congestion on the trails.

Noise impacts of the proposed project were evaluated in the Initial Study, which was circulated with the Notice of Preparation for the EIR. This analysis found that “use and maintenance of the trail would not generate substantial increases (temporary or permanent) in ambient noise levels in the vicinity. As discussed above, the trail is a minimum of 200 feet from all existing residences. Use of the trail is not expected to expose any residents to noise levels that exceed applicable Placer County General Plan standards.

- M-4** The comment states that Draft EIR does not address security concerns such as vandalism and theft associated with a paved trail. The comment asserts that the trail would facilitate vandals and/or thieves being able to access to properties un-noticed.

Please refer to Master Response 4 which discusses security concerns for residences adjacent to or near trails. The studies referenced in that Master Response demonstrate that trails are not associated with increases in criminal activity.

- M-5** The comment requests that the Final EIR address the impacts of the trail on nearby residents and asserts that the impacts are significant and cannot be mitigated.

Responses to Comments M-3 and M-4 above summarize the Draft EIR analysis of impacts of the Valley Alignment on nearby residents. As discussed in Response to Comment M-3, text has been added to Chapter 8 Visual Resources to ensure that the Draft EIR clearly describes views from the Conifer neighborhood to the existing and proposed trails. These impacts are not considered significant under CEQA as the project would not substantially change the visual character of the project area. The concerns of Northstar residents will be considered by the Northstar CSD Board of Directors in their decisions regarding the project.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcisd.org]
Sent: Thursday, June 07, 2012 8:27 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: trail letter

Mike Staudenmayer

From: Brandt MD, Ryan [<mailto:BrandtR@sutterhealth.org>]
Sent: Monday, June 04, 2012 10:14 AM
To: Mike Staudenmayer
Subject:

Dear Mike

Thank you for all the work you are doing to make the Truckee to Lake Tahoe Trail a reality. My family has a second home in Northstar and we have often been forced to use Highway 267 to bike to Lake Tahoe and on several occasions have risked serious injury with cars and trucks that are sharing the road with us. When we travel to Squaw and see the beautiful trail along the Truckee River—I have often wondered why other Truckee residents haven't demanded the same safe trail in our area. I fully support all the work being done to complete the vision of a continuous trail from Truckee to Tahoe and think our community will eventually realize how important such a trail is to our enjoyment of the region with safe, non motorized travel.

N-1

Thank you again

Ryan Brandt MD

Skidder Trail, Northstar

RESPONSES TO COMMENT LETTER N

Submitted by:

Ryan Brandt, MD

N-1 The comment indicates support for the proposed trail as part of a continuous trail from Truckee to Tahoe and as a means to provide for safe non-motorized transportation options.

No comments on the content of the Draft EIR are provided and no response is necessary.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcisd.org]
Sent: Thursday, June 14, 2012 7:45 AM
To: Walter Auerbach; Cathy Spence-Wells; Katherine Waugh
Subject: FW: Martis Valley trail alternative routes review and EIR

Mike Staudenmayer

From: Ed Colson [<mailto:edcolson@aol.com>]
Sent: Wednesday, June 13, 2012 8:07 PM
To: Mike Staudenmayer; Housechandler@gmail.com; jlbrigance@sbcglobal.net; TAP@surewest.net
Subject: Martis Valley trail alternative routes review and EIR

Hi Mike-

As a resident of Northstar (739 Conifer Street), I am in favor of the Hwy. 267 alignment for the new trail extension. As noted with flagging showing the proposed route within Northstar, it passes very close to my back yard and there is absolutely no screening between the existing trail and my back open deck. I have no fencing and we use our outdoor spa frequently. In addition, I have been notified that I will have to remove a significant number of trees and shrubs from my property to comply with new fire regulations to protect my home. Therefore, I must support the Hwy. 267 alignment. I know of others along our street who share my opinion.

O-1

Thanks for accepting my comments.

Ed & Diane Colson
edcolson@aol.com

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PineApp Mail-SeCure for the presence of malicious code, vandals & computer viruses.

RESPONSES TO COMMENT LETTER O

Submitted by:

Ed and Diane Colson

- O-1** The comment indicates support for the Highway Alignment because the Valley Alignment would pass too close to the commentors' home on Conifer Drive. The comment notes that there is no screening between the trail and the commentors' deck and spa.

As discussed in Response to Comment H-7, an analysis of the proximity of each potential alignment to individual residential properties was completed. As shown in the exhibits following Responses to Comment Letter H, this analysis found that the centerline of the Highway Alignment would be more than 250 feet from any existing residences, while the centerline of the Valley Alignment would be between 200 and 250 feet from a total of nine residences. The homes in closest proximity to the centerline of the Valley Alignment are located on Gold Bend Road and Conifer Drive. As discussed in Response to Comment M-3, text has been added to Chapter 8 Visual Resources (pages 8-15 and 8-16) to ensure that the Draft EIR clearly describes views from the Conifer neighborhood to the existing and proposed trails. However, as discussed in Response to Comment M-3 and in the Draft EIR, these impacts are not considered significant as the project would not substantially change the visual character of the project area.

As stated in the comment letter, tree and shrub removal on the commentor's property is required by fire regulations. While this vegetation removal is not related to or a result of the proposed trail project, it is understood this vegetation removal would further reduce the limited amount of screening between the residence and the trail. The concerns of Northstar community residents will be an important consideration for the Northstar Community Services District Board of Directors in their deliberations on this project. This comment and all other comments on the EIR and the proposed project will be reviewed by the Board during each step of the project process described in Master Response 1.

Katherine Waugh

From: marilyn crang [crangmarilyn@gmail.com]
Sent: Friday, June 01, 2012 1:36 PM
To: Mike Staudenmayer
Subject: cement trail intended for Martis Valley

Follow Up Flag: Follow up
Flag Status: Flagged

I was just sent the article in the Sacramento Bee about the intended cement bike trail in our beloved Martis Wildlife Valley. Why? yes a bike trail is needed for safety reasons to connect Northstar but not at the expense of ruining a pristine area where for years has been a place to take kids and walk dogs off leash. Surely there is enough space alongside Hwy 267 that could accommodate a separate fenced bike lane from the traffic where they would also be away from children and dogs. Safer for all. I have lived here since 1985 and seen more and more open space disappear for golf courses parking areas and huge expensive second homes. Please leave us some land to enjoy and not be cemented over. It also will help global warming!!

Marilyn Crang, 10010 Rock street, Truckee

P-1

P-2

RESPONSES TO COMMENT LETTER P

Submitted by:

Marilyn Crang

P-1 The comment suggests that the trail should be placed on the shoulder of State Route 267 to avoid impacts to Martis Valley and existing recreation uses. The comment suggests that this trail be fenced to maintain safety for bicyclists and motorists. The comment also asserts that separating bicyclists from children and dogs using the existing trails would avoid safety problems from mixing these user groups.

The comment describes a bicycle lane project that would not meet the basic objective of providing a multiple-use trail. Further, the Draft EIR evaluated the impacts of the proposed project to Martis Valley and existing recreation uses and found that all impacts would be mitigated to less than significant levels. As discussed in the Draft EIR and Master Response 3, the proposed trail is expected to accommodate a high volume of use and a wide variety of user groups without significant safety risks or hazards.

P-2 The comment notes concern with loss of open space, requests that some land be left unpaved, and asserts that retaining open space will help reduce global warming.

With full construction of all segments and the parking lot, the proposed project would pave a total of approximately 13 acres (10 miles of a 10-foot wide trail, 0.5 acre parking lot, trail amenities). The majority of the open space in Martis Valley would not be affected by the proposed project. The comment is correct that retained open space does not generally contribute to climate change and global warming.

While paved surfaces do contribute to a phenomenon called the “urban heat island” effect, this effect is primarily applicable to metropolitan areas and it is not known to contribute to or influence climate change or global warming. As a result of the paved surface, the air temperature in the immediate area of the proposed trail may be a few degrees higher than temperatures several feet away from the trail. However the effect would not be large enough to have any influence on regional temperatures, weather patterns, or pollutant concentrations. In metropolitan areas, the urban heat island effect is generally most noticeable at night when ambient temperatures lower but the materials used in a built-environment retain heat. This component of the urban heat island effect would occur only minimally with the proposed project as the lack of structures and other developed areas adjacent to the trail would allow plenty of air circulation across the trail surface. This would in turn allow any heat retained within the pavement to radiate back to the air and disperse.

Katherine Waugh

From: info@martisvalleytrail.com
Sent: Monday, June 04, 2012 4:04 PM
To: Mike Staudenmayer
Subject: [FWD: Martis Valley Trail - comment on the proposed trail]

----- Original Message -----

Subject: Martis Valley Trail - comment on the proposed trail

From: Chuck-Muriel Davis <chamdavis@yahoo.com>

Date: Tue, May 29, 2012 10:25 am

To: mikes@northstarcsd.org, info@martisvalleytrail.com

Re: Martis Valley Trail -- comment on the type of trail proposed.

To: Mike Staudenmayer

I just read in the May 29, 2012, Sacramento Bee about this Martis Valley trail.

There is already a wonderful short trail in the Martis Valley area near the Northstar golf course and it would be nice to see a limited extension of this trail.

Q-1

However, the proposed wide and paved trail is completely INCOMPATIBLE with the beautiful natural environment of the Martis Valley!

Please change the trail to be better for the environment by making the trail narrower and similar to the unpaved accessible trail up at the Tahoe Meadows Interpretive Trail

(http://www.tahoerimtrail.org/index.php?option=com_content&view=article&id=174&Itemid=207).

Please remember that a paved trail will change the temperature and atmosphere in the area. A narrower gravel trail like at Tahoe Meadows is great for families and children and for the wheelchair-bound; and a similar trail would be more appropriate for the Martis Valley Trail!

Q-2

I request that the Martis Valley Trail be changed to be not as wide as proposed and to NOT be paved, thereby, protecting the fragile environment of the Martis Valley area.

Sincerely,
Muriel Davis
Penryn, CA
5/29/2012

RESPONSES TO COMMENT LETTER Q

Submitted by:

Muriel Davis

Q-1 The comment states that a limited extension of the existing trails in Martis Valley would be desirable but the proposed trail is not compatible with the natural environment. Particular concerns about the trail are its width and paved surface. The comment recommends revising the proposed trail plans to create a narrower unpaved trail similar to the Tahoe Meadows Interpretive Trail.

The impacts of the proposed trail on the natural environment of Martis Valley are evaluated throughout the Draft EIR. Specifically, the trail's impact on biological resources is evaluated in Chapter 4 of the Draft EIR. All of the significant impacts to biological resources would be reduced to less than significant levels with implementation of the mitigation measures identified in the EIR.

Constructing a trail similar to the Tahoe Meadows Interpretive Trail would not meet the basic project objectives for the Martis Valley Trail. The project objectives are first defined on pages 2-4 and 2-5 of the Draft EIR. These include providing a trail "that is accessible to the widest variety of potential users during all seasons of the year" and providing "an alternative to automobile transportation." Additionally, the trail is defined and described as a multiple-use trail. The intent is to provide a trail that can accommodate both pedestrians and bicyclists (and other non-motorized transportation).

As discussed in Master Response 2, Northstar Community Services District will consider use of alternative surfaces for portions of the trail. The alternative surfaces must be capable of withstanding the environmental conditions in Martis Valley, adequate to ensure accessibility for all intended user-groups (pedestrians, bicyclists, and people with disabilities), and result in the same or lesser environmental impacts compared to the proposed paved surface. The EIR evaluates the trail as being paved along its entire length to ensure that the impact analysis captures the greatest potential impacts of the project. As discussed in Master Response 3, trail construction guidelines recommend that a facility that adequately and safely accommodates multiple user groups should be at least 10 feet wide. Therefore a narrower trail as suggested in this comment would lead to greater safety risks and increased amounts of user conflicts. The Tahoe Meadows Interpretive Trail is only available for pedestrians; bicycles are prohibited.

Q-2 The comment notes that a paved trail will change the temperature and atmosphere in the area and reiterates the recommendation that a narrower gravel trail would be more appropriate for the valley.

Please refer to Response to Comment P-2 regarding the effect of the paved trail on temperatures and atmosphere. While paved surfaces do contribute to a phenomenon called the "urban heat island" effect, this effect is primarily applicable to

metropolitan areas and it is not known to contribute to or influence climate change or global warming.

Response to Comment Q-1 addresses the recommendation to construct a narrower gravel trail. As discussed in Master Response 2, alternative trail surfaces will be considered prior to construction; as discussed in Master Response 3, the 10-foot trail width is necessary to adequately and safely accommodate the intended trail user groups and the forecast volume of trail use for the proposed project.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcsd.org]
Sent: Thursday, June 07, 2012 8:31 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: martis valley trail as proposed

Mike Staudenmayer

From: Carlin DeCato [<mailto:carlin.decato@gmail.com>]
Sent: Tuesday, May 29, 2012 10:52 AM
To: Mike Staudenmayer
Subject: martis valley trail as proposed

I would love to see more walking and more accessible (safe, less remote, more popular and populated) trails in the area.

However, I question the utility of a trail that jumps in elevation over 1000 ft? And I question the maintenance plan and costs. If you build such a trail and then it goes unmaintained...I could not support.

Regarding width. I have always wondered why so many paved trails are so narrow. I have always figured as long as your clearing and paving, why not make it plenty wide to be usable long into the future. So I do agree that if you are going to build it at all, make it 10ft wide, and that would make it more safe for the mixed use scenarios.

Carlin // Old Greenwood owner

R-1

RESPONSES TO COMMENT LETTER R

Submitted by:

Carlin DeCato

- R-1** The comment questions whether the total elevation increase along the trail would limit the trail's utility. The comment requests more information about the maintenance plan (including funding) for the project. The comment indicates support for the proposed ten-foot paved width, suggesting it will be safer for mixed use.

As stated on page 3-1 of the Draft EIR, elevations along the proposed trail range between approximately 5,880 and 7,280 feet above mean sea level (msl). The comment is correct that the trail would climb over 1,000 feet in elevation. However, as noted on page 3-13 of the Draft EIR, the maximum grade of the trail would meet requirements of the Americans with Disabilities Act – generally a maximum grade of five percent. This would ensure the trail is accessible to individuals with a variety of mobility limitations as well as to families. The trail would have multiple trailheads and rest areas as well as junctions with the Tomkins Memorial Trail. These features would provide individuals several options in trail characteristics to select from, such as total length and elevation change, trail surface, and trail popularity/crowding.

Maintenance of the trail would be the responsibility of the Northstar Community Services District (CSD), which is also responsible for maintenance of the Tomkins Memorial Trail. As stated on page 3-29 of the Draft EIR, maintenance of the Martis Valley Trail is expected to include routine sweeping, trash removal, striping/sealing, crack sealing/hole repair, and vegetation removal. Maintenance would also include response to damages caused by weather and vandalism.

Please refer to Master Response 3 regarding safety on multiple-use trails.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcsd.org]
Sent: Thursday, June 07, 2012 8:28 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: Martis Valley Trail

Mike Staudenmayer

From: Mike Dunsford [mailto:mikedunsford@gmail.com]
Sent: Saturday, June 02, 2012 7:49 PM
To: Mike Staudenmayer
Subject: Martis Valley Trail

Mike:

As I stated in the most recent public hearing on the subject I have been a volunteer with the US Army Corps of Engineers for the last 5 years in maintaining the north side of Martis Valley, Martis Lake Rd., during the winter months when gated. I have had an extraordinary opportunity to interact with those who use, enjoy and benefit from the *no risk* environment that is provided by the Corps and TTAD *off season*.

S-1

The Valley is and has become more appreciated as a *sacred* park in all respects. In spite of Highway 267, the power lines, and marginal trails in some areas, the south side of the valley has also been a haven for all ages and dogs, our best friends.

S-2

And CSD has contributed to the critical maintenance as you know. It's been a 2nd partnership that works. I can't encourage or support additional paving and encouraged bike use as an expanded access to the Valley floor. It will

S-3

change the character of Wildlife Area and Park in perpetuity. Visitors and users will not be able to enjoy the area in complete freedom and assurances that their children, grandparents, dogs and themselves are not at risk by the inevitable bikers who will be absent responsibility and respect. We've seen it repeatedly in every mixed use trail system.

S-4

I encourage you to skirt the Meadow as we know it if CSD is determined to link the proverbial triangle. Don't change and spoil this extraordinary asset and amenity to Truckee and visitors.

S-5

Sincerely,

--

Michael Dunsford

DRE ID # 00972167

Principal
DUNSFORD + McBRIDE
Real Estate Representation
11640 Kleckner Court
Martiswoods
Truckee, CA 96161

Direct Business Phone 530/587/9146

Direct Business FAX 530/587/0135

RESPONSES TO COMMENT LETTER S

Submitted by:

Mike Dunsford

S-1 The commentor describes his experiences as a volunteer in Martis Valley.

This comment does not address the content of the Draft EIR and no response is necessary.

S-2 The comment describes existing conditions in Martis Valley.

The description of the valley provided in this comment is consistent with descriptions provided in the Draft EIR. For example, pages 8-2 and 8-3 of the Draft EIR provide a detailed description of the existing natural and built environment in the valley, including identification of State Route 267 and power lines as features in the existing viewsheds. The popularity of the existing trails for pedestrians, including dog-walkers, is mentioned or discussed on pages 2-4, 3-12, 7-3, 8-6, 9-3, and 9-9.

S-3 The comment states opposition to paving the valley floor and encouraging increased bicycle use because these activities would change the character of the Wildlife Viewing Area and surrounding recreation area.

The Draft EIR evaluates the project's potential to change the visual character of the valley on pages 8-10 through 8-17. This analysis finds that one section of the Valley Alignment would be particularly visible from the Wildlife Viewing Area parking lot. Mitigation Measure 8.1a requires that the trail surface be colored natural or earth tones to reduce contrast (visibility) of the trail with the natural vegetation and soils. While trail users would also be visible in the valley, this is not considered to be a significant impact. There would be no substantial change from the existing conditions because users of the existing trails are currently visible in the valley.

The Draft EIR also evaluates the project's potential effect on existing recreational facilities in the area. As discussed in Response to Comment H-4, the Draft EIR evaluates physical environmental effects. As discussed in Master Response 3 and Responses to Comments H-4, H-5, H-6, H-16, H-18, H-21, H-29, and H-30, the physical environmental effects of the trail on recreation facilities and opportunities are expected to be mitigated to less than significant levels. Neither alignment would prohibit existing trail users from accessing a range of recreational opportunities as each would preserve at least 13 miles of the existing trail system. It is expected that while the proposed project may alter individuals' choice of trail segment, it would not displace existing trail users from the trail system. Master Response 3 demonstrates the adequacy of trail design and mitigation to reduce impacts related to trail conflicts. Mitigation Measures 9.1a and 9.2a identify requirements that would ensure that any increases in operations requirements for the U.S. Army Corps of

Engineers (USACE) associated with use of the Martis Creek Lake and Dam project area by users of the proposed trail would be addressed. This would ensure that physical deterioration of USACE recreational facilities does not occur and sufficient staffing is provided to meet the needs of project visitors.

Changes in the recreational experiences of Northstar residents are an important concern for the Northstar Community Services District (CSD) Board of Directors and will be considered in the Board's deliberations on the project.

- S-4** The comment asserts that a multiple-use trail will result in safety conflicts between children, the elderly, dogs, and bicycles.

Please refer to Master Response 3 regarding trail safety. The proposed trail width meets design recommendations of the Federal Highway Administration and American Association of State Highway and Transportation Officials for multiple-use trails and is sufficient to ensure that the potential for trail conflicts is reduced to a less than significant level.

- S-5** The comment suggests that the Highway Alignment would be preferred over the Valley Alignment in order to preserve Martis Valley. The comment reiterates opposition to changes within the valley.

The comment does not address the content of the Draft EIR and no response is necessary.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcsd.org]
Sent: Thursday, June 07, 2012 8:30 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: Martis Valley trail

Mike Staudenmayer

From: Muraling@aol.com [<mailto:Muraling@aol.com>]
Sent: Tuesday, May 29, 2012 9:45 PM
To: Mike Staudenmayer
Subject: Martis Valley trail

Dear Mike Staudenmayer, General Manager

I am once again shocked to see our 'community leaders/planners' making another blunder when it comes to planning our future parks and trails, in this instance Martis Valley.

T-1

What is wrong with planning a cheaper alternative than cement or blacktop and keep the trail environmentally friendly. Why not utilize natural resources along these mountains rather than "paving" our trails. Why not use DG and make the trail multi-use? Putting another city "road" even if it is just 20' paved and for speed bikers, its still another ugly utility that is forced on the beauty of our lands.

Why are equestrians being excluded? We may currently be smaller in numbers but there are plenty of individual day users and clubs who would love to use the trails for the scenic beauty right along with the hikers and bikers. Why exclude anyone? Why not run two trails so that all might utilize the wonders of nature in the Northstar District.

T-2

After seeing California close more state parks rather than embrace and find a way to manage them better we have to also have our open spaces and planned spaces closed to certain users?

I'm very much against our lands being hogged by one group at the exclusion of another. Please find a way to make this area one where all can come and enjoy. Find a way to bring funding to make it happen for the good of everyone and for the future of all to enjoy.

T-3

Sincerely

Leslie Erickson

RESPONSES TO COMMENT LETTER T

Submitted by:

Leslie Erickson

- T-1** The comment indicates opposition to the proposed project. The comment indicates concern for the cost and aesthetic impacts of the project. The comment also suggests that an unpaved trail would be more environmentally friendly.

No comment on the Draft EIR is provided. The visual impacts of the proposed project are evaluated in chapter 8 of the Draft EIR. The Draft EIR analysis assumed the proposed project creates a new paved trail and determined that all of the project's environmental effects associated with use of an impervious paved surface would be adequately mitigated to less than significant levels. Therefore, under CEQA there is no requirement to construct the trail using an alternative surface. However, as discussed in Master Response 2, the Northstar Community Services District (CSD) Board of Directors will consider use of alternative surfaces as the trail design for each construction phase is refined and finalized.

- T-2** The comment suggests creating two trails so that equestrians could be accommodated.

No comment on the Draft EIR is provided. The Northstar CSD funding for this project is not sufficient to build two trails. The proposed trail design is not wide enough to safely accommodate equestrians as well as hikers, bikers, and other trail users.

- T-3** The comment recommends additional efforts be made to obtain funding for recreational facilities so that open space and parks can be made available to more people and a larger variety of user groups.

No comment on the Draft EIR is provided and no response is needed.

Katherine Waugh

From: info@martisvalleytrail.com
Sent: Friday, May 18, 2012 10:12 AM
To: Mike Staudenmayer
Subject: [FWD: Martis Valley Trail]

Follow Up Flag: Follow up
Flag Status: Flagged

----- Original Message -----

Subject: Martis Valley Trail

From: Gary Forsberg <gforsberg@sbcglobal.net>

Date: Fri, May 18, 2012 9:47 am

To: info@martisvalleytrail.com

I am in favor of this Trail!!

Gary Forsberg

Sierra Specialty Sales

Gary Forsberg

14992 Wolfgang Rd.

Truckee, Ca. 96161

Office: 530-582-1126

Fax: 530-582-1447

Cell: 530-386-2057

gforsberg@sbcglobal.net

U-1

RESPONSES TO COMMENT LETTER U

Submitted by:

Gary Forsberg, Sierra Specialty Sales

U-1 The comment indicates support for the proposed trail.

No comments on the content of the Draft EIR are provided and no response is necessary.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcisd.org]
Sent: Tuesday, June 12, 2012 11:19 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: [FWD: Route of Martis Valley Trail]

Mike Staudenmayer

From: info@martisvalleytrail.com [<mailto:info@martisvalleytrail.com>]
Sent: Tuesday, June 12, 2012 10:59 AM
To: Mike Staudenmayer
Subject: [FWD: Route of Martis Valley Trail]

----- Original Message -----

Subject: Route of Martis Valley Trail
From: Carol A Geiger <geigermail@sbcglobal.net>
Date: Fri, June 08, 2012 6:16 am
To: info@martisvalleytrail.com

We support the trail but definitely support the Hwy 267 route. According to the EIR, this is the desirable route and for obvious reasons. A paved trail through Martis Valley and Northstar's residential area is an egregious proposition. The only reason we can see for the valley route is easier access and a possible patronage increase for Northstar Village businesses in the summer. The valley route would be at the expense of Northstar homeowner's privacy and security as well as destructive to valley fauna and flora. Please implement the Hwy 267 route!!

Sincerely,
Ed and Carol Geiger
246 Basque • Northstar

V-1

This footnote confirms that this email message has been scanned by
PineApp Mail-SeCure for the presence of malicious code, vandals & computer viruses.

RESPONSES TO COMMENT LETTER V

Submitted by:

Ed and Carol Geiger

- V-1** The comment indicates support for the proposed trail in the Highway Alignment. The comment indicates concern that the Valley Alignment would result in impacts to privacy and security of Northstar homeowners and the fauna and flora of Martis Valley.

No comments on the content of the EIR are provided and no response is necessary. Chapter 4 of the Draft EIR evaluates impacts to the fauna and flora of Martis Valley from each potential alignment and finds that impacts from either alignment would be mitigated to less than significant levels.

As discussed in Response to Comment H-7, the Valley Alignment would be located between 200 and 250 feet from nine residences, and would be more than 250 feet from all other residences. The proposed trail would be located in the same alignment as the existing trail, thus it would be no closer to existing homes than the existing trail. While vegetation provides substantial screening of views to and from the trail, forest thinning has occurred in this area so some residents are exposed to views of the trail and trail users in the current condition. Users of the proposed trail in the Valley Alignment would also be visible to residents and would have limited views into residential properties. However, this is not a substantial change from the existing condition and is not considered a significant physical environmental effect.

As discussed in Master Response 4, research has shown that trails are not associated with higher crime rates or increases in crime; in fact heavily used trails can be effective at deterring crime. It is not expected that the proposed project would adversely affect security within the Northstar community.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcisd.org]
Sent: Thursday, June 07, 2012 8:32 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: Martis Valley trail

Mike Staudenmayer

From: Jennifer Granath [mailto:granathj@sbcglobal.net]
Sent: Monday, May 07, 2012 12:29 PM
To: info@martisvalleytrail.com; Mike Staudenmayer
Cc: geoff@npoa.info
Subject: Martis Valley trail

Dear Northstar CSD,

I am writing to you regarding the recently released EIR for the proposed Martis Valley Trail.

My family has been homeowners in Northstar for over 12 years. We are avid cyclists and riders and use both the Truckee River Trail and the Tompkins Memorial Trail. We love these trails and ride them many times each summer. However, as much as we are bicycling enthusiasts, we are opposed to the current plan for the Martis Valley Trail. We believe that the scope is too large and invasive. What we love about the Truckee River Trail and why it is different from the proposed Valley route of the Martis Valley Trail is that it does not cut through anyone's housing development, there are no formal picnic areas or big parking lots along the trail, and it meanders along the river in a very beautiful setting. W-1

There are not large parking lots or formal rest areas along the Truckee River trail or the Tompkins Memorial Trail. For the Truckee River trail there is one lot at squaw vally and another in Tahoe city, basically at each end of the trail. If you **need** to provide parking for this section of the martis valley trail, parking lots near the airport or at Shaeffer Mill Road seem the most logical places so as not to disturb the martis valley further by a large parking lot, or having cars entering and exiting parking lots on a 55 MPH road. I am already disappointed with the parking lot that was constructed here a couple years ago. Having few benches along the trail would be nice but not necessary and I would not invite formal picnicking to this area which brings along with it litter, emptying of garbage cans, etc. If people want lunch, they can ride up to the golf course to have lunch and a rest if they like. W-2 W-3

I would like to address specific key points from the EIR with which we disagree and which leads us to an opposing overall view of the scope of this trail, but in particular, we are opposed to the proposed Valley layout of the trail. W-4

1) We love and we use the existing Tompkins Memorial trail. What we love about this trail is that it is natural and unobtrusive. If such a trail along 267 is desired, why not use the existing natural trail and extend it, rather than putting in a paved trail which completely changes the look of the Martis Valley? It is bad enough to have to now look at the parking lot on 267 where again, it was natural habitat and vegetation before.

2) "The proposed project, when complete, would introduce no new source of fire ignition that would subject people or structures to an elevated risk from wildfire." - W-5

I completely disagree with this statement. By now bringing in additional people, some of whom are potential smokers, into areas that were not inhabited before, we are introducing added fire risk to the area. And, we are a community of many 2nd homeowners and the increased risks of fire hazard is a concern.

W-5

3) "No new public services would be necessary to support the project and the project would not increase the intensity of use of existing services." - Again, I disagree with this statement. Later in the report you indicate "This segment would include a rest area, a picnic area, a wildlife viewing area, a covered Native American interpretive exhibit, and a new parking lot and maintenance would occur annually." This is not "no new public services." Four potential parking lots, trail amenities, locations of wetland crossings, grading and vegetation removal...That is not what I would consider "no new public services." Rest areas, picnic benches, trash pickup, etc. are all new services that must be provided. And, who will pay for these services?

W-6

4) "The existing trail along Martis Creek through the Martis Creek Lake Project is one of the most popular trails in the Truckee area. The heavy use of this trail has led to water quality impacts as erosion of the trail and streambanks lead to sedimentation of the creek, and impacts to wildlife from the presence of humans and dogs in the area." - This is exactly what I am referring to above in item 3. As a result of this trail, many people don't pick up after their pets, have them off leash, leave trash, etc. and it has become a real problem when trying to enjoy this area on a bike.

W-7

5) One of your goals is to provide a convenient, safe and accessible non-motorized connection between the Town of Truckee, the Village at Northstar and Brockway Summit and also to trails providing access to the North Shore of Lake Tahoe. If this is the goal, why is a parking lot required at all? Presumably, you are attempting to encourage non-driving. As I mentioned above, I am absolutely disheartened every time I drive by the parking lot in what was once beautiful natural open space. Between parking at the dam, northstar gas station parking, the parking lot already on 267, parking at the new gas station on 267, there are plenty of places to park.

W-8

6) "The proposed project is a paved, multi-use recreational trail." - Why does it need to be paved? Why not use the already existing dirt trail along 267 and extend that up along Northstar Drive?

W-9

In summary I would like to say, being able to bike from northstar to brockway summit is a nice to have, but certainly not in the scale and scope proposed and definitely not with a route that comes directly into the Northstar neighborhood.

Thank you and please feel free to contact us should you need clarification on anything.
Regards, Jennifer and Derek Granath

W-10

RESPONSES TO COMMENT LETTER W

Submitted by:

Jennifer and Derek Granath

W-1 The comment introduces the commenters as local homeowners who hike and bike on the Tomkins Memorial Trail and Truckee River Trail. The comment indicates opposition to the proposed project due to its scale. The comment describes characteristics of the Truckee River Trail that the commenters enjoy.

No comment on the Draft EIR is provided and no response is needed.

W-2 The comment continues to describe characteristics of the Truckee River Trail that contrast with characteristics of the proposed project. Specifically, the comment notes that there are no large parking lots of formal rest areas along the Truckee River Trail. The comment indicates preference for Parking Lot Alternatives 2, and 3 in order to avoid additional impacts to the valley and avoid having additional cars accessing a parking lot from State Route (SR) 267.

No specific comments on the Draft EIR are provided. It is noted that the analysis of each parking lot alternative found that Alternative 3 is the environmentally superior alternative and that Alternative 2 also has fewer impacts than Alternatives 1 and 4. One significant and unavoidable impact was associated with each of Alternatives 1 and 4.

All of the physical environmental effects of the proposed trail, including impacts of the parking lot and rest areas, were evaluated in the Draft EIR which found that all impacts of the trail could be reduced to less than significant levels. The trail characteristics identified in this comment could affect the recreational experience of trail users, which is an important issue for the Northstar Community Services District (CSD) Board of Directors. This comment will be considered by the CSD Board during their deliberations on the project.

W-3 The comment states that a few benches along the trail would be nice but is concerned with the trash that could be generated by providing formal picnic facilities.

The proposed multiple-use trail is intended to expand the variety of recreational opportunities in the region as well as provide a key connection in the regional trail system. The trail amenities proposed are desired by many trail user groups. Trash cans would be provided at all trailheads, and signage at the trailheads and rest areas would remind trail users to carry out all their trash with them. Northstar CSD would be responsible for regularly emptying all trash cans at the trailheads. Northstar CSD has demonstrated appropriate and effective maintenance in their current maintenance responsibilities for the Tomkins Memorial Trail.

W-4 The comment introduces the following specific comments on the Draft EIR and notes opposition to the Valley Alignment. The first specific comment suggests that a

project that extends the existing unpaved trails would be preferred over a new paved trail. The comment notes that the new paved trail would change the appearance of the valley.

The visual impacts of the proposed trail are evaluated in Chapter 8 of the Draft EIR. That analysis demonstrates that portions of the proposed trail would be visible from Schaffer Mill Road, SR 267, the Wildlife Viewing Area parking lot, and the existing trails in the valley. Mitigation Measure 8.1a requires the use of colored pavement in the most visible sections of trail to minimize contrast between the trail and surrounding vegetation and soil. Please refer to Master Response 2 for a discussion of the trail surface. As noted in that response, Northstar CSD will consider the use of alternative surfaces as trail plans are refined and finalized.

- W-5** The comment indicates disagreement with the EIR conclusion that the project would not introduce a new source of fire ignition. The comment notes that trail users could be smokers, which would increase the fire risk in an area that is highly sensitive to wildfires.

The project area currently supports recreational uses and the proposed project would increase recreational use of the area. The comment is correct that new trail users could include smokers. However, current trail users also include potential smokers and there have been no known fire concerns associated with recreational activity in the project area. There was one fire in the Northstar community near the existing Tomkins Memorial Trail, however the cause of the fire was not determined. It may have been started by a trail user, or by other causes. The proposed trail would be paved and would have two-foot shoulders with no vegetation. Therefore there would be very limited combustible material within or immediately adjacent to the trail surface. There is an existing fire risk in the area associated with the recreational and residential land uses. The project would increase recreational use of the area and therefore incrementally increase the chance of a fire occurring. However, this slight increase is not significant.

- W-6** The comment indicates disagreement with the EIR conclusion that the project would not require any new public services. The comment references the provision of trail amenities, four potential parking lots, wetland crossings, grading, and vegetation removal, stating that these facilities and trash pickup associated with the trail constitute new public services.

The analysis of demand for public services is related to demands for services such as law enforcement, fire protection, and public education. While the general trail maintenance referred to in this comment is a type of public service, the proposed project includes maintenance of the trail by Northstar CSD. Outside of the need for trail maintenance, the project would not create new demands for public services.

- W-7** The comment references text in the Draft EIR that describes the trail along Martis Creek as one of the most popular in the area and noting that the heavy use of that trail has led to water quality impact and impacts to wildlife. The comment states that enjoyment of the existing trails is limited because of trash and dog waste left

behind by trail users and off-leash dogs in the area. The comment reiterates that these problems require maintenance and trash removal, and that this constitutes a public service.

As discussed above, maintenance of the trail is considered a part of the proposed project. Maintenance would be the responsibility of the Northstar CSD, the project proponent. It does not reflect demands for public services provided by other agencies.

- W-8** The comment questions why a parking lot is needed if the goal of the trail is to provide for non-motorized transportation. The comment suggests that existing parking lots in the area would be sufficient to accommodate demand for parking associated with the new trail.

As documented in Chapters 7 and 11 of the Draft EIR and in the technical studies prepared by LSC Transportation Consultants (LSC) which are provided in Appendix E to the Draft EIR, many trail users in the region drive to a trailhead. For the proposed trail, there is expected to be a demand for 10 parking spaces at the existing Wildlife Viewing Area parking lot (Draft EIR page 7-7) and an additional demand for 11 parking spaces at the proposed new parking lot (Draft EIR page 11-26). These calculations also reflect an assumption that the proposed trail would also generate a demand for 12 parking spaces at the Northstar Village parking lot (LSC 2011 page 5). These parking demands reflect current conditions. The parking demand would increase over time as the base population in the region increases and trail usage also increases. It is necessary to provide dedicated parking for the proposed project to avoid adversely affecting existing parking facilities.

- W-9** The comment states that an unpaved trail would be preferred.

Please refer to Master Response 2 regarding the trail surface. As noted in that response, the Draft EIR evaluates all of the physical environmental effects of a paved surface and identifies mitigation measures sufficient to reduce these impacts to less than significant levels. Therefore, under CEQA, it is not necessary to require an unpaved surface. However, the quality of the recreational experience is important to the Northstar CSD and the CSD Board will consider use of alternative trail surfaces as trail designs are refined and finalized.

- W-10** The comment states that the trail connection to Brockway Summit would be desirable but the overall scope of the project should be reduced and the route should be changed to avoid going through the Northstar community.

The comment does not address the content of the Draft EIR and no response is necessary. The Northstar CSD Board of Directors will consider this comment during their deliberations on the project.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcisd.org]
Sent: Friday, June 08, 2012 11:36 AM
To: Katherine Waugh
Subject: FW:

Mike Staudenmayer

From: Dana Gray [mailto:danaeve1957@yahoo.com]
Sent: Wednesday, May 30, 2012 9:41 AM
To: Mike Staudenmayer
Subject:

Mike,

I am writing in response to an article in the Sacramento Bee concerning the proposed trail through Martis Valley. I have little knowledge of environmental impacts or "aesthetics", and am not a chest-thumper or campaigner, but feel moved to have my tiny voice heard, if only by you.

I was raised in Agate Bay, on the North Shore. My father, Buzz Davis, was the land developer of Agate Bay. He owned Mt. Pluto, eventually selling the back land to the Fiberboard corporation and Northstar. The splendor of the Tahoe region beats within my heart. I was bussed through Martis Valley twice a day to get to high school in Truckee. Through the windows of the bus, we watched the seasons melt into one another in the Valley. Going through Martis Valley meant I was either almost home to the basin, or minutes from drifting down into beloved Truckee. Presently, my two brothers, a son, and a daughter live in Agate Bay and travel through Martis Valley numerous times throughout the week.

X-1

Years ago, I had a bumper sticker on my car that read "Save Martis Valley", from the Sierra Club. My passion for Martis Valley is not a new gig. Yes, 267 does ribbon through the Valley, but why the need to develop and pave it any further? Are SO MANY PEOPLE actually yearning to use a paved trail through the Valley? Bikers are easily accommodated on 267. The Tahoe Rim Trail is excellent for hikers. Roller bladers? Please. The Village at Northstar and the Ritz-Carlton have done enough by leaps and bounds to add their footprint onto the region. Enough, already!

X-2

O.K. I've had my say and I feel better. How about you, Mike?

Dana Davis Gray
4209 Burrell Way
Sacramento, CA 95864

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RESPONSES TO COMMENT LETTER X

Submitted by:

Dana Davis Gray

X-1 The comment identifies the commentor and her family as past or current Tahoe area residents and describes the commentor's familiarity with and personal connection to Martis Valley.

No comment on the Draft EIR is provided and no response is needed.

X-2 The comment expresses opposition to the trail saying that Martis Valley does not need further paving or development. The comment cites other trail opportunities available in the area.

No comment on the Draft EIR is provided and no response is needed. The comment suggests that bicyclists should continue to use State Route (SR) 267. There are substantial safety concerns with having bicyclists use the shoulder of SR 267. One goal of the proposed trail is to provide a safer bicycle route. In addition, the proposed trail would provide a key link in the regional trail network.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcasd.org]
Sent: Tuesday, June 12, 2012 10:39 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: Martis Valley Regional Trail project

Mike Staudenmayer

-----Original Message-----

From: Geoff Stephens [<mailto:geoff@npoa.info>]
Sent: Tuesday, June 12, 2012 10:30 AM
To: Bill Ireton; Dick Paterson; 'Henry DeNero'; 'Judy Howes'; Larry Danto; Mike Plishner; Mulloy Realty; Nancy Barna
Cc: Mike Staudenmayer
Subject: FW: Martis Valley Regional Trail project

FYI

Geoff S. Stephens
General Manager
Northstar Property Owners Association
2200 North Village Lane
Truckee, CA 96161
530-562-0322 Office
530-562-0324 Fax
geoff@npoa.info

-----Original Message-----

From: melissa huml [<mailto:melissahuml@mac.com>]
Sent: Tuesday, June 12, 2012 10:24 AM
To: geoff@npoa.info
Subject: Martis Valley Regional Trail project

Hi Geoff,

Thanks for your continued communication regarding the Martis Vally Regional Trail project. As homeowners at Northstar we are very supportive of the plan to connect Northstar to Truckee and to the Lake via a bike/walking trail. We feel it would be a huge value added to all. We support the Board of Directors in their direction on the highway initiative.

Thanks,
Melissa Huml
429 Lodgepole
415.879.5987

Y-1

RESPONSES TO COMMENT LETTER Y

Submitted by:

Melissa Huml

Y-1 The comment indicates support for the proposed project, particularly the Highway Alignment. The comment suggests the trail connection between Truckee, Northstar and the Lake would be valuable to the community.

No comment on the Draft EIR is provided and no response is necessary.

May 16, 2012

Dear Martis Valley Trail Advocates,

Regarding the Paved Roads in Northstar:

We have owned a condo and then a home in Northstar since 1998. Before that we vacationed in Black Butte Ranch in Central Oregon. They have beautiful paved trails in their gated development. But there trails are not 10 feet wide more like 5 feet wide and it is a gated community.

Z-1

I love Northstar and my concerns are dogs and safety.

Northstar Safety Issue:

1. open to the public so these roads will allow more easy access to outsiders, i.e. more people, bikes, dogs, etc.

Z-2

Z-3

2. dogs & fast road bikes

Also I don't like the idea of 10 feet wide roads in a beautiful wilderness area and in my backyard.

Z-4

Thank you and hope that you consider different options,

Tricia and Alan Hunstock
830 Beaver Pond (Northstar)
Truckee, Ca
(530) 562-1900

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcisd.org]
Sent: Thursday, June 07, 2012 8:32 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: Martis Valley

Mike Staudenmayer

-----Original Message-----

From: Tricia Hunstock [<mailto:echhs1968@me.com>]
Sent: Tuesday, May 15, 2012 8:14 AM
To: Mike Staudenmayer
Subject: Martis Valley

My husband and I bought a condo at Gold Bend in 1995 and sold it in 2011 and then bought a house at 830 Beaver Pond. We love Northstar and love hiking in the area because our family can take our dog on hikes in the area. It is great fun and there has never been any conflicts with other dogs. (It seems that hikers only take their friendly dogs on hikes.) My dog has become my fitness trainer through his walks.

So I am writing that it is important that dogs will always be allowed on any given roads/trails in the area. If there is a paved trail road then I am afraid that bikes will have the right-away not dogs. There is a good paved road along the Truckee River for biking.

Please consider that many hikers love hiking and enjoy taking their beloved dogs on these hikes. It would be a shame to not allow dogs on the hikes/walks. That is just one of the reasons I worry about a paved trail through Martis Valley.

My question is, should I be worried that there will be a dog restriction on the Martis Valley trail?

Best regards,

Dr. and Mrs. Alan Hunstock
830 Beaver Pond
Truckee, CA
530-562-1900

Sent from Tricia's iPad

Z-5

RESPONSES TO COMMENT LETTER Z

Submitted by:

Dr. and Mrs. Alan Hunstock

Z-1 The comment describes trails in Black Butte Ranch in Central Oregon and generally indicates concerns related to dogs and safety.

The comment serves as an introduction to the detailed comments that follow. No comment on the Draft EIR is provided and no response is necessary.

Z-2 The comment identifies safety concerns associated with a trail open to the public allowing easy access to properties within Northstar.

Please refer to Master Response 4 which discusses security and crime issues associated with trails. As documented in that response, research has shown that trails are not associated with higher crime rates. It is not expected that the proposed project would lead to any increases in crime, such as burglary and vandalism.

Z-3 The comment indicates a safety concern associated with dogs and fast road bikes on the proposed trail.

Please refer to Master Response 3 which discusses safety on multiple-use trails. As discussed in that response, the trail width meets recommendations of the Federal Highway Administration and the American Association of State Highway Transportation Officials for multiple-use trails. This width provides sufficient space for multiple user groups to safely share the trail. Master Response 3 also demonstrates that the proposed measures for education and enforcement of trail behavior rules are effective at reducing the potential for trail conflicts.

Z-4 The comment states opposition to the paved trail. The comment indicates particular concern with the effect of a paved trail on the natural and visual qualities of Martis Valley and on the privacy of residences near the trail.

The project's effects on natural and visual resources were evaluated in chapters 4 and 8 of the Draft EIR. With implementation of mitigation measures presented in those chapters, impacts of the proposed trail would be reduced to less than significant levels.

As discussed in Response to Comment H-7, in general, each of the potential trail alignments are more than 250 feet from Northstar residences. Along the Valley Alignment, there are eight homes (including condominiums) that are between 200 and 250 feet from the trail centerline and one condominium that is approximately 200 feet from the trail centerline. The residence nearest the Highway Alignment is approximately 475 feet from the centerline of that trail. As discussed in Response to Comment H-26, text has been added to page 8-16 of the Draft EIR to provide additional details regarding the visual exposure of the trail and trail users near

homes on Conifer Drive and Martis Landing Road.

- Z-5** The comment expresses concern that dogs will be prohibited from existing trails as well as the proposed trail, and that bikes would have the right of way on the proposed trail.

No comment on the Draft EIR is provided. Dogs are allowed on the existing trails and would be permitted on the proposed trail. As discussed on pages 9-15 and 9-16 of the Draft EIR, there are existing regulations that require dogs be on leash in Placer County and in the U.S. Army Corps of Engineers Martis Creek Lake and Dam project area. No new regulations or restrictions related to use of the trail by dogs are under consideration.

Signage regarding trail etiquette would be placed at each trailhead and trail junction. Standard trail etiquette directs that slower moving trail users have the right of way. Please refer to Master Response 3 regarding safety on multiple-use trails.

Katherine Waugh

From: Ellie& Don Hyatt [hyatt@usamedia.tv]
Sent: Saturday, June 09, 2012 4:25 PM
To: info@martisvalleytrail.com
Cc: Mike Staudenmayer
Subject: Draft EIR April 2012 comments

Today, I read comments supplied by the Martis Valley trail committee. In reading the question-----why does the trail have to be paved, I found it interesting to note that the answer was----to accommodate the widest range of users possible including the physically challenged, a group whose needs have not been met locally. Both this past winter and last winter, my husband often used the airport road to walk when it was plowed by the a/p. He used his walker and had no problems getting thru the gate area. There was room for a wheelchair to get past the gate area. We never saw a wheelchair on the road even though the snow had been removed. During the summer, spring and fall months, we often walk on the portion past the gliderport gate. I have never seen a wheelchair on that portion either. The legacy trail is paved in the Truckee area for wheelchair users. I have asked many current users of the a/p road if they have seen a wheelchair on the road over the years. So far, no one has seen one. If it is used, it appears to be very infrequent. When you mention the physically challenged, no mention was made of those that are hearing impaired. My husband is often startled when someone comes up from behind riding a bike and yells that they are passing. He is seriously hearing impaired. I have been with a woman who has severe hearing loss and twice, a speeding biker on the dam road, using the portion past the gliderport gate, has almost hit her. Even though her dog was walking next to her left leg, the rider came dangerously close to hitting both of them. Yes, he did yell [and curse] at the last moment, but she did not hear him to get out of his way. He was angry that she did not move quickly. She now does not walk by herself on the road as she feels she needs a set of eyes in the back of her head to hear someone fast approaching. She feels safe in the wildlife area since she does not have to face that situation.

AA-1

AA-2

The current users of Martis Valley are mainly dog walkers and joggers. The dirt paths are much better for joint problems. It is a great area for the elderly to exercise without the fear of getting hit by a bike. Children can run and play without the parents worrying they may get hit. People can take their dogs on the upper road without concerns. If the valley alignment is chosen, the asphalt will make it difficult to exercise except for the bike riders. If you do have your dog with you and the dog is leashed and walking next to you, a dog can become startled and move quickly further out on the path. That could create a dangerous situation for bike riders, dogs and walkers/ joggers. It is an accident waiting to happen. Like oil to water, dogs and bike riders do not mix. Also, people will be creating new paths to avoid getting hit. That will certainly impact the environment. More use will occur next to the stream as people will be avoiding walking on asphalt. Of course, more erosion will then occur.

AA-3

If the highway alignment is chosen, the wet meadows will not be disturbed. They will be disturbed if the valley alignment is chosen. Currently, there are many Plumas Ivesia next to the upper road that will be removed if the valley alignment is chosen. Transplanting will need irrigation that will need serious consideration and monitoring. Presently, to my knowledge, there are no studies that have been completed on the transplanting of Plumas Ivesia and their survival. CESA emphasizes early consultation with the Dept. of Fish and Game to avoid potential impacts to rare, endangered and threatened species and to develop appropriate mitigation planning to offset project losses of listed species. An incidental take permit application should include an analysis of whether issuance of the incidental take permit would jeopardize the continued existence of a species. This analysis should include consideration of the species' capability to survive and reproduce, and any adverse impacts of the taking on those abilities. The incidental Take Permit must include a proposed plan to monitor compliance with the minimization and mitigation measures and the effectiveness of the measures. The permit must also include a description of the funding source and level of funding available for implementation of the minimization and mitigation measures. I could not find information for the funding available for the implementation of the mitigation measures or for studies that have been completed on the successful transplanting and survival of the Plumas Ivesia?

AA-4

AA-5

AA-6

When the original trail system was discussed, many of us were under the impression that the trail did not go into Northstar. The trail system would be used to connect trails at the lake. The *Martis Valley Community Plans goal* is to develop a system of interconnected hiking, riding and bicycling trails and paths suitable for active recreation as well as transportation and circulation. I could not find anything that stated how the trails should be aligned. The goal for the project states it is to provide a SAFE passage for all users. There is no way that a path thru the valley would ever be considered safe for dog walkers and bicycle users.

AA-7

AA-8

I have visited Sun Valley, Idaho many times and not only hiked with my dog but ridden a bike on their great trail system. The trails parallel the highway for the bike riders and the dog walking and jogging trails go inland on beautiful trails. The same system is in Moab and many parts of Colorado. That way, everyone feels safe in their own environment. The bicyclists do not fear hitting someone or a dog and the joggers/walkers/dog walkers are content on their trails.

AA-9

The Valley Trail alignment appears to have an impact on the wet meadows whereas the Highway alignment has none, according to the Draft EIR. You have stated that the Valley Trail alignment was selected for the proposed project as it would have the least environmental impact to known resources but according to the Draft, the Highway alignment would have the least environmental impact. That was a confusing statement. AA-10

If Safety is one of the main goals that you are trying to achieve, please seriously consider the highway alignment. Thank you for your time and efforts . Also, I appreciate your involving the community in the decision making process. AA-11

Sincerely,

Ellie Hyatt

Truckee resident since 1974.

RESPONSES TO COMMENT LETTER AA

Submitted by:

Ellie Hyatt

- AA-1** The comment describes one local road and one local trail that are both accessible for walkers and wheelchairs but the commenter has observed that they are infrequently used by individuals with disabilities.

No comment on the Draft EIR is provided and no response is needed.

- AA-2** The comment discusses hearing impairment as a disability and describes safety issues for hearing-impaired individuals on multiple-use trails, including a near collision between a bicyclist and hearing-impaired pedestrian. The comment notes that the existing trails in the valley are comfortable for hearing-impaired people and elderly people because bicycle traffic is limited and because unpaved paths are more comfortable for people with joint problems. The comment also notes concern regarding conflicts between bicyclists and dogs.

The comment is correct that hearing-impaired individuals may face more challenges in sharing a trail with bicyclists. However, as discussed in Master Response 3, the proposed trail design meets recommendations from the Federal Highway Administration (FHWA) and American Association of State Highway and Transportation Officials (AASHTO) for multiple-use trails. The proposed trail is considered safe for the type and volume of use anticipated. Signage regarding trail etiquette will be posted at each trailhead, which is effective at minimizing conflicts.

The proposed trail would include unpaved shoulders. Additionally, over 13 miles of existing unpaved trails in the area would remain, providing individuals several choices in recreation opportunities.

- AA-3** The comment suggests that trail users will create new unofficial trails to avoid on-trail conflicts and more people will choose to use the trail segment next to Martis Creek. The comment is concerned that both actions would create more erosion and sedimentation.

As discussed above and in Master Response 3, the proposed trail width meets applicable recommendations for multiple-use trails and is expected to be able to safely accommodate the anticipated trail users. It is not expected that pedestrians would need to leave the trail and the unpaved shoulders to avoid collisions. It is likely that the existing trail adjacent to Martis Creek could experience increased use. This trail has recently been improved to reduce issues related to erosion and it is not expected that increased use of this trail segment would lead to significant increases in erosion and sedimentation.

- AA-4** The comment points out that the Valley Alignment would impact wet meadow

habitat while the Highway Alignment would not.

The comment is correct. Table 4.1 of the Draft EIR indicates that 0.11 acres of wet meadow habitat occurs within the Valley Alignment study corridor while the Highway Alignment study corridor does not contain any of this habitat type. Table 4.6 of the Draft EIR indicates construction of the Valley Alignment would result in impacts to 0.06 acres of this habitat type. This is reiterated on page 4-26 of the Draft EIR. As stated on that page, the impact to 0.06 acres of wet meadow habitat is less than significant because it would not affect substantial wildlife or plant populations.

- AA-5** The comment notes the presence of *Plumas ivesia* within the Valley Alignment, notes that the plant would be affected by the trail, and questions whether transplanting this species would be feasible and successful. The comment also discusses requirements for impacts to species listed under the California Endangered Species Act.

It is noted that *Plumas ivesia* occurs within both the Valley and Highway alignments and would be affected by either alignment. As noted on page 4-6 of the Draft EIR, *Plumas ivesia* is not listed under either the federal or state endangered species acts, therefore this comment's discussion of incidental take permits is not applicable. As discussed on page 4-19 of the Draft EIR, *Plumas ivesia* is locally abundant – over 190,000 *Plumas ivesia* plants are estimated to occur in the vicinity. Construction of the Valley Alignment would affect approximately 500 individual plants while construction of the Highway Alignment would affect approximately 400 plants. Further, as noted on page 4-19, the U.S. Forest Service has found that this plant has “deep taproots and has demonstrated some resilience to sporadic disturbance.” Mitigation Measure 4.1a requires Northstar CSD to monitor *Plumas ivesia* populations and implement a management plan should there be observable declines in population health and vigor. Transplanting may or may not be a part of that management plan. At the time the management plan is developed, the effectiveness of specific actions will be further evaluated.

- AA-6** The comment states that some local residents were not expecting the trail to go through the Northstar community. The comment further states that while the concept for a trail linking Martis Valley to the Tahoe basin is discussed in the Martis Valley Community Plan, that plan does not identify a specific alignment for the trail.

No comments on the content of the Draft EIR are provided. The Draft EIR evaluates the environmental effects associated with each of the potential alignments, including effects that would occur within the Northstar community.

- AA-7** The comment states that the project cannot meet its objective of providing a safe trail.

As discussed in Master Response 3 and Response to Comment AA-2, the proposed trail characteristics are sufficient to safely accommodate the anticipated volume and type of trail users. The trail design meets appropriate recommendations for multiple-use trails.

- AA-8** The comment describes the commentor's experiences on trails in other communities, noting that many communities provide separate trails for bicyclists and pedestrians (including dog-walkers), and this allows each user group to feel safe.

No comments on the content of the Draft EIR are provided. The Draft EIR evaluates the environmental effects of the proposed multiple-use trail, including impacts related to trail safety, and finds that all of the impacts can be mitigated to less than significant levels. There is no requirement under CEQA to provide separate paths. However the quality of the recreational experience provided by the project is very important to the Northstar CSD and, as discussed in Master Response 5 the Northstar CSD Board of Directors will consider providing separate paths where feasible and beneficial and where this will not result in greater environmental effects than a single trail.

- AA-9** The comment states that the CSD has made a statement that the Valley Alignment was selected to minimize impacts to resources in the valley and requests clarification of that statement in light of the fact that the Valley Alignment would impact wet meadow habitat while the Highway Alignment would not.

The Draft EIR does not make a statement that the Valley Alignment minimizes impacts to resources in the valley. It is likely that the CSD General Manager made such a statement in explaining how the Valley Alignment concept was originally developed. Specifically, this alignment was developed as a way to avoid impacts to known cultural and biological resources located near and east of the Wildlife Viewing Area parking lot. However, in completing the technical studies to evaluate each study corridor, more resources were found to occur in the Valley Alignment study corridor than were previously identified. The Draft EIR provides a detailed impact analysis for each potential alignment and concludes on page 11-13 that the Highway Alignment is the environmental superior (least impactful) project alternative. As discussed in Master Response 1, the CSD has not yet selected an alignment for construction.

- AA-10** The comment concludes with a recommendation to select the Highway Alignment to achieve the project's goal to provide a safe trail.

As discussed above and in Master Response 3, the proposed trail width meets applicable recommendations for multiple-use trails and is expected to be able to safely accommodate the anticipated trail users on either alignment. The Northstar CSD Board of Directors will consider this comment in their deliberations on the project.

This email emphasizes our opposition the new trail plans that are being discussed at the Northstar board/trail meeting. (5/16/2012).

We live on Martis Landing and are fearful of the increased traffic, noise and potential safety issues that could arise with the implementation of this plan. We are not opposed to the trail system in which people can hike and utilize the beauty of Martis Valley. What we are opposed to is the potential misuse of the trail, the paving and subsequently the increased size of off road vehicles that this road will support.

AB-1

We are approximately 70 feet from the current TMJ trail and we do hear conversations of people that use the trail.

AB-2

Finally there is the potential of linking this to Rt. 267 and other

AB-3

non-Northstar public roads. This will increase the safety and security concerns of the homes that align the paved trail. Our family of 6+ including small children, has always felt safe and secure within the Northstar confines. The new train will compromise this our security.

We vote NO

AB-3
(cont.)

*~ Suzanne and Steve Jackson
1075 Martis Landing
Northstar, Truckee, CA*

*408-354-3447 h/o
408-354-2267 fx
408-828-8922 c*

RESPONSES TO COMMENT LETTER AB

Submitted by:

Steve and Suzanne Jackson

AB-1 The comment indicates concerns for traffic, noise, and potential safety issues that could arise with the implementation of the Martis Valley Trail. The comment indicates support of the existing trails in the valley but opposition to the proposal to pave a trail in the valley, and opposition to use of a paved trail by off-road vehicles.

No specific comment on the Draft EIR is stated and no response is necessary. The traffic impacts of the proposed project are evaluated in chapter 7 of the Draft EIR. The noise impacts of the proposed project are evaluated in the Initial Study that was circulated with the Notice of Preparation for this EIR. Use of the trail is not expected to expose any residents to noise levels that exceed applicable Placer County General Plan standards. Please refer to Master Response 3 regarding safety on multiple-use trails. As evaluated on pages 9-9 through 9-16, it is not expected that the proposed project would significantly detract from existing recreational experiences or create a significant risk of injury due to the multiple-use nature of the proposed trail.

Use of the proposed trail by off-road vehicles would not be allowed and would be prohibited with the use of bollards or other barriers at trailheads. As noted on pages 2-5 and 3-12 of the Draft EIR, the trail would be available for use by pedestrians, bicyclists, and other non-motorized transportation.

AB-2 The comment states that the commentors' home is approximately 70 feet from the existing trail, and the commentors are able to hear conversations on the trail.

An analysis of the proximity of each alignment to existing residences was conducted. As shown in the exhibit following Responses to Comment Letter H, this analysis found that the centerline of the Highway Alignment would be more than 250 feet from any existing residences, while the centerline of the Valley Alignment would be between 200 and 250 feet of a total of nine residences. The homes in closest proximity to the centerline of the Valley Alignment are located on Gold Bend and Conifer roads. The homes on Martis Landing would be at least 360 feet from the centerline of the Valley Alignment. The proposed project does not involve any changes to the existing trail nearest the commentors' home.

AB-3 The comment states that the proposed trail's connection to public roads outside of the Northstar community, particularly State Route 267, would increase the safety and security concerns of Northstar residents located near the trail.

As discussed in Master Response 4, there is no evidence of increased crime rates associated with public trails. Some research indicates that crime rates are lower in neighborhoods where public trails are located.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcsd.org]
Sent: Tuesday, June 12, 2012 11:17 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: [FWD: Draft EIR - Martis Valley Trail]

Mike Staudenmayer

From: info@martisvalleytrail.com [<mailto:info@martisvalleytrail.com>]
Sent: Tuesday, June 12, 2012 10:58 AM
To: Mike Staudenmayer
Subject: [FWD: Draft EIR - Martis Valley Trail]

----- Original Message -----

Subject: Draft EIR - Martis Valley Trail
From: Greg Jones <gregoryed.jones@gmail.com>
Date: Mon, June 11, 2012 4:30 pm
To: info@martisvalleytrail.com

Hello,

For what it's worth, I love the idea of the proposed trail system and support it as proposed! When complete, it will give my family and I a safe and unique biking experience which is user friendly to all ages and abilities.

Thank You.
Greg Jones

AC-1

This footnote confirms that this email message has been scanned by
PineApp Mail-SeCure for the presence of malicious code, vandals & computer viruses.

RESPONSES TO COMMENT LETTER AC

Submitted by:

Greg Jones

AC-1 This comment indicates support of the Martis Valley Trail. This comment suggests the trail would provide a safe and unique biking experience for all ages and abilities.

No comment on the Draft EIR is provided and no response is necessary.

Katherine Waugh

From: Gordon Leach [dglsenior@sbcglobal.net]
Sent: Friday, June 08, 2012 4:32 PM
To: Mike Staudenmayer
Subject: Proposed Martis Valley Trail

Dear Mike,

The plans seem fine to me except for allowing bikes and in-line skates to mix with walkers, dogs, wheelchairs and children. This has to be dangerous. Speed limits for the bikers will not work. A case in point was the fire road from Spooner to Marlette Lake. This was not paved but was open to hikers and bikers. There was a speed limit for bikers but still on the downhill hike back to Spooner the bikers would come by at 50 mph. Coming from behind, it was imperative to listen carefully or a step to one side or the other could cause a major collision. On a paved trail the bikers would not be heard. AD-1

Today a separate trail for hikers has been built to more or less parallel the fire road.

Gordon Leach
A permanent resident of the Tahoe Basin

RESPONSES TO COMMENT LETTER AD

Submitted by:

Gordon Leach

AD-1 The comment opposes the multiple-use nature of the proposed project, indicating safety concerns from mixing bikes and in-line skates with walkers, dogs, wheelchairs, and children. The comment describes specific safety concerns on the unpaved and multi-use Spooner to Marlette Lake trail. The comment suggests bicycles will not be heard by others on a paved trail, which could lead to increased safety issues.

Please refer to Master Response 3 regarding the safety of multiple-use paved trails. As discussed in that Master Response, trail design guidelines recommend a minimum width of 10 feet for multiple-use trails. The proposed project would provide a 10-foot wide paved surface and 2-foot wide shoulders on each side. The trail is expected to be wide enough to safely accommodate non-motorized as well as pedestrian trail users. Trail etiquette guidelines will be posted on signage at trailheads. This will include instructions to bicyclists to yield to other trail users. As discussed in Master Response 3, education and enforcement of trail etiquette guidelines has been shown to be effective at managing the potential for trail user conflicts.

Paco Lindsay
Board Member Truckee Trails Foundation
12047 B-4 Donner Pass Rd
Truckee, Ca. 96161

June 11, 2012

Re: DEIR for the Martis Valley Trail
Mike Staudenmayer
General Manager NCSD

Mike

This is a very comprehensive report and appears that both alignments have merits and are pretty much a coin toss as to Environmental impacts.

My main comment is that the visual pollution to the trail users on the Highway trail alignment in regards vehicles passing by 50 feet away at 55MPH on a very busy highway 267, the vehicle exhaust pollution to trail users, the noise pollution to trail users, was not brought up. Likewise, the Highway alignment was noted that it will take users one mile further in distance, and with a People power, human powered trail, this is a substantial increase in energy and efforts to get to NorthStar, be it for alternative transportation or recreation. Is the goal to encourage use, or to discourage use? The Highway alignment requires trail users to cross NorthStar Drive at the roundabout. As with most major recreation trails, this is 2012 and with the much asked for class I trails in the entire area, and taking numbers from the Tahoe City Trail, we can easily see over 1,000 users a day enjoying and using this trail. Having this many people, many being families with small children, the issues of crossing of the main drive needs also to be inserted into the report.

AE-1

AE-2

While it is not directly addressed that the valley alignment trail going thru Northstar Home Owner property association lands would have an impact per se: I can say as a trail advocate, in most communities, there are ample studies to show that trails such as this actually increase property values. A trail is for a long life span. A class I trail cannot just be uprooted and moved in few years when a mistake was admitted to. It would be a gross injustice if the trail is built today to appease a few property owners who in fact do not even own the land this trail is to be on, only because they are against it. As well, it ought to be noted in the report that properties in this entire neighborhood would benefit by increased property values. Also of importance, the valley alignment would allow the neighborhood better ease of access to a major regional trail. As the old guard moves on, many who will be buying these properties in the future, trails are a want if not a must.

AE-3

The building of a main class I trail is best to be designed to get people most efficiently from point A to point B. My conclusion from the DEIR is that the valley alignment fulfills this goal the best. My other personal comments I will deliver at the appropriate time.

AE-4

Thanks

Paco Lindsay

RESPONSES TO COMMENT LETTER AE

Submitted by:

Paco Lindsay

AE-1 The comment indicates concerns of safety and exposure to vehicle exhaust and noise for users of the Highway Alignment. The comment also notes that the Highway Alignment is one mile longer than the Valley Alignment, which could decrease the popularity of the trail.

This comment addresses the recreational experience of users of the proposed trail. While the recreational experience is an important consideration for the Northstar Community Services District (CSD) Board of Directors, this comment does not address any physical environmental effects of the project and these issues are not required to be evaluated under CEQA. In addition, over 13 miles of the existing trails would not be affected by the proposed project. The proposed trail would intersect with the existing trails, providing trail users with many options for trail qualities and routes.

AE-2 The comment notes that the Highway Alignment requires crossing Northstar Drive at the roundabout and states that this should be included in the Draft EIR.

The crossing of Northstar Drive at the roundabout is described on Draft EIR page 3-22 at the end of the description of Segment 2B.

AE-3 The comment notes that trails typically increase values for the surrounding properties.

Generally, changes in property values are considered an economic effect and not a physical environmental change. Economic effects are not required to be evaluated under CEQA. Please refer to Master Response 4 which briefly discusses the trail's potential effect on property values.

AE-4 The comment recommends selection of the Valley Alignment.

The comment does not address the content of the Draft EIR and no response is necessary.

Katherine Waugh

From: plomanto@sbcglobal.net
Sent: Sunday, June 10, 2012 1:31 PM
To: info@martisvalleytrail.com
Cc: Mike Staudenmayer
Subject: Draft EIR

Dear Board Members:

Many concerned citizens have attended meetings and made comments, both written and oral, regarding the proposed building of a paved bike trail and parking lot in the Martis Valley. Therefore, I will keep my comments on the draft EIR short.

AF-1

It is my opinion that a paved bike trail in Martis Valley is incompatible with the natural environment, existing dirt paths, and trail users. Secondly, I do not feel that adequate involvement of the community stakeholders has or was made to search all alternatives or that a case has been made for the need for and benefits of having a trail from Truckee to Northstar Village. For example, why not a trail via the forest service road at Saw tooth (06) that does not impact the wetlands, pedestrians and dog walking? Dirt parking lots are already available. Or a trail along the 267 Highway that intersects with Northstar via the existing Northstar Road instead of through the Wildlife area.

AF-2

- It is not possible to mitigate the damage that will be done during construction and maintenance of a paved trail,
- Bikes and pedestrians are not compatible and cannot safely share a trail.

AF-3

I believe the EIR is not adequate in assessing the “conflict” of pedestrians and bikes. To do so, I believe that the Alpine Meadows to Tahoe City paved trail should have been studied in depth as well as “shared” paved trails in other communities.

AF-4

My first hand experience with a dirt path being converted to a “shared” paved bike/pedestrian trail was while living in Pacific Grove about 12 years ago. The communities of Monterey and Pacific Grove decided to pave a well-used dirt trail along the ocean between Lovers Point and the Monterey Bay Aquarium to provide connectivity to the Cannery Row area of Monterey and the shoreline down to Pebble Beach. It included a new parking lot at Lovers Point.

A few months ago, I walked the Pacific Grove trail and found that it has become so unsafe that pedestrians have worn an adjacent trail along side of the paved trail and as the ocean continues to erode the shoreline, fences, walls etc. are being constructed. It is both very unpleasant and unsafe to walk that path, dodging the bikes, strollers, and commercial 4-passenger bike carts that are now rented to tourists. The peaceful and pristine area of coastline has been turned into a very unpleasant area. I hope that will not happen to Martis Valley, one of the favorite recreation areas of many local residents including myself, and an environmentally sensitive area.

Sincerely,

Patty Lomanto
Truckee

RESPONSES TO COMMENT LETTER AF

Submitted by:

Patty Lomanto

AF-1 The comment introduces the specific comments that follow.

No comment on the content of the Draft EIR is provided and no response is necessary. Responses to each of the following specific comments are provided below.

AF-2 The comment states that the selection of project alignments and alternatives did not involve adequate public participation. The comment suggests two alternatives – one of which is highly similar to the potential Highway Alignment.

CEQA requires that the EIR evaluate a “reasonable range” of alternatives; it is not necessary to evaluate every possible alternative. One of the alternatives suggested in this comment (the forest service road) would not meet project objectives of providing a regional trail connection between the Town of Truckee and the Tahoe basin. This proposed regional connection is anticipated in several local and regional planning documents. While the regional connection is desired, funding for the trail is limited, which requires the trail to be constructed in phases. The first major phase is proposed to end at Northstar Village, which provides a logical trail terminus. Please refer to Master Response 1 for additional discussion of the project process.

AF-3 The comment states that the project would cause environmental damage that cannot be mitigated.

The comment does not provide explain why the mitigation measures in the EIR would be ineffective. As evaluated in the Draft EIR, project design and management plans will include Best Management Practices that have been proven to be effective and will be approved for use in this specific project by several agencies (Placer County, U.S. Army Corps of Engineers, Lahontan Regional Water Quality Control Board). These measures will be sufficient to protect or compensate for impacts to the natural environment, including biological, cultural, geological, hydrological, and visual resources.

AF-4 The comment states that bicycles and pedestrians cannot safely share the trail and the EIR does not adequately address this conflict.

Please refer to Master Response 3 which discusses safety on multiple-use trails. The proposed trail width meets recommendations from the Federal Highway Administration and American Association of State Highway and Transportation Officials and is considered appropriate and safe for the type and volume of use anticipated for the proposed Martis Valley Trail. It is noted that over 13 miles of existing trails would remain unchanged, which would provide a robust trail network that provides individuals with options for their trail experience and disperses users to multiple trails. Congestion on the proposed Martis Valley Trail is expected to

remain low to moderate (Draft EIR page 9-12), and safety conflicts are expected to be a less than significant impact of the project.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcisd.org]
Sent: Thursday, June 07, 2012 8:32 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: martis paved trail proposal

Mike Staudenmayer

-----Original Message-----

From: bmarkley@surewest.net [<mailto:bmarkley@surewest.net>]
Sent: Tuesday, May 29, 2012 8:05 AM
To: Mike Staudenmayer
Subject: martis paved trail proposal

Paved Trail that follows 267-----YES

Paved Trail that cuts through what is left of the open meadow-NO

Why disrupt what is left of a wide open view and wildlife habitat with a 15 foot wide paved mark through it?
Since a path at the edge of the meadow can service bicyclists, wheelchairs and hikers, and the meadow already has a system of dirt trails, who is that "really" gains from it going right through the meadow....

AG-1

RESPONSES TO COMMENT LETTER AG

Submitted by:

B. Markley

AG-1 The comment indicates support for the Highway Alignment and concern for the visual and wildlife impacts of the Valley Alignment.

No comment on the Draft EIR is provided and no response is needed. The visual impacts of both alignments are evaluated in chapter 8 of the Draft EIR while the wildlife impacts of both alignments are evaluated in chapter 4 of the Draft EIR. The comment references a 15-foot wide paved trail. For clarification, the project proposes to pave a 10-foot wide trail section and create 2-foot wide unpaved shoulders on either side of the paving, as described on pages 2-5 and 3-13 of the Draft EIR.

April P. Moore
19630 Placer Hills Rd.
Colfax, Calif 95713

RE: Northstar Community Service Dist.
Draft EIR Martis Valley Trail

Your agency sent a notice to me as I'm on the list from The Native American Heritage Commission of Most Likely Descendants. I am making my comment regarding the Martis Valley Trail project, I received the Notice of Availability of a Draft EIR for Public Review Notice, but I was not able to attend. I have read the Draft EIR as provided on line. I'll make my comments and try to be as brief as possible.

AH-1

As your Draft stated the impacts will be significant to the Cultural, Biological, Hydrology and Water Quality, I realize this is the first phase of the proposed project. Your Draft EIR addressed the issues with the potential goal of having a trail through Martis Valley, which I find any such endeavor would be harmful to the Martis Valley and all it's environment and resources.

AH-2

As a lineal descendant of the Welmelti Washoe, my grandmother (Helen Nevers) was born Northwest of project, I feel the over development of the Martis Valley area has had an adverse impact upon the Washoe and the sensitive environment. Any changes within the proposed project will cause irreversible damage, destroying valuable cultural resources. I read the mitigation measures and concluded that any disturbance is still a disturbance and un-repairable. There are no satisfactory measures that can repair any damage incurred during construction of this proposed trail, once the damage is done the area has lost it's integrity, the site becomes compromised. I realize the Mitigations are within the CEQA, and The Federal Regulations but these regulations have not caught up with today's science and technology.

AH-3

AH-4

In my experience as a Native American Monitor and Archaeological Tech. I've come across many projects, done in the past, where a blind eye was the code to not slow / stop a project in order to complete the project without any complications with Historical/ Prehistorical resources being present. This is one reason why there is always a request for Native American monitors present during all phases of a project. Having a qualified Archaeologist is required, but the Native American monitor has a better understanding of their cultural resources especially when a religious artifact is encountered. It is now a practice with many Tribes to request all artifacts and any cultural material to be left in place and/or all cultural material returned after each piece has been analyzed.

AH-5

This project will benefit a very few people, considering this, it will also destroy areas of a well known Cultural Time Period, "Martis". Your Draft has stated the many negative areas of concerns surrounding this project. The concept of using asphalt is one factor of an adverse effect, construction alone will have an adverse effect upon the project area, any form of disturbance is a form of destruction and can not be replaced or ensure the respect of the scenic, natural or the cultural resources within the proposed project area.

AH-6

After reviewing the maps of the Truckee/Tahoe Trails, I noticed the many trails already in place, why destroy Martis Valley for a very few who want convenience to a trail system. This project is a waste of valuable resources and will have a very adverse effect upon the landscape and environment. There is our future to consider, why destroy a valuable Historical/Pre-historical area for a trail system which will benefit so very few people verses the current landscape which thousands view while traveling to the Truckee/Lake Tahoe area.

AH-7

Thank you for allowing me to comment, I realize I didn't address the EIR as a whole document but as I stated above, being of Washoe decent it is my duty to make a comment regarding the potential destruction of ancestral homelands and the surrounding environment.

AH-8

April P.Moore
530-637-4279
nisenanmom@yahoo.com

RESPONSES TO COMMENT LETTER AH

Submitted by:

April Moore

AH-1 The comment provides introductory remarks.

No comment on the Draft EIR is provided and no response is needed.

AH-2 The comment indicates that the Draft EIR concludes impacts to cultural resources, biological resources, hydrology and water quality will be significant and that a trail through Martis Valley would be harmful to the environment.

The Draft EIR evaluated the impacts to biological, cultural and hydrologic resources in Chapters 4, 5 and 6, respectively. A summary of the impacts and mitigation measures is found in Table 2.2 in Chapter 2 Executive Summary beginning on page 2-14. The Draft EIR found that all of the project's impacts could be mitigated to less than significant levels

AH-3 The commentor provides information on her Washoe heritage and the negative effects of development on the Martis Valley.

No comment on the Draft EIR is provided and no response is needed.

AH-4 The comment states that any change in the project area will cause irreversible damage to cultural resources that cannot be mitigated. The comment recognizes the mitigation measures presented in the Draft EIR are consistent with CEQA but asserts that they are not effective at protecting Native American resources.

On pages 5-20 and 5-21, the Draft EIR recognizes that trail construction will disturb areas "considered to have high sensitivity and potential for cultural resources." The Mitigation Measures presented in chapter 5 of the Draft EIR will ensure that the project complies with applicable state and federal law regarding treatment of Native American resources, therefore it is correct for the EIR to conclude that these impacts are mitigated to less than significant levels.

AH-5 The commentor cites experience as a Native American Monitor and Archaeological Tech. and indicates these experiences and cultural understanding are the reason for requesting Native American monitors during all construction phases. It is stated that many Tribes request that all artifacts and cultural materials be left in place or returned after analysis.

Intensive surveys have been completed in the project study corridors by an archeologist with extensive local experience; some of that work also included a Native American Monitor. Additional investigations may be conducted on portions of the project site, as required by Mitigation Measures 5.1a and 5.1d. Additional monitoring is not necessary to ensure that impacts are mitigated to less than

significant levels.

- AH-6** The comment concludes that the trail project will benefit few and will destroy cultural resource areas. The comment asserts that adverse effects will result from use of a hard trail surface and from trail construction. The comment reiterates that any disturbance will destroy scenic, natural and cultural resources.

As noted in Response to Comment AH-4, the Draft EIR finds that all of the project's impacts would be mitigated to less than significant levels. This includes impacts to scenic, natural and cultural resources, which were evaluated in Draft EIR chapters 8, 4, and 5, respectively.

- AH-7** The comment questions the need for the Martis Valley Trail, citing use of valuable resources, the adverse effect on the environment and the destruction of the historical and prehistoric area.

No comment on the Draft EIR is provided and no response is needed. Section 3.2 Project Background on page 3-4 of the Draft EIR gives the context for the proposed trail. The Project Objectives on pages 2-4, 2-5, 3-12 and 3-13 give an overview of the goals for the project. Please refer to Master Response 1 regarding the project process and opportunities for public input.

- AH-8** This comment provides concluding remarks.

No comment on the Draft EIR is provided and no response is needed.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcisd.org]
Sent: Thursday, June 07, 2012 8:28 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: proposed Martis Valley paved trail

Mike Staudenmayer

-----Original Message-----

From: Peg Murphy-Hackley [<mailto:hackleyfamily@sebastiancorp.net>]
Sent: Friday, June 01, 2012 8:07 AM
To: Mike Staudenmayer
Subject: proposed Martis Valley paved trail

I support any endeavour to open trails and open space to residents and visitors of California. As a native, and avid horseback rider, hiker and bicyclist, I strongly feel every effort should be made to make all trail systems truly multi use. Other areas such as Pt Reyes national sea shore and Peninsula Open Space seem to be able to manage this? | AI-1

Perhaps a packed gravel path with dirt shoulders open to all except for one day a week or month when it would be exclusively hikers or bicycles would work. This area with it's gentle slopes and open visibility should be safe for all to use!

Dr. Murphy-Hackley

RESPONSES TO COMMENT LETTER AI

Submitted by:

Dr. Murphy-Hackley

AI-1 The comment indicates support of the Martis Valley paved trail. The comment suggests the trail should allow equestrians. The comment suggests that a gravel path with dirt shoulders could be open to all (hikers, bikers, and equestrians), possibly with occasional days in which the trail is designated only for hikers and bicycles.

No specific comment on the Draft EIR is provided. The proposed project would not accommodate equestrians. The proposed trail design is not wide enough to safely accommodate equestrians as well as hikers, bikers, and other trail users.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcsd.org]
Sent: Monday, June 11, 2012 2:15 PM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: Martis Valley Trail project

Mike Staudenmayer

From: Robert Nigra [mailto:ninesixwest@hotmail.com]
Sent: Monday, June 11, 2012 2:13 PM
To: Mike Staudenmayer
Subject: Martis Valley Trail project

Hi Mike,

Just my two cents: Assuming that you're keeping track, I would prefer (currently) the Hightway
Alignment.

AJ-1

Robert Nigra
317 Northstar Village
&
1007 Martis Landing

This footnote confirms that this email message has been scanned by
PineApp Mail-SeCure for the presence of malicious code, vandals & computer viruses.

RESPONSES TO COMMENT LETTER AJ

Submitted by:

Robert Nigra

AJ-1 The comment indicates support of the Highway Alignment.

No comment on the Draft EIR is provided and no response is needed.

Comments on the EIR Report for public meeting 5-16-2012

A EIR is a Environmental Impact Report to discuss the impact of a project on the environment. We have been asked to comment on the Report and it's findings. First of all I would like to thank the Army Corp for setting aside the land on both sides of Hwy 267, as with out this Martis Valley would be a giant airport on the north and a large housing development on the south, right. When people enter the Truckee area now they are first greeted by the fabulous view of Donner Lake and when the exit via Hwy 267 by a beautiful meadow and lake on the north and a open natural meadow and wildlife area on the south. Yes, that's right the Army Corp set aside the area for the protection and improvement of wildlife habitat. It seems to me the EIR is written as though they were discussing a project on private land and not a area set aside by our government to remain wild. They feel they can somehow mitigate away native species, the loss of a natural landscape and the conflict of walkers and bikers. Don't you agree that for a wildlife area the bar should be set higher for what is a significant impact on the environment.

AK-1

AK-2

1) Per the EIR "The 1977 Martis Creek Lake Master Plan was prepared by the US Army Corps of Engineers to guide management and development for Corps-owned property in the Martis Valley, including Martis Creek Lake and the large meadow area south of SR 267 accessed from the Wildlife Viewing Area. The Master Plan identifies the area south of SR 267 as a wildlife management area "for the protection and improvement of wildlife habitat" and assigns it a land use category of "Operations: wildlife management." "intensive recreation would cause habitat loss" "the policy of the Chief of Engineers to provide...varied opportunities for outdoor recreation and to protect, enhance, and manage all project resources"" (EIR pg7) This statement should be a template for the EIR as discussed, but the following information will show that the EIR did not take the Master Plan's intentions seriously.

AK-3

2) Per the EIR "Plumas ivesia was the only special-status plant species observed within the study area. This species was observed at several locations within the sagebrush scrub habitat along the proposed trail alignments north of Martis Creek (Segments 1 and 2A). " (EIR pg 3-9). Special-Status Plants -"The focused surveys estimated that 196,000 Plumas ivesia plants occur in the vicinity of the trail corridor ..(this is defined as a 50 foot wide corridor along the trail) and approximately 1,100 (estimated to be along the actual 20 foot wide actual construction site). (EIR pg 4-19) . The EIR plans to mitigate this important part of the wildlife habitat by
A) Avoid substantially modifying the existing hydrology - they should delete the word substantially
B) Flag the limits of disturbance before construction begins- there should be no construction
C) Periodically monitor areas ... for disturbance after the fact - Once damaged can't be repaired easily

AK-4

The Report feels this is adequate mitigation as the Plumas ivesia is not on the Federal or State Endangered list but a better listing is done by the California Native Plant Society (CNPS) and there it is rated as 1B.2. 1A list is plants that are now extinct in California, 1B are native California species, subspecies or varieties that are rare, threatened, or endangered in California and elsewhere. The 1B.2 such as Plumas ivesia is considered fairly endangered in California.

AK-5

The BLM Sensitive plants are those plant species that are not federally Endangered, Threatened, or Proposed, but are designated by the BLM State Director for special management consideration. In California this includes... all plants that are on List 1B in the most current online version of the California Native Plant Society's Inventory of Rare and Endangered Plants of California. (from BLM web site). I would think that since this is also government land the Army Corp would agree with the BLM's definitions of sensitive and endangered plants. The EIR does not address this.

AK-6

Of the five mitigation types in the California Environmental Quality Act,(CEQA) the CNPS fully supports those which avoid net reduction of population size or species viability. For most plant species this requires the protection of habitat essential to the survival of the species. In some instances, this also requires that impacts be fully avoided in order to prevent a significant impact. Alternatives such as site restoration and off-site introduction are generally unproven, and usually unsuccessful.

AK-7

Summary

Plumas ivesia occurs in a narrow range along the sierras with only 4 or 5 areas with healthy populations. Since the Martis Valley was a ranching area we are lucky that the Plumas ivesia wasn't destroyed by the ranching, they probably covered a much larger area before ranching began here. I don't feel that a paved trail right through the Middle of Martis Valley will keep the open and wild feel of the Valley that so many people enjoy every day just the way it is now, unimproved ! So please keep it as is to protect the Valley and keep the use as it is now without overburdening the area with a paved busy fast moving bike trail right through the center of the beautiful (currently unspoiled) valley enjoyed daily almost year around by probably at least 60-100 walkers and mt bikers a day.

AK-8

AK-9

Important Facts about California & endangered plants

California's Biological Diversity is a Global Conservation Priority

California is recognized worldwide as an uniquely biologically rich and diverse region

California is home to 25% of the plant species in the continental United States. California has almost 6000 native plant species, more that 2000 of which are found nowhere else on earth

CNPS has identified over 1,500 plants that are imperiled, nearly 25% of our native flora. California has more imperiled species than any state except Hawaii. California also has more Federally listed plants, than any state except Hawaii.

California is a biodiversity conservation hotspot. Because of this, numerous studies have identified California as an urgent priority for habitat and species conservation efforts.

AK-10

Ecosystems Need Native Plants

Native plants are specifically adapted to function optimally in concert with their native soils, wildlife and climate. Infestation by non-native plants tends to decrease the ability of ecosystems to provide the valuable, high quality services we depend upon.

Native wildlife need native plants

Native plants protect ecosystem integrity

Rare species are indicators of endangered ecosystems.

Rare species are rare because the ecosystems they inhabit are unusual or degraded. Rare species, therefore, are not isolated entities, but indicators of larger problems. Rare species help us determine which habitats require special conservation attention if California's native biological diversity is to survive.

Thank You for allowing us to comment on the EIR

Ann Penfield

30 year resident - hiker, bike owner , but not a dog owner

RESPONSES TO COMMENT LETTER AK

Submitted by:

Ann Penfield

AK-1 The comment states that the purpose of an environmental impact report (EIR) is to discuss the impact of a project on the environment and acknowledges that the public may comment on the Draft EIR. The comment thanks the Corps for setting aside the land in Martis Valley for protection and improvement of wildlife habitat, citing aesthetic values for visitors to the Truckee area.

The comment does not specifically address the contents or analysis contained in the Draft EIR. No response is necessary.

AK-2 The comment states that the Draft EIR is written as though evaluating a project on private land rather than federally-owned land managed by the Corps to remain wild and expresses general concerns regarding impacts and mitigation measures related to native species, the natural landscape, and trail user conflicts. The commenter expresses the opinion that a different standard for impact significance should be applied to wildlife areas.

The Draft EIR provides an analysis of the impacts that would result from implementation of the proposed trail project on the land through which the proposed alignment runs, which includes both private and Corps-managed federal land. This includes analyses of anticipated impacts associated with biological resources (Chapter 4), cultural resources (Chapter 5), hydrology and water quality (Chapter 6), transportation and circulation (Chapter 7), visual resources (Chapter 8), and recreation uses (Chapter 9). Mitigation measures are provided to avoid or minimize any significant impacts identified for each resource topic analyzed. Please refer to Master Response 3 for a discussion of trail user conflicts and mixed use trails and to the response to Comment B-3, which addresses land use within the Wildlife Management Area.

AK-3 The comment cites the EIR and the Martis Creek Lake Master Plan regarding planned and designated land uses for the portion of the Martis Creek Lake and Dam project south of SR 267. The comment focuses on the uses for this area identified by the Martis Creek Lake Master Plan, which include protection and improvement of wildlife habitat, varied recreation opportunities, and protection of the resources within the Martis Creek Lake and Dam project. The comment states that the policies in the Martis Creek Lake Master Plan were not considered appropriately by the Draft EIR.

Please refer to the response to Comment B-3, which responds to a comment from the Corps regarding consistency of the proposed project with the Martis Creek Lake Master Plan.

- AK-4** The comment cites information provided by the Draft EIR regarding the population of *Plumas ivesia* found in the vicinity of the proposed trail alignment and paraphrases three components of Mitigation Measure 4.1a , which applies to reducing impacts to this plant species. Specifically, the comment suggests that the word “substantially” be deleted from Mitigation Measure 4.1a.A, states that no construction associated with the proposed project should occur, and expresses concern regarding the effectiveness of monitoring *Plumas ivesia* populations and the ability of any population of these plants to recover once disturbed.

Please refer to the discussion of mitigation measures provided in the response to Comment AK-7, below. As stated in the discussion of this species in Chapter 4 of the Draft EIR, this species is resilient to disturbance and typically recovers well from sporadic disturbance and is therefore well suited to a monitoring program that will identify disturbance or decline in the population and allow for timely corrective action to be taken.

- AK-5** The comment correctly states that *Plumas ivesia* has no formal listing under either the State or Federal Endangered Species Acts, but is included as a Rank 1B.2 species on the California Native Plant Society’s (CNPS) Rare Plant Rank 1B list. The comment provides an explanation of Rank 1B.2 under the CNPS rare plant ranking system.

The comment does not specifically address the contents or analysis contained in the Draft EIR. No response is necessary.

- AK-6** The comment discusses the Bureau of Land Management’s (BLM) Sensitive plants within the context of CNPS rare plant rankings and correctly states that the BLM provides special management consideration for all Rank 1B species. The comment posits that the Corps would agree with the BLM sensitive status and special management considerations for Rank 1B species and that agreement between the two agencies is not addressed in the Draft EIR.

While the comment is correct in stating that the BLM provides special management consideration for Rank 1B plant species, the Corps does not have approved special management considerations for CNPS-ranked plant species and it is unclear whether the Corps would agree with BLM management considerations for Rank 1B species. While CEQA does not require analyzing management approaches taken by different federal agencies, the impact analysis in the Draft EIR was informed by the current management direction taken by the Forest Service on lands under their management with populations of *Plumas ivesia*. Please refer to the response to Comment AK-7, below.

- AK-7** The comment states that the CNPS supports types of mitigation under CEQA that avoid net reduction of population size or species viability and states that for most species this requires protection of habitat essential to the survival of the species and that, in some instances, avoidance of impacts is the only means to prevent a significant impact, as alternatives such as site restoration and offsite introduction are

unproven and unsuccessful.

The comment does not specifically address the contents or analysis contained in the Draft EIR. One special-status species, *Plumas ivesia*, was identified on the project site during biological resources surveys conducted for the Draft EIR, although surveys identified riparian and wetland habitat appropriate to support additional special-status plant species. Mitigation Measure 4.1b requires that botanical surveys be conducted prior to site disturbance within these habitat types and that a management plan is implemented to minimize or avoid impacts to any special-status plant species that would be affected by the project. Mitigation Measure 4.1b allows for a variety of measures to be implemented, including transplanting, soil/seed salvage, and avoidance, as determined appropriate by a qualified botanist in consideration of the subject species and according to resource agency direction, if available. Mitigation Measure 4.1a protects the habitat of *Plumas ivesia* by ensuring that the existing hydrology in the vicinity of plant populations not be changed in a way that would make it unsuitable for the continued viability of the existing population of this species. This mitigation measure also requires that the limits of the active construction area be clearly defined to protect against inadvertent damage to *Plumas ivesia* outside of the construction area and requires post-construction monitoring of remaining plant populations to ensure that habitat requirements are met for the continued viability of this species and to ensure that any disturbance to this species is addressed in a timely manner by a qualified botanist. Measures to address disturbance could include temporary or permanent fencing or other measures. This approach is consistent with the management approach currently implemented by the Forest Service, which manages grazing allotments and off-highway vehicle use in areas occupied by this species and maintains enclosure fences for certain high-risk populations where intensive disturbance is noted. Data reported in the Forest Service's Draft Conservation Assessment for *Ivesia sericoleuca* (2009), indicates there are at least 118,700 plants in 59 occurrence areas over approximately 1,345 acres in the project region. Surveys of the project site estimated that 196,000 *Plumas ivesia* plants occur in the vicinity of the trail corridor and that approximately 1,100, or about 0.56 percent of the estimated population in the vicinity, occur within the study corridor; of these it is estimated that fewer than 500 plants would be affected by the proposed project. Thus, the analysis in the EIR concluded that impacts to this species would be less than significant with implementation of the mitigation measures identified.

- AK-8** The comment describes the range of *Plumas ivesia* and states that it is fortunate that populations of this species in Martis Valley were not eliminated by ranching disturbance and offers the opinion that this species could have been more widespread in the area prior to ranching disturbance.

The comment does not specifically address the contents or analysis contained in the Draft EIR. As noted above, research conducted for the analysis of impacts to *Plumas ivesia* contained in Chapter 4 of the Draft EIR included reviewing Forest Service documentation regarding the distribution and known populations of *Plumas ivesia* in the region, as well as research regarding the current approach to management of

this species on lands managed by the Forest Service for grazing and recreational purposes. The Draft Conservation Assessment for *Ivesia sericocoleuca* (*Plumas ivesia*) prepared by the Zone Botanist for the Tahoe National Forest (2009) indicates that grazing is a potential threat to germination of seeds of this species, so the commenter's assertion regarding the distribution of this species prior to intensive grazing in the area is likely accurate.

- AK-9** The comment states that a paved trail through Martis Valley would be inconsistent with the characteristics of the Valley that so many people enjoy and requests that the area remain unchanged.

The comment does not specifically address the contents or analysis contained in the Draft EIR. The Draft EIR provides an analysis of the impacts that would result from implementation of the proposed trail project, including analyses of anticipated impacts associated with biological resources (Chapter 4), cultural resources (Chapter 5), hydrology and water quality (Chapter 6), transportation and circulation (Chapter 7), visual resources (Chapter 8), and recreation uses (Chapter 9). Mitigation measures are provided to avoid or minimize any significant impacts identified for each resource topic analyzed. No specific comment on the Draft EIR is provided and no response is needed.

- AK-10** The comment provides a discussion of California's unique biodiversity and rich and varied native plant life, particularly rare plant species, and their importance from a habitat and species conservation perspective.

The comment does not specifically address the contents or analysis contained in the Draft EIR. No response is necessary.

Katherine Waugh

From: Candy Robertson [dlpovey@aol.com]
Sent: Monday, June 11, 2012 4:21 PM
To: Mike Staudenmayer
Cc: Peter Robertson
Subject: Martis Valley Trail

Dear Mike,

We are homeowners at 151 Basque and strongly oppose the Valley Alignment for the Martis Valley Trail. The Valley Alignment would directly and negatively impact many homes at Northstar, including our own. We enjoy a peaceful, environmentally friendly setting and this would be taken away from us. The trail is far too close to the homes and the noise and use of the trail would take away from the tranquil setting that we have all enjoyed for years. We bought our homes believing that this space would be left in it's natural state for all to enjoy and respect. In addition, the trash that will be left behind by bikers and walkers will increase the presence of the bears - something we have all been working hard to prevent. Please support the Highway Trail which will have far less impact on our homes and the integrity Northstar.

Thank you.

Candace and Peter Robertson

RESPONSES TO COMMENT LETTER AL

Submitted by:

Candace and Peter Robertson

AL-1 The comment opposes the Valley Alignment because it is too close to homes in the Northstar community. The comment specifically indicates concern with noise from the trail.

No comment on the Draft EIR is provided. The noise effects of the proposed trail were evaluated in the Initial Study that was circulated with the Notice of Preparation for this EIR. This analysis found that "Use and maintenance of the trail would not generate substantial increases (temporary or permanent) in ambient noise levels in the vicinity."

An analysis of the proximity of each alignment to existing residences was conducted. As shown in the exhibits provided at the end of the Responses to Comment Letter H, this analysis found that the centerline of the Highway Alignment would be more than 250 feet from any existing residences, while the centerline of the Valley Alignment would be between 200 and 250 feet of a total of nine residences. The homes in closest proximity to the centerline of the Valley Alignment are located on Gold Bend and Conifer roads. The homes on Basque Road would be at least 600 feet from the centerline of the Valley Alignment.

AL-2 The comment suggests bikers and walkers will leave trash behind and the presence of bears will increase. The comment indicates support of the Highway Alignment because it will have a lesser effect on homes in the Northstar community.

Northstar Community Services District would be responsible for trail maintenance, including trash pick-up. Trash cans would be installed at all trailheads.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcisd.org]
Sent: Thursday, June 07, 2012 8:28 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: Martis Valley Bike Trail

Mike Staudenmayer

From: Helga Roghers [<mailto:hroghers@att.net>]
Sent: Wednesday, May 30, 2012 7:30 PM
To: Mike Staudenmayer
Subject: Martis Valley Bike Trail

I'm a Carnelian Bay resident and do use the Wildlife area to go for walks with my dog. It is a very serene area and we enjoy the tranquility of this nice little hike. A bike path going through it would simply destroy it.

AM-1

Why would anyone wish to put a road through land that is a designated "Wildlife area"?

Please reconsider your plan and if a bicycle path must be build it should follow the road and not dissect pristine land set aside for animals and hikers.

Thank you,
Helga Roghers
P.O.Box 898
Carnelian Bay, Ca. 96140



RESPONSES TO COMMENT LETTER AM

Submitted by:

Helga Roghers

AM-1 The comment describes the commentor's use of the existing trails and suggests the proposed project would destroy the serenity of the area. The comment indicates opposition to the proposed project, but preference for the Highway Alignment if the project does proceed.

No comment on the Draft EIR is provided. As stated on page 9-9 of the Draft EIR, the existing trails in Martis Valley are highly popular. On the same page, the Draft EIR states that the proposed project would replace approximately 1.15 miles of the existing unpaved trails with the proposed paved trail. Approximately 13.45 miles of the existing unpaved trails would be unaffected, preserving opportunities for trail users to select a less popular trail segment and continue to enjoy a peaceful trail experience. Forecasts of the volume of use that the proposed trail would receive are described on page 9-11 of the Draft EIR. These estimates show that there is expected to be approximately 200 to 400 trail users per day in short term conditions and up to 1,185 daily trail users in future conditions (year 2025). The future growth in trail use is related to assumed increases in regional development. This background population growth would contribute to increased trail usage regionally with or without construction of the proposed project. While the increase in trail usage resulting from the proposed project would be noticeable, trail congestion is anticipated to remain low. As concluded on page 9-12 of the Draft EIR, "Because access to the existing trails would be preserved and trail congestion would remain low, impacts related to trail congestion from increased trail usage that may be generated by use of the proposed Martis Valley Trail are considered less than significant."

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcisd.org]
Sent: Monday, June 25, 2012 1:55 PM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: The Highway Alignment

Mike Staudenmayer

From: Denise C. R. Santomero [<mailto:denise@rabbithill.net>]
Sent: Monday, June 25, 2012 1:34 PM
To: Mike Staudenmayer
Subject: The Highway Alignment

Makes the most sense to us.

As a resident on the golf course, this decision will have great impact on us and our property value.

AN-1

Denise and Camillo Santomero
204 Bitter Brush Way
Northstar

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RESPONSES TO COMMENT LETTER AN

Submitted by:

Denise and Camillo Santomero

AN-1 The comment indicates support for the Highway Alignment, especially considering the trail's effect on property values for residences adjacent to the golf course.

No comment on the Draft EIR is provided and no response is needed. The trail's effect on property values is an economic effect, not a physical environmental change. CEQA does not require that the EIR evaluate changes in property values or other economic effects. However, the effect of trails on property values are briefly discussed in Master Response 4.

Katherine Waugh

From: jim saylor [jim-pat@att.net]
Sent: Sunday, June 10, 2012 5:48 PM
To: Mike Staudenmayer
Subject: Martis Valley Trail

Hi Mike

Here are some comments about the proposed paved trail:

When most owners of homes in NORTHSTAR bought their home, they had access to plat maps of the area,. maps of the roads, location and shapes and elevation of lots. The owners were given a copy of the CC&Rs. Everyone knew in advance where the golf course and the ski area and the parking lots were located. There was not a mention anywhere of a paved trail connecting to Truckee and North Lake Tahoe coming through NORTHSTAR.

AO-1

The trail will invite thousands of strangers to come through NORTHSTAR at all times of the day and will cause a mess of discarded waste onto the yards of a few homeowners.

AO-2

A paved trail through NORTHSTAR will be disturbing to these few homeowners near the trail. It will lower home values, making a "no man's land" of certain areas and streets where homes will never sell. Imagine a Realtor showing a home to a prospective buyer and suddenly a bicycle race or a cross country foot race blasts by a few feet away.

AO-3

No sale, of course. What if the buyer does not see a disturbance like this, buys the home, and finds out about the mess later. Great for lawyers - the Realtor and seller and NORTHSTAR will all be sued.

Most of the homes in NORTHSTAR are second homes and are not occupied during most of the year. A horde of strangers coming through will have a few people who are looking for easy homes to burglarize and burn. Criminals like that would not be here unless invited by the trail.

AO-4

In the article in NORTHSTAR LIVING, a homeowner named DAVID BROWN was quoted as being for the trail. The proposed trail does not come near DAVID BROWN's home. A few years ago, SKI OPERATORS at NORTHSTAR's mountain proposed building a "cross country chair people mover" to move people from the parking lot to the Village. This proposed "improvement" was to be near BROWN's home. At that time he was quoted that it must not happen because it would "disturb" the homeowners. He fought it "tooth and nail" because his property was involved. Reroute the trail near BROWN's home and you will hear a different story from him.

AO-5

There is no reason why a few property owners should have this nightmare inflicted upon them when the trail could easily be rerouted around NORTHSTAR.

James and Patricia Saylor
728 Conifer
Northstar
530-562-1456
jim-pat@att.net

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RESPONSES TO COMMENT LETTER AO

Submitted by:

James and Patricia Saylor

AO-1 The comment indicates that disclosures provided to purchasers of property within Northstar about public improvements and other amenities did not include any information about the proposed trail.

No comment on the Draft EIR is provided and no response is needed.

AO-2 The comment suggests the trail will be used at all times of the day and that users will leave trash behind.

There would be no hours of operation for the proposed trail, however no lighting is proposed that could facilitate evening use. Refer to Response to Comment M-2 regarding projected trail usage within Northstar. Northstar Community Services District would be responsible for trail maintenance, including trash pick-up. Trash cans would be installed at all trailheads.

AO-3 The comment questions the affect the trail may have on value and resale of homes near the proposed trail.

The trail's effect on property values is an economic effect, not a physical environmental change. CEQA does not require that the EIR evaluate changes in property values or other economic effects. Please refer to Master Response 4.

AO-4 The comment indicates concerns regarding safety for residences in proximity to the trail.

Please refer to Master Response 4 which discusses security concerns for residences adjacent to or near trails. The studies referenced in that Master Response demonstrate that trails are not associated with increases in criminal activity.

AO-5 The comment discusses a previous project within Northstar and is not related to the EIR. The comment also suggests rerouting the trail to avoid Northstar.

Refer to Master Response 1 regarding the project processing and the opportunities for public input. Rerouting of the trail to avoid Northstar is not consistent with the Project Objectives provided on pages 2-4 and 2-5 and repeated on pages 3-12 and 3-13 in the Draft EIR. The selection of alternatives evaluated in the Draft EIR is described in Chapter 11 in the Draft EIR beginning on page 11-4.

Katherine Waugh

From: Max Stein [maxstein@sbcglobal.net]
Sent: Monday, June 11, 2012 10:16 PM
To: Mike Staudenmayer
Subject: Comments re Valley Alignment and Highway Alignment

Dear Mike,

We agree with the comments made by Richard Paterson concerning the above issues. We utilize the TMT on a regular basis and feel that changing the nature of the trail as proposed would indeed create a safety issue. | AP-1
In addition, construction of a paved bicycle pathway in the form of the Valley Alignment would negatively impact the aesthetic appearance of the TMT walking trails. | AP-2

Thanks for all of your hard work.

Max and Krista Stein
308 Skidder Trail

RESPONSES TO COMMENT LETTER AP

Submitted by:

Max and Krista Stein

AP-1 The commentors state their agreement with the comment letter from the Northstar Property Owners Association (NPOA), signed by NPOA President Richard Paterson. The comment also states that changing the nature of the existing Tomkins Memorial Trail would create safety problems.

The NPOA letter is included and responded to in this Final EIR as Comment Letter H. Please refer to Master Response 3 regarding safety of multiple-use trails. As evaluated on pages 9-9 through 9-16, it is not expected that the proposed project would significantly detract from existing recreational experiences or create a significant risk of injury due to the multiple-use nature of the proposed trail.

Most of the existing unpaved trails in the valley would not be affected by the project. As noted on page 9-9 of the Draft EIR, either alignment would convert approximately 1.15 miles of existing unpaved trails to paved sections, leaving 13.45 miles of unpaved trails within the Tomkins Memorial Trail system.

AP-2 The comment states that the Valley Alignment would negatively impact the aesthetics of the Tomkins Memorial Trails.

The visual impacts of each potential alignment are evaluated in chapter 8 of the Draft EIR. The analysis includes consideration of the ways in which each alignment could affect existing views of the valley from nearby roadways, from the Wildlife Viewing Area parking lot, and from nearby residences. This comment does not identify any deficiencies or errors in the Draft EIR analysis of visual impacts.

Katherine Waugh

From: PATRICIA VERISSIMO [hpveris@gmail.com]
Sent: Monday, June 11, 2012 5:21 PM
To: Mike Staudenmayer
Subject: Bike Trail

Hello Mike,

We feel that there needs to be a safe place for our grandchildren to ride their bikes.

Please see that there is a qualified unbiased committee to study the project and then propose it to the homeowners for their approval.

AQ-1

Let's keep our children safe.

Sincerely,

Hank and Pat Verissimo
224 Basque Drive

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RESPONSES TO COMMENT LETTER AQ

Submitted by:

Hank and Pat Verissimo

AQ-1 The comment indicates a need for a place for children to safely ride bicycles and suggests that a committee should study the project and present a proposed trail project to Northstar homeowners for their approval.

No comment on the content of the Draft EIR is provided. The comment addresses the process by which the trail project would be designed and approved. The overall project process is discussed in Master Response 1.

June 3, 2012

To: Mike Staudenmayer, General Manager

Northstar CSD

908 Northstar Drive

Northstar Drive, CA 96161

mike@northstarcsd.org

Dear Mr Staudenmayer,

Thank you for the opportunity to comment on the DEIR for the Martis Valley Trail. My concerns relate to the impact on biological resources in the proposed trail area. Construction and maintenance of the proposed trail, regardless of the alignment selected, should address the potential of the project to introduce and/or spread invasive terrestrial weeds. An invasive species is defined by Federal Executive Order 13112 as a non-native species whose introduction does or is likely to cause economic harm or harm to human health. These plants can alter native ecosystems, with potential detrimental implications for wildlife communities, fire regimes, water flow and nutrient cycling.¹ Control of invasive weeds is very expensive to California taxpayers. Preventing the establishment of invasive weeds is the most economical approach.

AR-1

Northstar CSD has endeavored to address the problem of invasive weeds. As part of that effort, I have helped survey much of the area in Northstar for invasive weeds. Although my survey has not been exhaustive, it has identified the presence of California Dept. of Agriculture listed Class A, B, and C noxious weeds at Northstar. Noxious weeds found include Musk Thistle (*Carduus nutans*), Bull Thistle (*Cirsium vulgare*), Canada Thistle (*Cirsium arvense*), Spotted Knapweed (*Centaurea maculosa*), Hoary Cress (*Cardaria draba*), Perennial Pepperweed (*Lepidium latifolium*), Dyer's Woad (*Isatis tinctoria*) and Klamathweed (*Hypericum perforatum*). In addition, other invasive weeds not listed by CDFA as noxious are present. Poison hemlock (*Conium maculatum*), Cheatgrass (*Bromus tectorum*) and Oxeye daisy (*Leucanthemum vulgare*) are common in the area.

AR-2

¹ Preventing the Spread of Invasive Plants: Best Management Practices for Transportation and Utility Corridors, p. 1.

Comment Letter on DEIR for the Martis Valley Trail

Addressee: Mike Staudenmeyer, General Manager, Northstar CSD

Commenter: Kathy Welch, Northstar Resident

I am concerned that I found in the DEIR neither acknowledgement of the problem of invasive weeds in the area, nor specific remedies for the prevention and/or control of invasive weeds resulting from the proposed project.

AR-3

For example, the DEIR calls for establishing staging areas:

“Construction Staging Areas

As discussed in **CHAPTER 3 PROJECT DESCRIPTION**, staging areas for construction activities have not been defined and may be located outside the study corridor for the selected trail alignment. As required in *Mitigation Measure 4.2b*, staging areas would be located in areas that have been previously disturbed and do not include any riparian habitat or other sensitive natural community. This would ensure that use of construction staging areas would not result in any impacts to sensitive habitats”

AR-4

Note: The surveys should also include presence of invasive weed species in the staging areas.

There are several mitigation measures in the DEIR which do not address the problem of invasive weeds. For example:

Mitigation Measure 4.1b: Prior to commencement of any construction activities, including site clearing and/or grading, Northstar CSD shall retain a qualified botanist to conduct floristic rare plant surveys within wetland, riparian, and stream habitats that would be affected by project construction. These surveys shall be carried out during appropriate blooming periods of special-status species with potential to occur onsite. Should any individual special-status plant species be located, the applicant shall retain a qualified botanist to develop and implement a management plan. Appropriate measures could include transplanting, soil/seed salvage and avoidance.

AR-5

Note: The surveys should also include locations of invasive weed species.

Mitigation Measure 4.1e: All aquatic habitat and wetland areas disturbed by construction activities shall be restored/revegetated to pre-project conditions or as required by the terms and conditions of permits obtained from the USACE, CDFG, or Lahontan RWQCB.

AR-6

Note: Revegetated areas should be monitored for invasive weed species for at least 3 years, preferably 5 years.

Mitigation Measure 6.1b: Northstar CSD shall prepare a SWPPP and obtain coverage under the SWRC’s NPDES General Permit for Storm Water Discharges Associated with Construction Activities. The project applicant shall provide to Placer County ESD evidence of a state-issued WDID number or filing of a Notice of Intent and fees prior to issuance of a grading permit/approval of a grading or improvement plan. The SWPPP and project Grading or Improvement Plans shall identify specific construction BMPs for all components

AR-7

Comment Letter on DEIR for the Martis Valley Trail

2

Addressee: Mike Staudenmeyer, General Manager, Northstar CSD

Commenter: Kathy Welch, Northstar Resident

of the construction project, including equipment and material staging areas. For each BMP, the SWPPP shall identify provisions for design, implementation, management and monitoring. BMPs are expected to include the following or equally effective measures: A. Fiberwattles, siltfences, and/or waterbars; B. Sediment basins; C. Mulching of disturbed soil areas; D. Channellinings and drainage inlet protection; E. Staging areas perimeter barriers; F. Temporary stabilized construction entrances; G. Covering exposed materials stockpiles; and H. Leak or spill response plans.

AR-7

Mitigation Measure 6.1c: Permanent BMPs shall be identified in the SWPPP and included on project Grading or Improvement Plans which are subject to approval by Placer County. BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff. Flow or volume based post-construction BMPs shall be designed at a minimum in accordance with the Placer County Guidance Document for Volume and Flow-Based Sizing of Permanent Post-Construction Best Management Practices for Stormwater Quality Protection. Post-construction BMPs for the project may include, but are not limited to: rock slope protection, vegetated swales, rain gardens, detention basins, rock energy dissipaters, vegetation of disturbed soil areas. Northstar CSD shall provide monitoring, irrigation where necessary, and remedial actions to ensure that vegetation in vegetated swales, rain gardens, and revegetated disturbed areas becomes established within three years following construction. All BMPs shall be maintained as required to insure effectiveness. Northstar CSD shall maintain records providing proof of on-going maintenance.

(cont.)

None of the above-referenced mitigation measures addresses the problem of invasive weeds. To assist in minimizing the spread of invasive weeds, the California Invasive Plant Council has developed manuals for managing the spread of invasive weeds in transportation corridors such as the one currently under consideration. They are available on-line: <http://www.cal-ipc.org/ip/prevention/landmanagers.php> and <http://www.cal-ipc.org/ip/prevention/tuc.php>. In the manuals are checklists which I've included as an appendix to this letter. Please amend the mitigation measures in the DEIR accordingly. In particular, I request that you implement these checklists in your Request for Proposals for construction, during construction and during subsequent maintenance efforts. The Request for Proposal for the Martis Valley Trail work should specify these practices so that contractors are aware of expectations.

Experts recommend that monitoring for invasive weeds continue for at least 3 years after a particular weed is thought to be eradicated from a site, and preferably for 5 years. Because this trail will be used as a transportation corridor, connecting parts of the region that would not ordinarily be connected, it is probably necessary to monitor on an on-going basis for as long as the trail exists. It is normal for invasive weeds to be transported on bike wheels, etc. The shoulder of the trail will be difficult to revegetate, and will be a continuously "disturbed" site, a prime site for introduction of invasive weeds.

AR-8

Comment Letter on DEIR for the Martis Valley Trail

Addressee: Mike Staudenmeyer, General Manager, Northstar CSD

Commenter: Kathy Welch, Northstar Resident

In walking the Truckee River Legacy Trail, I have spotted Class A, B and C noxious weeds along the trail. This trail has not been monitored and serves as an example of what will happen if a trail is not monitored for invasive weeds, and if appropriate control measures are not taken to eradicate the weeds once spotted.

AR-9

A trail such as the Martis Valley Trail is an ambitious project that requires enormous attention to detail in construction, revegetation and monitoring to prevent the introduction of invasive weeds that could permanently alter the ecosystems that it traverses. I urge you to incorporate the measures suggested by the California Invasive Plant Council as BMPs and Mitigation Measures for the Trail.

AR-10

Respectfully submitted,

Kathy Welch

1707 Grouse Ridge

Northstar

Appendix to Welch Comment Letter on DEIR for Martis Valley Trail:

BMP Checklists recommended by California Invasive Plant Council:

- Checklist A: Routine Maintenance and Facility Inspection
- Checklist B: Routine Vegetation Maintenance
- Checklist C
 - C1: New Project by Activity: Planning
 - C2: New Project by Activity: Vegetation Management
 - C3: New Project by Activity: Soil Disturbance
 - C4: New Project by Activity: Revegetation & Landscaping
- Checklist D
 - D1: New Project by Phase: Planning
 - D2: New Project by Phase: Pre-Activity
 - D3: New Project by Phase: Activity
 - D4: New Project by Phase: Post Activity
- Checklist E: Inspection & Cleaning

Checklist A: Routine Maintenance and Facility Inspection

SMP#	BMP Statements						Comments
		Management	Project Management	Supervision	Check	Completed	
RM1	Identify prevention priorities with resource, facility, or corridor managers prior to starting work.						
RM6	Develop brush control policy along access roads to minimize the introduction and spread of invasive plants.	-	-	-			
GN1	Provide prevention training and appropriate invasive plant identification resources to staff and contractors prior to starting work.	-	-	-			
RM5	Carry portable cleaning tools that can be used without water.	-	-	-			
RM3	Identify travel direction and cleaning locations prior to starting work.	-	-	-			
RM2	Document invasive plant findings and communicate to resource or facility managers.	-	-	-			
RM4	Designate lay-down and staging areas outside of infested areas prior to starting work.	-	-	-			
GN4	Designate specific areas for cleaning tools, vehicles, equipment, clothing and gear.	-	-	-			
GN5	Designate waste disposal areas for invasive plant materials and contain invasive plant materials during transport.	-	-	-			
RM7	Minimize soil disturbance when maintaining access roads.	-	-	-			
GN7	Clean tools, equipment, vehicles and animals to remove soil, seeds and plant parts before transporting materials and before entering and leaving worksites.	-	-	-			
GN8	Clean clothing, footwear and gear to remove soil, seeds and plant parts before leaving infested areas.	-	-	-			
RM8	Maintain facility site to limit the introduction and spread of invasive plants.	-	-	-			

"APPENDIX A: ROUTINE MAINTENANCE AND FACILITY INSPECTION" | 10

Key to BMP Chapter Acronymns

GN General BMPs, Chapter 1, page 9
MM Materials Management, Chapter 3 , page 21
PL Planning, Chapter 2 , page 17
RL Revegetation and Landscaping, Chapter 6 , page 31
RM Routine Maintenance, Chapter 7 , page 35
SD Soil Disturbance, Chapter 5 , page 29
VM Vegetation Management, Chapter 4 , page 25

Checklist B: Routine Vegetation Maintenance

BMP #	BMP Statements	Management	Project Management	Supervision	Crews	Completed	Comments
VM1	Schedule vegetation management activities to maximize the effectiveness of control efforts and minimize introduction and spread of invasive plants.	-	-	-			
RM1	Identify prevention priorities with resource, facility, or corridor managers prior to starting work.	-	-	-			
VM2	Develop a mowing policy to minimize the introduction and spread of invasive plants.	-	-				
RM6	Develop brush control policy along access roads to minimize the introduction and spread of invasive plants.	-					
GN1	Provide prevention training and appropriate invasive plant identification resources to staff and contractors prior to starting work.						
RM5	Carry portable cleaning tools that can be used without water.						
GN6	Plan travel routes to avoid areas infested with invasive plants.						
RM3	Identify travel direction and cleaning locations prior to starting work.						
RM2	Document invasive plant findings and communicate to resource or facility managers.						
RM4	Designate lay-down and staging areas outside of infested areas prior to starting work.						
GN4	Designate specific areas for cleaning tools, vehicles, equipment, clothing and gear.						
GN5	Designate waste disposal areas for invasive plant materials and contain invasive plant materials during transport.						
GN7	Clean tools, equipment, vehicles and animals to remove soil, seeds and plant parts before transporting materials and before entering and leaving worksites.						

42 | "Vegetation Management Plan" "Vegetation Management Plan" "Vegetation Management Plan" "Vegetation Management Plan" "Vegetation Management Plan"

Checklist B: Routine Vegetation Maintenance *(continued)*

BMP #	BMP Statements	Management					Completed	Comments
		Management	Project Management	Supervisors	Crew			
VM4	Keep livestock and support animals clean.							
GN8	Clean clothing, footwear and gear to remove soil, seeds and plant parts before leaving infested areas.	-	-	-				-
VM3	Retain existing desirable vegetation and canopy where possible.	-	-	-				-
VM5	Render invasive plant material nonviable when disposing of materials on-site.	-	-	-				-
RM8	Maintain facility site to limit the introduction and spread of invasive plants.	-	-	-				-

Key to BMP Chapter Acronymns

- GN General BMPs, Chapter 1, page 9
- MM Materials Management, Chapter 3, page 21
- PL Planning, Chapter 2, page 17
- RL Revegetation and Landscaping, Chapter 6, page 31
- RM Routine Maintenance, Chapter 7, page 35
- SD Soil Disturbance, Chapter 5, page 29
- VM Vegetation Management, Chapter 4, page 25

Checklist C1: New Project By Activity: Planning

BMP #	BMP Statements						Comments
		Management	Project Management	Supervisors	Crews	Completed	
PL1	Adopt official project or maintenance activity policy to prevent invasive plant spread.						
PL2	Include invasive plant risk evaluation as a component of initial project planning and environmental analysis.	-	-	-			
PL3	Integrate invasive plant prevention BMPs into design, construction, vegetation management and maintenance planning activities.	-	-	-			
PL4	Integrate invasive plant prevention BMPs and monitoring methods into environmental awareness training for staff, contractors and volunteers.						
PL5	Coordinate invasive plant prevention efforts with adjacent property owners, regional weed management groups, and local agencies.	-	-	-			
PL6	In the initial stage of planning, conduct site assessment for invasive plant infestations and incorporate findings into a GIS database and project drawings or maps.	-	-	-			
RL1	Develop revegetation and landscaping plans that optimize resistance to invasive plant establishment.						
MM1	Use a weed-free source for project materials.	-	-	-			
GN4	Designate specific areas for cleaning tools, vehicles, equipment, clothing and gear.	-	-	-			
GN5	Designate waste disposal areas for invasive plant materials and contain invasive plant materials during transport.						
GN3	Schedule activities to minimize potential for introduction and spread of invasive plants.						
PL7	Develop monitoring plans to evaluate effectiveness of BMP implementation.						

Checklist C2: New Project By Activity: Vegetation Management

BMP #	BMP Statements	Project Management					Comments
		Manager for	Project	Management	Supervisor	Completed	
GN1	Provide prevention training and appropriate invasive plant identification resources to staff and contractors prior to starting work.	-	-	-	-	-	-
GN2	Scout for invasive plants and evaluate risks before activities begin.	-	-	-	-	-	-
VM1	Schedule vegetation management activities to maximize the effectiveness of control efforts and minimize introduction and spread of invasive plants.	-	-	-	-	-	-
VM2	Develop a mowing policy to minimize the introduction and spread of invasive plants.	-	-	-	-	-	-
GN4	Designate specific areas for cleaning tools, vehicles, equipment, clothing and gear.	-	-	-	-	-	-
GN5	Designate waste disposal areas for invasive plant materials and contain invasive plant materials during transport.	-	-	-	-	-	-
GN6	Plan travel routes to avoid areas infested with invasive plants.	-	-	-	-	-	-
GN7	Clean tools, equipment, vehicles and animals to remove soil, seeds and plant parts before transporting materials and before entering and leaving worksites.	-	-	-	-	-	-
VM4	Keep livestock and support animals clean.	-	-	-	-	-	-
GN8	Clean clothing, footwear and gear to remove soil, seeds and plant parts before leaving infested areas.	-	-	-	-	-	-
GN9	Prepare worksites to limit the introduction and spread of invasive plants.	-	-	-	-	-	-
VM3	Retain existing desirable vegetation and canopy where possible.	-	-	-	-	-	-
VM5	Render invasive plant material nonviable when disposing of materials on-site.	-	-	-	-	-	-
GN11	After activities, monitor worksites for invasive plants.	-	-	-	-	-	-
PL7	Evaluate effectiveness of BMP implementation.	-	-	-	-	-	-

FROM THE PLANT IDENTIFICATION TRAINING FOR THE BERNARD J. TUBBS | 45

Checklist C3: New Project By Activity: Soil Disturbance

BMP #	BMP Statements	Who is responsible for implementing this BMP?					Comments
		Management	Project Management	Supervisors	Crews	Completed	
GN1	Provide prevention training and appropriate invasive plant identification resources to staff and contractors prior to starting work.						-
GN2	Scout for invasive plants and evaluate risks before activities begin.	-	-	-			-
GN3	Schedule activities to minimize potential for introduction and spread of invasive plants.	-	-	-			-
GN4	Designate specific areas for cleaning tools, vehicles, equipment, clothing and gear before starting work.	-	-	-			-
GN5	Designate waste disposal areas for invasive plant materials and contain invasive plant materials during transport.	-	-	-			-
GN6	Plan travel routes to avoid areas infested with invasive plants.	-	-	-			-
GN7	Clean tools, equipment, vehicles and animals to remove soil, seeds and plant parts before transporting materials and before entering and leaving worksites.	-	-	-			-
GN8	Clean clothing, footwear and gear to remove soil, seeds and plant parts before leaving infested areas.	-	-	-			-
GN9	Prepare worksites to limit the introduction and spread of invasive plants.	-	-	-			-
MM1	Use a weed-free source for project materials.	-	-	-			-
MM2	Prevent invasive plant contamination of project materials when stockpiling and during transport.	-	-	-			-
SD1	Minimize soil disturbance and transport during project implementation.	-	-	-			-
SD2	Implement erosion control practices.	-	-	-			-
SD3	Manage existing topsoil and duff material.	-	-	-			-
VM5	Render invasive plant material nonviable when disposing of materials on-site.	-	-	-			-
GN11	After activities, monitor worksites for invasive plants.	-	-	-			-
PL7	Evaluate effectiveness of BMP implementation.						-

36 | PROJECTS THAT DISTURB SOIL OR PLANT COVER ARE RESPONSIBLE FOR PREVENTING AND CONTROLLING INVASIVE PLANTS

Checklist C4: New Project By Activity: Revegetation & Landscaping

BMP #	BMP Statements						Comments
		Management	Project Management	Supervisor	Core	Completed	
GN1	Provide prevention training and appropriate invasive plant identification resources to staff and contractors prior to starting work.	-	-	-			-
GN2	Scout for invasive plants and evaluate risks before activities begin.	-	-	-			-
RL1	Develop revegetation and landscaping plans that optimize resistance to invasive plant establishment.	-	-	-			-
GN3	Schedule activities to minimize potential for introduction and spread of invasive plants.	-	-	-			-
GN4	Designate specific areas for cleaning tools, vehicles, equipment, clothing and gear.	-	-	-			-
GN5	Designate waste disposal areas for invasive plant materials and contain invasive plant materials during transport.	-	-	-			-
GN6	Plan travel routes to avoid areas infested with invasive plants.	-	-	-			-
GN7	Clean tools, equipment, vehicles and animals to remove soil, seeds and plant parts before transporting materials and before entering and leaving worksites.	-	-	-			-
GN8	Clean clothing, footwear and gear to remove soil, seeds and plant parts before leaving infested areas.	-	-	-			-
GN9	Prepare worksite to limit the introduction and spread of invasive plants.	-	-	-			-
VM3	Retain desirable vegetation and canopy where possible to increase competition for invasive plants.	-	-	-			-
MM1	Use a weed-free source for project materials.	-	-	-			-
MM2	Prevent invasive plant contamination of project materials when stockpiling and during transport.	-	-	-			-
RL2	Acquire plant materials locally. Inspect delivered plants to ensure plant labels match specifications prior to planting.	-	-	-			-
GN10	Minimize soil and vegetation disturbance.	-	-	-			-
RL3	Revegetate and/or mulch disturbed soils as soon as possible.	-	-	-			-
GN11	After activities, monitor worksites for invasive plants.	-	-	-			-
PL7	Evaluate effectiveness of BMP implementation.	-	-	-			-

Appendix to Comment Letter submitted by Kathy Welch to Mike Staudenmayer, regarding Martis Valley Trail DEIR. June 3, 2012

Key to BMP Chapter Acronymns

GN General BMPs, Chapter 1, page 9
MM Materials Management, Chapter 3 , page 21
PL Planring, Chapter 2 , page 17
RL Revegetation and Landscaping, Chapter 6 , page 31
RM Routine Maintenance, Chapter 7 , page 35
SD Soil Disturbance, Chapter 5 , page 29
VM Vegetation Management, Chapter 4 , page 25

Checklist D1: New Project By Phase: Planning

BMP #	BMP Statements	Management	Project Management	Supervisors	Crews	Completed	Comments
PL1	Adopt official project or maintenance activity policy to prevent invasive plant spread.						
PL2	Include invasive plant risk evaluation as a component of initial project planning and environmental analysis.	-	-				
PL3	Integrate invasive plant prevention BMPs into design, construction, vegetation management and maintenance planning activities.	-	-				
PL4	Integrate invasive plant prevention BMPs and monitoring methods into environmental awareness training for staff, contractors and volunteers.	-	-				
PL5	Coordinate invasive plant prevention efforts with adjacent property owners, regional weed management groups, and local agencies.	-	-				
PL6	In the initial stage of planning, conduct site assessment for invasive plant infestations and incorporate findings into a GIS database and project drawings or maps.	-	-				
RL1	Develop revegetation and landscaping plans that optimize resistance to invasive plant establishment.	-	-				
MM1	Use a weed-free source for project materials.	-	-				
GN4	Designate specific areas for cleaning tools, vehicles, equipment, clothing and gear.	-	-				
GN5	Designate waste disposal areas for invasive plant materials and contain invasive plant materials during transport.	-	-				
GN3	Schedule activities to minimize potential for introduction and spread of invasive plants.	-	-				
PL7	Develop monitoring plans to evaluate effectiveness of BMP implementation.	-	-				

36 | ONLY TAKE WHAT YOU NEED FROM THE WEED MANAGEMENT PLAN OF BEST PRACTICES AND ADAPT IT TO YOURS

Checklist D2: New Project By Phase: Pre-Activity

BMP #	BMP Statements	Management	Project Management	Access Control	Training	Completed	Comments
GN1	Provide prevention training and appropriate invasive plant identification resources to staff and contractors prior to starting work.	-	-	-			
GN2	Scout for invasive plant infestations and evaluate risks before activities begin.	-	-	-			
MM1	Use a weed-free source for project materials.	-	-	-			
MM2	Prevent invasive plant contamination of project materials when stockpiling and during transport.						
GN3	Schedule activities to minimize potential for introduction and spread of invasive plants.	-	-	-			
GN4	Designate specific areas for cleaning tools, vehicles, equipment, clothing and gear.						
GN5	Designate waste disposal areas for invasive plant materials and contain invasive plant materials during transport.	-	-	-			
GN6	Plan travel routes to avoid areas infested with invasive plants.	-	-	-			
GN7	Clean tools, equipment, vehicles and animals to remove soil, seeds and plant parts before transporting materials and before entering and leaving worksites.	-	-	-			
GN8	Clean clothing, footwear and gear to remove soil, seeds and plant parts before leaving infested areas.						
GN9	Prepare worksites to limit the introduction and spread of invasive plants.						

Checklist D3: New Project By Phase: Activity

SMP #	SMP Statements	SMP Implementation Status					Comments
		Management	Project Management	Supervision	Crew	Completed	
Vegetation Management							
VM1	Schedule vegetation management activities to maximize the effectiveness of control efforts and minimize introduction and spread of invasive plants.	-	-	-			
VM2	Develop a mowing policy to minimize the introduction and spread of invasive plants.	-	-	-			
VM3	Retain existing desirable vegetation and canopy where possible.	-	-	-			
GN10	Minimize soil and vegetation disturbance.	-	-	-			
VM4	Keep livestock and support animals clean.	-	-	-			
GN5	Designate waste disposal areas for invasive plant materials and contain invasive plant materials during transport.	-	-	-			
VM5	Render invasive plant material nonviable when disposing of materials on-site.	-	-	-			
Soil Disturbance							
SD1	Minimize soil disturbance and transport during ground disturbance activities.	-	-	-			
MM1	Use a weed-free source for project materials.	-	-	-			
SD2	Implement erosion control practices.	-	-	-			
SD3	Manage existing topsoil and duff material.	-	-	-			
MM2	Prevent invasive plant contamination of project materials when stockpiling and during transport.	-	-	-			
Revegetation & Landscaping							
RL1	Develop revegetation and landscaping plans that optimize resistance to invasive plant establishment.	-	-	-			
VM3	Retain existing desirable vegetation and canopy where possible.	-	-	-			
MM1	Use a weed-free source for project materials.	-	-	-			
MM2	Prevent invasive plant contamination of project materials when stockpiling and during transport.	-	-	-			
RL2	Acquire plant materials locally. Inspect delivered plants to ensure plant labels match specifications prior to planting.	-	-	-			
GN10	Minimize soil and vegetation disturbance.	-	-	-			
RL3	Revegetate and/or mulch disturbed soils as soon as possible.	-	-	-			

20 | APPENDIX D-4: NEW PROJECT BY PHASE: ACTIVITY CHECKLIST (CHECKS FOR THE PROJECT TEAM TO COMPLETE)

Checklist D4: New Project By Phase: Post Activity							
BMP#	BMP Statements	Management	Planning	Revegetation	Routine Maintenance	Soil Disturbance	Vegetation Management
Completed							
Comments							
Monitoring							
GN11	After activities, monitor worksites for invasive plants.						
PL7	Evaluate effectiveness of BMP implementation.						

Key to BMP Chapter Acronymns

- GN – General BMPs, Chapter 1, page 9
- MM – Materials Management, Chapter 3, page 21
- PL – Planning, Chapter 2, page 17
- RL – Revegetation and Landscaping, Chapter 6, page 31
- RM – Routine Maintenance, Chapter 7, page 35
- SD – Soil Disturbance, Chapter 5, page 29
- VM – Vegetation Management, Chapter 4, page 25

Checklist E: Inspection & Cleaning

Clothing and Gear:

Check for soil, seeds, and plant material	Inspected	Cleaned
1. Hats	-	-
2. Hoods	-	-
3. Collars and cuffs	-	-
4. Clothing folds or flaps	-	-
5. Ventilation openings	-	-
6. Pockets	-	-
7. Zippers	-	-
8. Straps or Velcro grips	-	-
9. Belts or buckles	-	-
10. Buttons, fasteners, and rivets	-	-
11. Laces or ties	-	-
12. Gloves	-	-
13. Pant cuffs	-	-
14. Socks	-	-

Boots or Shoes:

Check for soil, seeds, and plant material	Inspected	Cleaned
1. Shoelaces or ties	-	-
2. Straps or Velcro grips	-	-
3. Shoe tongues	-	-
4. Insoles	-	-

Hand and Power Tools:

Check for soil, seeds, and plant material	Inspected	Cleaned
1. Chainsaw chain and body	-	-
2. Hand saw blades	-	-
3. Mower deck and blades	-	-
4. Wood cutter blades and guard	-	-
5. Creepers on all other tools	-	-

Checklist E: Inspection & Cleaning *(continued)*

Large Equipment and Vehicles:

Check for soil, seeds, and plant material	Inspected	Cleaned
1. Truck bed	-	-
2. Exhaust systems	-	-
3. Vent openings	-	-
4. Grills front and back	-	-
5. Foy under radiator	-	-
6. Top of transmission	-	-
7. Stabilizer bar	-	-
8. Shock absorber joint with axles	-	-
9. Front and rear axles	-	-
10. Top of front suspension units	-	-
11. Wheel multi-quarter panels	-	-
12. Ledges under bumper (front and rear)	-	-
13. Tire rims and treads	-	-
14. Between rear wheel brake drums and the rim of the wheel	-	-
15. At the bend in the fuel inlet tube	-	-
16. Spare tire and mounting area	-	-
17. Under the floor mat (inside cab)	-	-
18. Under the seat (inside cab)	-	-
19. Upholstery (inside cab)	-	-
20. Beneath foot pedals (inside cab)	-	-
21. Gear shift cover folds (inside cab)	-	-

Livestock and Support Animals:

Check for soil, seeds, and plant material	Inspected	Cleaned
1. Underbelly	-	-
2. Legs	-	-
3. Hooves	-	-
4. Coat or wool	-	-
5. Ears	-	-
6. Tack (saddles, blankets, panniers, etc.)	-	-

Key to BMP Chapter Acronymns

GN General BMPs, Chapter 1, page 9
MM Material Management, Chapter 3 , page 21
PL Planning, Chapter 2 , page 17
RL Revegetation and Landscaping, Chapter 6 , page 31
RM Routine Maintenance, Chapter 7 , page 35
SD Soil Disturbance, Chapter 5 , page 29
VM Vegetation Managment, Chapter 4 , page 25

RESPONSES TO COMMENT LETTER AR

Submitted by:

Kathy Welch

AR-1 The comment expresses concern related to biological resources, in particular the effects of invasive terrestrial weeds due to construction and maintenance of the trail. The comment further defines and explains the harm from invasive weeds and that control mechanisms can be the most cost-effective methods to reduce impacts to native ecosystems.

No comments on the content of the EIR are provided and no response is necessary.

AR-2 The comment describes efforts by the Northstar Community Services District and the commentor to address the problem of invasive weeds and also the noxious weeds found in the region.

No comments on the content of the EIR are provided and no response is necessary.

AR-3 The comment indicates that the Draft EIR does not acknowledge nor address the problems or remedies associated with invasive weeds.

Refer to Response to Comment F-2 describing the additions to Draft EIR text on page 4-2 at the end of the Regional Setting section regarding efforts to control invasive plant species in the project region. The new text identifies the project site as being within the Cal-IPC Nevada/Placer Weed Management Area and summarizes environmental concerns and conditions related to invasive plant species in the region.

AR-4 The comment provides a paragraph from the Draft EIR describing biological mitigation measures related to construction areas and notes that surveys should include presence of invasive weeds.

Refer to Response to Comment F-2 describing the addition to text on page 4-19 of the Draft EIR and the inclusion of invasive plant surveys for construction staging areas in Mitigation Measure 4.1b.

AR-5 The comment indicates that several mitigation measures, specifically Mitigation Measure 4.1b, in the Draft EIR do not but should include location of invasive weed species.

Refer to Responses to Comments F-2 and AR-4.

AR-6 The comment cites Mitigation Measure 4.1e and that revegetated area should be monitored for at least 3 years.

Mitigation Measure 4.1e on page 4-35 of the Draft EIR has been modified as follows:

Mitigation Measure 4.1e: All aquatic habitat and wetland areas disturbed by construction activities shall be restored/revegetated to pre-project conditions or as required by the terms and conditions of permits obtained from the USACE, CDFG, or Lahontan RWQCB. Revegetated areas shall be monitored for invasive weed species for a minimum of 3 years.

AR-7 The comment recites Mitigation Measures 6.1b and 6.1c and requests that these measures address invasive weed species by incorporating checklists prepared by the California Invasive Plant Council in construction and maintenance plans.

As noted in Response to Comment F-2, Mitigation Measure 4.1b requires that implementation of the Martis Valley Trail will include surveys for invasive weed species and establishment of a management plan to prevent spread of such species. This measure also requires all Requests for Proposals for future construction will be required to include the provisions of these management plans.

Mitigation Measure 6.1b on page 6-16 of the Draft EIR has been modified as follows:

Mitigation Measure 6.1b: Northstar CSD shall prepare a SWPPP and obtain coverage under the SWRCB's NPDES General Permit for Storm Water Discharges Associated with Construction Activities. The project applicant shall provide to Placer County ESD evidence of a state-issued WDID number or filing of a Notice of Intent and fees prior to issuance of a grading permit/approval of a grading or improvement plan. The SWPPP and project Grading or Improvement Plans shall identify specific construction BMPs for all components of the construction project, including equipment and material staging areas. Any Request for Proposals for future construction phases shall include applicable BMP checklists recommended by the California Invasive Plant Council. For each BMP, the SWPPP shall identify provisions for design, implementation, management and monitoring. BMPs are expected to include the following or equally effective measures:

- A. Fiber wattles, silt fences, and or water bars;
- B. Sediment basins;
- C. Mulching of disturbed soil areas;
- D. Channel linings and drainage inlet protection;
- E. Staging areas perimeter barriers;
- F. Temporary stabilized construction entrances;
- G. Covering exposed materials stockpiles; and
- H. Leak or spill response plans.

Mitigation Measure 6.1c on page 6-16 of the Draft EIR has been modified as follows:

Mitigation Measure 6.1c: Permanent BMPs shall be identified in the SWPPP and included on project Grading or Improvement Plans which are subject to approval by Placer County. BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff. Flow or volume based post-construction BMPs shall be designed at a minimum in accordance with the Placer County Guidance Document for Volume and Flow-Based Sizing of Permanent Post-Construction Best Management Practices for Stormwater Quality Protection. Post-construction BMPs for the project may include, but are not limited to: rock slope protection, vegetated swales, rain gardens, detention basins, rock energy dissipaters, vegetation of disturbed soil areas. Northstar CSD shall provide monitoring, irrigation where necessary, and remedial actions to ensure that vegetation in vegetated swales, rain gardens, and revegetated disturbed areas becomes established within three years following construction. All BMPs, including those required to prevent the spread of invasive weed species, shall be maintained as required to insure effectiveness. Northstar CSD shall maintain records providing proof of on-going maintenance.

AR-8 The comment cites recommended monitoring standards for invasive weeds and states that because bicycles could transport weeds on wheels and that the trail shoulder will be continuously disturbed monitoring of the trail for invasive weeds should be ongoing.

Refer to Response to Comment AR-7 regarding ongoing maintenance of BMPs including those for prevention of the spread of invasive weed species.

AR-9 The commentor has observed Class A, B and C weeds along the Truckee River Legacy Trail and cites this as an example of what could happen if the Martis Valley Trail is not monitored an appropriate measures taken to eradicate weeds, if discovered.

No comments on the content of the EIR are provided and no response is necessary.

AR-10 The comment describes the project needing to include measures in construction, revegetation and monitoring to prevent the introduction of invasive weeds and urges the incorporation of the suggested California Invasive Plant Council's Best Management Practices and mitigation measures.

Refer to Responses to Comments F-2, AR-3, AR-4, AR-5, AR-6, AR-7 and AR-8.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcisd.org]
Sent: Thursday, June 21, 2012 7:18 AM
To: Cathy Spence-Wells; Katherine Waugh; Wally Auerbach
Subject: Fwd: support valley route

Mike Staudenmayer

Begin forwarded message:

From: Russ Wilbert <russwilbert@yahoo.com>
Date: June 20, 2012 5:36:41 PM PDT
To: "mikes@northstarcisd.com" <mikes@northstarcisd.com>
Subject: support valley route
Reply-To: Russ Wilbert <russwilbert@yahoo.com>

Mike

We strongly support the valley route thru Northstar. We can not pass up the opportunity for an interesting and scenic trail in Northstar.

The NOPA document brings up many issues that are not valid. All of the paved trails in the Tahoe area that we have been on we see walkers, runners, strollers, bikes, skates, dogs, etc. There is no need to separate trails - just a smoke screen. My grand kids and family will love to walk and bike on a paved trail that will be fun and conveniently located in Northstar.

AS-1

Thanks

Russ Wilbert family and friends

301 Skidder

This footnote confirms that this email message has been scanned by
PineApp Mail-SeCure for the presence of malicious code, vandals & computer viruses.

RESPONSES TO COMMENT LETTER AS

Submitted by:

Russ Wilbert

AS-1 The comment supports the Valley Alignment and states there is no reason for a separated trail.

No comment on the Draft EIR is provided and no response is necessary.

To the Committee

When choosing the site for your proposed trail, please consider people with disabilities other than mobility. Deafness is a definite safety issue on mixed-use roads. Twice I have almost been hit by bicyclists on the Martis Dam Road in the winter because I didn't heed (because I couldn't hear) their warnings. One cyclist even swerved to try hit me. Please don't take away the Martis Wildlife Trail, a wonderful, natural dirt, walking trail for people who can't hike up hills.

AT-1

The paved trail through Martis Valley has been deemed necessary to allow people with limited mobility access to beautiful places. However, there are already several paved paths and roads suitable for, and accessible to, bicycles and other wheeled vehicles. There is only one relatively flat dirt path in our area: the Martis Valley Wildlife area.

AT-2

Yes, people with mobility disabilities and young, not-yet-mobile children need to be able to safely access our scenic areas, but these areas already exist. Please do not pave over the one flat accessible area we have left. A road already exists, paralleling 267 and this could be expanded and would be more suitable to extend bike trails to the Lake, and would preserve the Valley.

AT-3

I agree with all the other reasons not to pave Martis Valley, put up a parking lot, fountains, gazebos, and reflection pools – we have parks in the cities for that. We live in the mountains and should preserve their natural beauty. We shouldn't have to walk on pavement.

AT-4

Please preserve Martis Valley.

Most respectfully,

Karen R. Williams

RESPONSES TO COMMENT LETTER AT

Submitted by:

Karen R. Williams

AT-1 The comment seeks consideration of persons with disabilities other than mobility when siting the proposed trail. The comment states that safety is of concern on mixed use trails for the hearing-impaired. The comment concludes with a desire to maintain an unpaved walking trail in the Martis Valley.

No specific comments on the Draft EIR are provided and no response is necessary. Please refer to Master Response 2 regarding trail surfacing and the considerations the Northstar Community Services District Board will review in making a decision on the proposed trail. Please refer to Master Response 3 regarding the safety of mixed use trails and user etiquette. The proposed project would replace approximately 1.15 miles of the existing unpaved trails with the proposed paved trail. Approximately 13.45 miles of the existing unpaved trails would be unaffected, preserving opportunities for trail users desiring an unpaved surface.

AT-2 The comment suggests that there several existing paved trails and road suitable for bicycles and other wheeled vehicles and only one flat unpaved trail.

No comments on the Draft EIR are provided and no response is necessary. Please refer to Master Response 2 regarding trail surfacing and the considerations the Northstar Community Services District Board will review in making a decision on the proposed trail.

AT-3 The comment reiterates the need for safe access by persons with mobility disabilities and the very young to scenic areas but state these areas already exist and expresses the desire to maintain the existing unpaved trail. Further, the comment states that an existing road parallel to State Route 267 would be more suitable for a trail connecting to Lake Tahoe.

No comments on the Draft EIR are provided and no response is necessary. Master Response 1 provides an overview of the project process and the opportunities for the public to comment during consideration of the proposed project.

AT-4 The commentor indicates that Martis Valley is not the place for park-like public improvements and that pavement is not desirable.

No comments on the Draft EIR are provided and no response is necessary.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcsd.org]
Sent: Tuesday, June 12, 2012 11:22 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: [FWD: New Form Entry: Trail alternatives]

Mike Staudenmayer

From: info@martisvalleytrail.com [<mailto:info@martisvalleytrail.com>]
Sent: Tuesday, June 12, 2012 11:01 AM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives

From: auckenthaler@tfhd.com

Date: Tue, June 05, 2012 8:55 am

To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

jadwiga auckenthaler

Email

auckenthaler@tfhd.com

What do you use the trail for, primarily?

Walking / Nature Viewing

If Other please specify:

Which trail alternative do you prefer?

Neither, I don't want a trail.

Why?

paved trail thru the valley would be horrible!!! and un natural

AU-1

RESPONSES TO COMMENT LETTER AU

Submitted by:

Jadwiga Auckenthaler

AU-1 The commentor does not support either trail alignment stating that a paved trail through the valley would be horrible and unnatural.

No comment on the Draft EIR is provided and no response is necessary.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcsd.org]
Sent: Tuesday, June 12, 2012 11:20 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: [FWD: New Form Entry: Trail alternatives]

Mike Staudenmayer

From: info@martisvalleytrail.com [<mailto:info@martisvalleytrail.com>]
Sent: Tuesday, June 12, 2012 11:00 AM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives
From: suebeauchamp123@yahoo.com
Date: Wed, June 06, 2012 4:49 pm
To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

sue beauchamp

Email

suebeauchamp123@yahoo.com

What do you use the trail for, primarily?

Running

If Other please specify:

Which trail alternative do you prefer?

Neither, I don't want a trail.

Why?

When I moved here in 1978, I marveled at the ability to easily access dirt trails right from my own neighborhood, unlike the suburbs covered in asphalt, blocking my spirit. Then, I never imagined that I would be writing a letter such as this. There is absolutely no reason in my mind to bring more citified ways such as pavement into our area. Leave the trails as they are! Remember, not everyone can run/walk on hardscapes or want to see a permanent scar in the pristine beauty many call home.

AV-1

RESPONSES TO COMMENT LETTER AV

Submitted by:

Sue Beauchamp

AV-1 The comment indicates opposition to both potential alignments. In particular the comment is opposed to paving trails in Martis Valley. The comment notes the rural qualities of the area and the pristine beauty of the valley as reasons to avoid any changes to the existing trails. The comment also notes that some people prefer to use unpaved trails.

No comment on the Draft EIR is provided. The visual impact of the proposed project was evaluated in chapter 8 of the Draft EIR. If this proposed project is constructed, unpaved trails would continue to be available to the public. Most of the existing unpaved trails in the valley would not be affected by the project. As noted on page 9-9 of the Draft EIR, either alignment would convert approximately 1.15 miles of existing unpaved trails to paved sections, leaving 13.45 miles of unpaved trails within the Tomkins Memorial Trail system.

Katherine Waugh

From: info@martisvalleytrail.com
Sent: Monday, June 04, 2012 4:06 PM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives
From: bellbob@sbcglobal.net
Date: Sat, June 02, 2012 10:11 pm
To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

Robert Bell

Email

bellbob@sbcglobal.net

What do you use the trail for, primarily?

Walking / Nature Viewing

If Other please specify:

Which trail alternative do you prefer?

Highway

Why?

no asphalt in a wildlife area.

AW-1

RESPONSES TO COMMENT LETTER AW

Submitted by:

Robert Bell

AW-1 The comment indicates support of the Highway Alignment to avoid placing pavement within the wildlife area.

No comment on the Draft EIR is provided. It is noted that the Highway Alignment would cross a portion of the U.S. Army Corps of Engineers Maris Creek Lake and Dam project Wildlife Management Area, thus this alternative would not avoid placing pavement within the wildlife area. However, the pavement for the Highway Alignment would be much closer to the existing State Route 267 pavement than pavement for the Valley Alignment would be.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcisd.org]
Sent: Tuesday, June 12, 2012 11:20 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: [FWD: New Form Entry: Trail alternatives]

Mike Staudenmayer

From: info@martisvalleytrail.com [<mailto:info@martisvalleytrail.com>]
Sent: Tuesday, June 12, 2012 11:00 AM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives
From: lcomanor@sbcglobal.net
Date: Thu, June 07, 2012 7:57 am
To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

Lorraine Comanor

Email

lcomanor@sbcglobal.net

What do you use the trail for, primarily?

Walking / Nature Viewing

If Other please specify:

Which trail alternative do you prefer?

Highway

Why?

I believe a combination bike/pedestrian/ dog walking trail is a poor idea. I would not walk on the trail from Squaw to Tahoe City for fear of being run over. The nice foot path in Donner State Park which was made ADA accessible by widening and covering with a composite has now become a dirt bike trail where on a pleasant walk one often hears " On your right, on

AX-1

your right, coming by." I'm not against bikers, but would like to see the bike trail paralleling 267 and the current paths through Martis Valley left intact for pedestrians and dog walkers. Both dogs and people prefer the earth surface to pavement.

↑
AX-1
(cont.)

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RESPONSES TO COMMENT LETTER AX

Submitted by:

Lorraine Comanor

AX-1 The comment indicates safety concerns on multiple-use trails. As an example, the comment describes the change in experience on a trail in Donner State Park once that trail was improved (widened and surfaced) to become ADA accessible. The comment concludes with support for the Highway Alignment and avoiding changes to the existing trails through the valley, asserting that pedestrians and dogs prefer to walk on unpaved trails.

Please refer to Master Response 3 regarding safety on multiple-use trails. As evaluated on pages 9-9 through 9-16, it is not expected that the proposed project would significantly detract from existing recreational experiences or create a significant risk of injury due to the multiple-use nature of the proposed trail.

Most of the existing unpaved trails in the valley would not be affected by the project. As noted on page 9-9 of the Draft EIR, either alignment would convert approximately 1.15 miles of existing unpaved trails to paved sections, leaving 13.45 miles of unpaved trails within the Tomkins Memorial Trail system.

Katherine Waugh

From: info@martisvalleytrail.com
Sent: Monday, June 04, 2012 4:03 PM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives

From: rcosta.ge@gmail.com

Date: Tue, May 29, 2012 9:51 am

To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

Ray Costa

Email

rcosta.ge@gmail.com

What do you use the trail for, primarily?

Biking

If Other please specify:

Which trail alternative do you prefer?

Highway

Why?

I prefer to reduce the impact on the valley area. The Highway alternative is near an area that is already impacted by Hwy 267. If someone wants to walk into the valley, there are existing walking trails available. We need a trail. It is too dangerous to ride on the shoulder of the highway with busy traffic (including logging trucks). The cross wind also makes it dangerous.

AY-1

RESPONSES TO COMMENT LETTER AY

Submitted by:

Ray Costa

AY-1 The comment indicates support of the Highway Alignment because it would reduce impacts on the valley. The comment notes that bicyclists currently ride on the highway shoulder, and that busy traffic and cross winds make this dangerous.

No comment on the Draft EIR is provided and no response is needed. The Draft EIR concludes on page 11-11 that the Highway Alignment is environmentally superior to the Valley Alignment. However, all significant impacts of either alignment would be reduced to less than significant levels with implementation of the mitigation measures included in the Draft EIR and Initial Study.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcsd.org]
Sent: Tuesday, June 12, 2012 11:22 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: [FWD: New Form Entry: Trail alternatives]

Mike Staudenmayer

From: info@martisvalleytrail.com [<mailto:info@martisvalleytrail.com>]
Sent: Tuesday, June 12, 2012 11:00 AM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives

From: kathleendoler@sbcglobal.net

Date: Tue, June 05, 2012 6:08 pm

To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

Kathleen Doler

Email

kathleendoler@sbcglobal.net

What do you use the trail for, primarily?

Biking

If Other please specify:

Which trail alternative do you prefer?

Highway

Why?

It would do less damage to the environment of the Martis Valley.

AZ-1

RESPONSES TO COMMENT LETTER AZ

Submitted by:

Kathleen Doler

AZ-1 The comment indicates support of the Highway Alignment. The comment suggests the highway alignment would be less damaging to the environment of the Martis Valley.

No comment on the Draft EIR is provided and no response is needed. The Draft EIR concludes on page 11-11 that the Highway Alignment is environmentally superior to the Valley Alignment. However, all significant impacts of either alignment would be reduced to less than significant levels with implementation of the mitigation measures included in the Draft EIR and Initial Study.

Katherine Waugh

From: info@martisvalleytrail.com
Sent: Monday, June 04, 2012 4:06 PM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives

From: mikedunsford@gmail.com

Date: Sun, June 03, 2012 7:48 am

To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

Mike Dunsford

Email

mikedunsford@gmail.com

What do you use the trail for, primarily?

Dog Walking

If Other please specify:

Walking and running are very close 2nds.

Which trail alternative do you prefer?

Highway

Why?

If a trail is a given, which we know it is at this stage, then highway parallel is the least intrusive. Strongly consider maintenance, monitoring, parking implications during four seasons.

BA-1

RESPONSES TO COMMENT LETTER BA

Submitted by:

Mike Dunsford

BA-1 The comment indicates support of the Highway Alignment. The comment suggests the highway alternative is the least intrusive. The comment also suggests that the Northstar CSD Board should consider maintenance, monitoring, and parking implications in selecting a preferred alignment.

No comment on the Draft EIR is provided and no response is necessary. As noted on page 3-29 of the Draft EIR, Northstar Community Services District (CSD) would be responsible for maintenance of the trail. In addition, Northstar CSD would be responsible for monitoring implementation of the mitigation measures included in the Draft EIR, trail use, trail-user behavior, and trail conditions. Demand for parking at the existing Wildlife Viewing Area parking lot associated with the proposed trail is evaluated on page 7-7 of the Draft EIR while pages 11-26 through 11-28 describe and evaluate demand for parking at each of the four potential locations for a new parking lot.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcsd.org]
Sent: Tuesday, June 12, 2012 11:21 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: [FWD: New Form Entry: Trail alternatives]

Mike Staudenmayer

From: info@martisvalleytrail.com [<mailto:info@martisvalleytrail.com>]
Sent: Tuesday, June 12, 2012 11:00 AM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives

From: bruceski88@gmail.com

Date: Wed, June 06, 2012 3:15 pm

To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

Bruce Euzent

Email

bruceski88@gmail.com

What do you use the trail for, primarily?

Biking

If Other please specify:

Which trail alternative do you prefer?

Valley

Why?

Second choice is just build it. Valley trail would be more scenic and connect better to Northstar and other communities.

BB-1

RESPONSES TO COMMENT LETTER BB

Submitted by:

Bruce Euzent

BB-1 The comment indicates support of the Valley Alignment. The comment suggests this alignment would be more scenic and connect better to Northstar and other communities.

No comment on the Draft EIR is provided and no response is necessary.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcsd.org]
Sent: Tuesday, June 12, 2012 11:20 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: [FWD: New Form Entry: Trail alternatives]

Mike Staudenmayer

From: info@martisvalleytrail.com [<mailto:info@martisvalleytrail.com>]
Sent: Tuesday, June 12, 2012 11:00 AM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives

From: fenimore@charter.net

Date: Thu, June 07, 2012 7:22 am

To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

David Fenimore

Email

fenimore@charter.net

What do you use the trail for, primarily?

Biking

If Other please specify:

Which trail alternative do you prefer?

Either one, just build it.

Why?

The highway alignment would be more efficient, the valley alignment less direct but more beautiful and soul-satisfying.

BC-1

RESPONSES TO COMMENT LETTER BC

Submitted by:

David Fenimore

BC-1 The comment indicates support of either trail alignment. The comment suggests the highway alignment would be more efficient while the valley alignment would be more beautiful.

No comment on the Draft EIR is provided and no response is necessary.

Katherine Waugh

From: info@martisvalleytrail.com
Sent: Monday, June 04, 2012 4:04 PM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives

From: royalarch@comcast.net

Date: Wed, May 30, 2012 1:18 pm

To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

France's Foy

Email

royalarch@comcast.net

What do you use the trail for, primarily?

Walking / Nature Viewing

If Other please specify:

Which trail alternative do you prefer?

Highway

Why?

Keep the Martis Valley as natural as possible, protect the native vegetation by not putting a paved pathway through the middle. this will allow for a more nature experience for people without bikes wizzing by.

Routing near the already paved 267 road is the best route. I also do lots of road and mt biking and would prefer to keep the bikers and walkers/hikers separated for safety and the most enjoyment by both.

BD-1

RESPONSES TO COMMENT LETTER BD

Submitted by:

France's Foy

BD-1 The comment indicates support of the Highway Alignment. The comment suggests this would keep the valley as natural as possible, allowing users of the existing trails in the valley to have a more natural experience, and would protect native vegetation.

No comment on the Draft EIR is provided and no response is necessary. The Draft EIR concludes on page 11-11 that the Highway Alignment is environmentally superior to the Valley Alignment. However, all significant impacts of either alignment would be reduced to less than significant levels with implementation of the mitigation measures included in the Draft EIR and Initial Study. Mitigation measures in the Draft EIR require protection and management of special-status plant species as well as restoration and/or revegetation of aquatic habitat and wetland areas. These measures provide protection for native vegetation.

Katherine Waugh

From: info@martisvalleytrail.com
Sent: Monday, June 04, 2012 4:06 PM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives

From: Thobday@suddenlink.net

Date: Sun, June 03, 2012 7:43 am

To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

Thomas Hobday

Email

Thobday@suddenlink.net

What do you use the trail for, primarily?

Walking / Nature Viewing

If Other please specify:

Which trail alternative do you prefer?

Highway

Why?

I believe putting a paved trail through Matrtis Valley would be An eyesore through ths protected natural resource of our community! Part of the charm of the region is to be able to access our beautiful area by natural trails. I would recommend the route along the highway be adopted.

BE-1

RESPONSES TO COMMENT LETTER BE

Submitted by:

Thomas Hobday

BE-1 The comment indicates support of the highway alternative based on concern for the visual impact of the valley alignment and a desire to use natural trails.

No comment on the Draft EIR is provided. The visual impacts of each alignment were evaluated in chapter 8 of the Draft EIR. If this proposed project is constructed, unpaved trails would continue to be available to the public. Most of the existing unpaved trails in the valley would not be affected by the project. As noted on page 9-9 of the Draft EIR, either alignment would convert approximately 1.15 miles of existing unpaved trails to paved sections, leaving 13.45 miles of unpaved trails within the Tomkins Memorial Trail system.

Katherine Waugh

From: info@martisvalleytrail.com
Sent: Monday, June 04, 2012 4:05 PM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives
From: hyatt@usamedia.tv
Date: Sat, June 02, 2012 9:22 pm
To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

donald hyatt

Email

hyatt@usamedia.tv

What do you use the trail for, primarily?

Dog Walking

If Other please specify:

and getting daily exercise on a dirt ,unpaved surface

Which trail alternative do you prefer?

Highway

Why?

The highway alternative would not disturb the scenic valley and wildlife area as much as the valley alternate route. A paved path does not belong in a wildlife viewing area!! Also, dogs and bikes do not mix no matter if the dogs are leashed or not. When speeding bikes pass a person walking, the bike riders often yell that they are approaching. I am practically deaf and can not hear them from behind even though I wear hearing aids. I have encountered this situation on the Martis Dam road and it is very hard to walk with my dog when I can not hear someone approaching that could prove to be a danger to me and my dog. I have spoken to several locals that have the same problem and they are happy when they can walk in the wildlife area as they do not fear having bikes there.

BF-1

RESPONSES TO COMMENT LETTER BF

Submitted by:

Donald Hyatt

BF-1 The comment indicates support of the highway alternative based on concerns of the valley alignment impacts to visual and biological resources. The comment also expresses concerns for the safety of a multiple-use trail, particularly mixing bicycles and dogs. The comment also identifies safety concerns related to conflicts between bicycles and pedestrians who have impaired hearing abilities.

No comment on the Draft EIR is provided. Please refer to Master Response 3 regarding safety of multiple-use trails. As evaluated on pages 9-9 through 9-16, it is not expected that the proposed project would significantly detract from existing recreational experiences or create a significant risk of injury due to the multiple-use nature of the proposed trail.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcsd.org]
Sent: Tuesday, June 12, 2012 11:16 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: [FWD: New Form Entry: Trail alternatives]

Mike Staudenmayer

From: info@martisvalleytrail.com [<mailto:info@martisvalleytrail.com>]
Sent: Tuesday, June 12, 2012 10:58 AM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives

From: suepurrr@gamil.com

Date: Mon, June 11, 2012 4:34 pm

To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

Steve/Suzanne Jackson

Email

suepurrr@gamil.com

What do you use the trail for, primarily?

Walking / Nature Viewing

If Other please specify:

Which trail alternative do you prefer?

I need more info.

Why?

Still need the FEIR.

Highway is fine until it turns into the edges of homeowners properties along Martis Landing and the Tompkins trail. A 15ft paved road in the valley is too close to the properties and will compromise the quiet and safety of those properties.

BG-1

RESPONSES TO COMMENT LETTER BG

Submitted by:

Steve and Suzanne Jackson

BG-1 The comment indicates that more information, including this Final EIR, is needed to determine the commentors' trail alignment preference. The comment indicates concern with the proximity of the trail to neighboring properties and associated noise and security issues.

The comment references a 15-foot wide paved road. For clarification, the project proposes to pave a 10-foot wide trail section and create 2-foot wide unpaved shoulders on either side of the paving, as described on pages 2-5 and 3-13 of the Draft EIR. Use of the trail would be limited to non-motorized transportation, thus it is not accurate to categorize it as a road.

In general, each of the potential trail alignments is more than 250 feet from Northstar residences. Along the Valley Alignment, there are eight homes (including condominiums) that are between 200 and 250 feet from the trail centerline and one condominium that is approximately 200 feet from the trail centerline. Along the Highway Alignment, there are no homes within 250 feet of the centerline of the trail. Please refer to the exhibits at the conclusion of the responses to Comment Letter H showing the distances from proposed trail alignments to existing residences.

The noise impacts of the proposed project are evaluated in the Initial Study that was circulated with the Notice of Preparation for this EIR and is included in Appendix A to the Draft EIR. Use of the trail is not expected to expose any residents to noise levels that exceed applicable Placer County General Plan standards.

Please refer to Master Response 3 regarding the effects of a trail on security for residents within the Northstar community.

Katherine Waugh

From: info@martisvalleytrail.com
Sent: Monday, June 04, 2012 4:06 PM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives

From: kulkaneda@suddenlink.net

Date: Sun, June 03, 2012 9:24 am

To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

Brigitte Kaneda

Email

kulkaneda@suddenlink.net

What do you use the trail for, primarily?

Dog Walking

If Other please specify:

Which trail alternative do you prefer?

Highway

BH-1

Why?

To least impact the environment.

RESPONSES TO COMMENT LETTER BH

Submitted by:

Brigitte Kaneda

BH-1 The comment indicates support of the Highway Alignment because it would have the least environmental effect.

No specific comment on the Draft EIR is provided and no response is necessary. The Draft EIR concludes on page 11-11 that the Highway Alignment is environmentally superior to the Valley Alignment. However, all significant impacts of either alignment would be reduced to less than significant levels with implementation of the mitigation measures included in the Draft EIR and Initial Study.

Katherine Waugh

From: info@martisvalleytrail.com
Sent: Monday, June 04, 2012 4:07 PM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives

From: valkelly@sbcglobal.net

Date: Mon, June 04, 2012 7:28 am

To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

Val Kelly

Email

valkelly@sbcglobal.net

What do you use the trail for, primarily?

Walking / Nature Viewing

If Other please specify:

Which trail alternative do you prefer?

Highway

Why?

This Valley is impacted enough already. I would prefer not do disturb the wildlife close to the stream. Views from the highway are just as spectaclar and I think the location along the highway would be less invasive to flora and fauna.

BI-1

RESPONSES TO COMMENT LETTER BI

Submitted by:

Val Kelly

BI-1 The comment indicates support of the Highway Alignment in order to avoid further impacts to the valley, particularly wildlife supported by Martis Creek. The comment suggests that views from the highway are just as spectacular as those from the valley.

No comment on the Draft EIR is provided and no response is needed. The Draft EIR concludes on page 11-11 that the Highway Alignment is environmentally superior to the Valley Alignment. However, all significant impacts of either alignment, including impacts to wildlife supported by Martis Creek, would be reduced to less than significant levels with implementation of the mitigation measures included in the Draft EIR and Initial Study. Mitigation measures that would reduce or compensate for impacts to wildlife supported by Martis Creek include measure 4.1c, 4.1d, 4.1e, 4.1f, 4.1g, 4.1h, 4.2a, 4.2b, 4.3a, 4.3b, 4.3c, and 4.4a.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcsd.org]
Sent: Tuesday, June 12, 2012 11:22 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: [FWD: New Form Entry: Trail alternatives]

Mike Staudenmayer

From: info@martisvalleytrail.com [<mailto:info@martisvalleytrail.com>]
Sent: Tuesday, June 12, 2012 11:01 AM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives

From: alpinediva@mac.com

Date: Tue, June 05, 2012 7:11 am

To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

lisa krueger

Email

alpinediva@mac.com

What do you use the trail for, primarily?

Dog Walking

If Other please specify:

Which trail alternative do you prefer?

Neither, I don't want a trail.

Why?

Stay out of the meadow and preserve what nature has intended. It is an important part of a healthy watershed. One that is in poor health already.

We need to preserve and not pave over. There are many other biking options in the area. Your homeowners don't use the bike trail up to northstar as it is.

BJ-1

RESPONSES TO COMMENT LETTER BJ

Submitted by:

Lisa Krueger

BJ-1 The comment states opposition to both potential trail alignments and the project overall. The comment states that the meadow should be preserved, particularly for its role in the function of the watershed. The comment states that preservation should be a priority over paving, and that there are other biking options in the area that are not fully utilized.

No comment on the Draft EIR is provided and no response is needed. The effects of the proposed project on the health and function of the watershed is evaluated in Chapter 6 Hydrology and Water Quality. The impacts of the proposed paved trail on the watershed would be reduced to less than significant levels with implementation of mitigation measures identified in the Draft EIR.

As discussed on page 11-7 of the Draft EIR, consideration was given to a project alternative that would avoid paving the trail. However, this alternative was determined to not be capable of meeting most project objectives and was rejected from further analysis, as allowed under CEQA Guidelines Section 15126.6. However, Northstar Community Services District (CSD) will consider alternatives to the proposed paved surface as trail design plans are refined and finalized. Factors that the CSD must consider in selecting a trail surface are discussed in Master Response 2.

As stated on pages 2-4, 2-5, 3-12, 3-13, and 11-5, the project objectives are to provide a connection between the Town of Truckee, Northstar Village, and Brockway Summit, allowing a connection to trails within the Tahoe basin. The objective is not simply to provide options for bicycles, but to provide a link in a regional trail network.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcsd.org]
Sent: Tuesday, June 12, 2012 11:19 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: [FWD: New Form Entry: Trail alternatives]

Mike Staudenmayer

From: info@martisvalleytrail.com [<mailto:info@martisvalleytrail.com>]
Sent: Tuesday, June 12, 2012 10:59 AM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives

From: barhlar@suddenlink.net

Date: Fri, June 08, 2012 6:58 am

To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

Barbara LARSON

Email

barhlar@suddenlink.net

What do you use the trail for, primarily?

Walking / Nature Viewing

If Other please specify:

Which trail alternative do you prefer?

Valley

Why?

Let's preserve the natural beauty of our mountain community vs. adding an ugly concrete crossing!!

BK-1

RESPONSES TO COMMENT LETTER BK

Submitted by:

Barbara Larson

BK-1 The comment indicates support of the Valley Alignment, but recommends not paving the trail in order to preserve the visual resources in the area.

No comments on the Draft EIR are provided. The proposed project's visual impacts were evaluated in chapter 8 of the Draft EIR. As discussed on page 11-7 of the Draft EIR, consideration was given to a project alternative that would avoid paving the trail. However, this alternative was determined to not be capable of meeting most project objectives and was rejected from further analysis, as allowed under CEQA Guidelines Section 15126.6. However, the Northstar Community Services District (CSD) will consider alternatives to the proposed paved surface as trail design plans are refined and finalized. Factors that the CSD must consider in selecting a trail surface are discussed in Master Response 2.

Katherine Waugh

From: info@martisvalleytrail.com
Sent: Monday, June 04, 2012 4:05 PM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives
From: plomanto@sbcglobal.net
Date: Sat, June 02, 2012 10:07 pm
To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

Patty Lomanto

Email

plomanto@sbcglobal.net

What do you use the trail for, primarily?

Walking / Nature Viewing

If Other please specify:

Which trail alternative do you prefer?

Highway

BL-1

Why?

Hwy provided it does not impact the wetlands.

RESPONSES TO COMMENT LETTER BL

Submitted by:
Patty Lomanto

BL-1 The comment indicates support of the Highway Alignment as long as it does not impact wetlands.

No comments on the content of the Draft EIR are provided. The impacts of each potential alignment to wetlands are evaluated on pages 4-29 through 4-31 of the Draft EIR. As shown in Table 4.7 on page 4-30, each of the alignments would impact wetlands. The Valley Alignment would result in impacts to a total of 0.171 acres of wetlands while the Highway Alignment would result in impacts to a total of 0.06 acres of wetlands. The impacts under either alignment would be reduced to less than significant levels with implementation of Mitigation Measures 4.3a through 4.3c, which require Northstar Community Services District to obtain appropriate permits, compensate for impacts through replacement, restoration, and/or purchase of mitigation credits, and implement Best Management Practices to control erosion and sedimentation.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcsd.org]
Sent: Tuesday, June 12, 2012 11:22 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: [FWD: New Form Entry: Trail alternatives]

Mike Staudenmayer

From: info@martisvalleytrail.com [<mailto:info@martisvalleytrail.com>]
Sent: Tuesday, June 12, 2012 11:01 AM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives

From: sally.lyon@sbcglobal.net

Date: Tue, June 05, 2012 1:25 pm

To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

Sally Lyon

Email

sally.lyon@sbcglobal.net

What do you use the trail for, primarily?

Dog Walking

If Other please specify:

Which trail alternative do you prefer?

Highway

Why?

I think a paved trail of this size is better aligned with the highway.

BM-1

RESPONSES TO COMMENT LETTER BM

Submitted by:

Sally Lyon

BM-1 The comment indicates support of the Highway Alignment suggesting the size of the paved trail is better aligned with the highway.

No comments on the content of the Draft EIR are provided and no response is needed. The Draft EIR concludes on page 11-11 that the Highway Alignment is environmentally superior to the Valley Alignment. However, all significant impacts of either alignment would be reduced to less than significant levels with implementation of the mitigation measures included in the Draft EIR and Initial Study.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcsd.org]
Sent: Tuesday, June 12, 2012 11:18 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: [FWD: New Form Entry: Trail alternatives]

Mike Staudenmayer

From: info@martisvalleytrail.com [<mailto:info@martisvalleytrail.com>]
Sent: Tuesday, June 12, 2012 10:59 AM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives

From: jjwhitemann@sbcglobal.net

Date: Mon, June 11, 2012 1:45 am

To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

Janet Mann

Email

jjwhitemann@sbcglobal.net

What do you use the trail for, primarily?

Dog Walking

If Other please specify:

Which trail alternative do you prefer?

Neither, I don't want a trail.

Why?

I do not think it is appropriate to build a paved trail through that area, if you insist, the highway trail would be my choice.

BN-1

RESPONSES TO COMMENT LETTER BN

Submitted by:

Janet Mann

BN-1 The comment states opposition to both alignments, noting it is not appropriate to pave a trail in the project area. The comment indicates that if a choice between the two must be made, the Highway Alignment is preferable.

No comment on the Draft EIR is provided and no response is necessary. The environmental effects of constructing a paved trail in Martis Valley are evaluated throughout the Draft EIR and the Initial Study and all impacts can be reduced to less than significant levels with mitigation. However, the Northstar Community Services District CSD will consider alternatives to the proposed paved surface as trail design plans are refined and finalized. Factors that the CSD must consider in selecting a trail surface are discussed in Master Response 2.

Katherine Waugh

From: info@martisvalleytrail.com
Sent: Monday, June 04, 2012 4:07 PM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives
From: lmcrae45@yahoo.com
Date: Mon, June 04, 2012 1:27 pm
To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

Lynne McRae

Email

lmcrae45@yahoo.com

What do you use the trail for, primarily?

Walking / Nature Viewing

If Other please specify:

Which trail alternative do you prefer?

Highway

Why?

To see a black strip of pavement going through the middle of beautiful Martis Valley seems totally intrusive, both visually and invironmentally. We already have HWY 267 and the Martis Damn Rd with pavement. I,m not against a bike tail and do think that one paralleling the south side of HWY 267 would be more than adequate. Especially one connecting with the Memorial Trail, that was dedicated to the person who was hit and killed by a drunk driver while riding across Martis Valley on HWY 267.

BO-1

RESPONSES TO COMMENT LETTER BO

Submitted by:

Lynne McRae

BO-1 The comment indicates support of the Highway alternative. The comment suggests paving of the Martis Valley trail would be intrusive aesthetically and environmentally. The comment also suggests a connection of the highway alternative and Memorial Trail is adequate for bicyclists.

No comments on the Draft EIR are provided and no response is necessary. The environmental impacts of the proposed Martis Valley Trail are analyzed in the Draft EIR. Please refer to Chapter 8 of the Draft EIR for the evaluation of the project's visual impacts.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcsd.org]
Sent: Tuesday, June 12, 2012 11:21 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: [FWD: New Form Entry: Trail alternatives]

Mike Staudenmayer

From: info@martisvalleytrail.com [<mailto:info@martisvalleytrail.com>]
Sent: Tuesday, June 12, 2012 11:00 AM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives

From: ljmello@sbcglobal.net

Date: Wed, June 06, 2012 3:33 pm

To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

Laura Mello

Email

ljmello@sbcglobal.net

What do you use the trail for, primarily?

Dog Walking

If Other please specify:

Which trail alternative do you prefer?

Valley

Why?

I think it would be nice to be away from the cars.

BP-1

RESPONSES TO COMMENT LETTER BP

Submitted by:

Laura Mello

BP-1 The comment indicates preference for the Valley Alignment, saying that it would be nice to be away from traffic.

No comment on the Draft EIR is provided and no response is necessary.

Katherine Waugh

From: info@martisvalleytrail.com
Sent: Monday, June 04, 2012 4:06 PM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives

From: OLIVEOIL@LTOL.COM

Date: Sun, June 03, 2012 5:19 am

To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

STEFANIE OLIVIERI

Email

OLIVEOIL@LTOL.COM

What do you use the trail for, primarily?

Dog Walking

If Other please specify:

Which trail alternative do you prefer?

Highway

Why?

I am very opposed to paving a trail across the valley for aesthetic reasons. I believe it diminishes the natural beauty of the valley and the experience of those who wish to visit there.

BQ-1

RESPONSES TO COMMENT LETTER BQ

Submitted by:

Stefanie Olivieri

BQ-1 The comment indicates support of the highway alternative. The comment suggests the valley alignment will diminish natural aesthetics.

No comments on the Draft EIR are provided and no response is necessary. Please refer to Chapter 8 of the Draft EIR, where proposed project's visual impacts were evaluated.

Katherine Waugh

From: info@martisvalleytrail.com
Sent: Monday, June 04, 2012 4:06 PM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives

From: Alexisollar@gmail.com

Date: Sun, June 03, 2012 12:16 pm

To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

Alexis Ollar

Email

Alexisollar@gmail.com

What do you use the trail for, primarily?

Dog Walking

If Other please specify:

Which trail alternative do you prefer?

Neither, I don't want a trail.

Why?

Martis Valley is a precious resource. There is no need for a paved trail. We as a community protected it and now we are opening the gate for pervious surfaces to be introduced. No thanks. No trail, it is to be protected for perpetuity.

BR-1

RESPONSES TO COMMENT LETTER BR

Submitted by:

Alexis Ollar

BR-1 The commentor doesn't support either alignment and doesn't want a paved trail through Martis Valley suggesting it is should be protected as precious resource.

No comment on the Draft EIR is provided and no response is necessary.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcisd.org]
Sent: Tuesday, June 12, 2012 11:19 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: [FWD: New Form Entry: Trail alternatives]

Mike Staudenmayer

From: info@martisvalleytrail.com [<mailto:info@martisvalleytrail.com>]
Sent: Tuesday, June 12, 2012 10:59 AM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives

From: paulson.davidn@gmail.com

Date: Thu, June 07, 2012 12:30 pm

To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

David Paulson

Email

paulson.davidn@gmail.com

What do you use the trail for, primarily?

Running

If Other please specify:

Which trail alternative do you prefer?

Valley

Why?

The Valley trail is a beautiful, peaceful stretch that winds through some of the quietest areas of the valley, while the highway trail is nice in sections but not very appealing to the senses. Noisy, potentially dangerous, not relaxing at all in some areas. Also the Valley Trail is shorter in length so would cost much less, saving taxpayer and grant moneys. I would probably NOT use the Highway Trail nor would I recommend it to others. It would be a waste of money in my opinion.

Thanks for asking my opinion!

BS-1

RESPONSES TO COMMENT LETTER BS

Submitted by:

David Paulson

BS-1 The comment indicates support of the valley alignment. The comment suggests the highway alternative is dangerous, noisy, and would costs more for implementation given the distances of the two trails.

No specific comment on the Draft EIR is provided and no response is necessary.

Katherine Waugh

From: info@martisvalleytrail.com
Sent: Monday, June 04, 2012 4:04 PM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives
From: annpenfield@gmail.com
Date: Tue, May 29, 2012 9:54 pm
To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

Ann Penfield

Email

annpenfield@gmail.com

What do you use the trail for, primarily?

Walking / Nature Viewing

If Other please specify:

Which trail alternative do you prefer?

Highway

Why?

The Martis Valley was set aside for wildlife viewing and a bike trail though the middle of the Valley does not allow people the ability to view the wild life with bikes zooming by, you can't stop to study the birds flying by nor can you squat down and study the wildflowers along with way with out getting run over. So please let us enjoy the wildlife area for wildlife viewing, not for watching out for bikes, and trying not to be hit by passing bikes.

Keep it wild and allow us to continue to use the soft dirt trails as they are now and as we have over the last 20 years or so built them for the walkers use along with occasional dirt bikes.

Keep the Wildlife area open for wildlife viewing Please!!!!!!!!!!!!!!

Thanks for asking for our input

Ann Penfield

BT-1

RESPONSES TO COMMENT LETTER BT

Submitted by:

Ann Penfield

BT-1 The comment indicates support of the Highway Alternative and a desire to maintain the trails as unpaved in the valley. The comment indicates safety concerns on multiple use trails. The comment also indicates concern for the aesthetics of the Martis Valley wildlife area.

Please refer to Master Response 3 regarding safety on multiple-use trails. As evaluated on pages 9-9 through 9-16, it is not expected that the proposed project would significantly detract from existing recreational experiences or create a significant risk of injury due to the multiple-use nature of the proposed trail.

Most of the existing unpaved trails in the valley would not be affected by the project. As noted on page 9-9 of the Draft EIR, either alignment would convert approximately 1.15 miles of existing unpaved trails to paved sections, leaving 13.45 miles of unpaved trails within the Tomkins Memorial Trail system. Please refer to Master Response 2 regarding potential Northstar Community Services District considerations about trail surfacing.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcisd.org]
Sent: Tuesday, June 12, 2012 11:23 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: [FWD: New Form Entry: Trail alternatives]

Mike Staudenmayer

From: info@martisvalleytrail.com [<mailto:info@martisvalleytrail.com>]
Sent: Tuesday, June 12, 2012 11:01 AM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives

From: sdrdujour1@sbcglobal.net

Date: Mon, June 04, 2012 11:01 pm

To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

stephen ramos

Email

sdrdujour1@sbcglobal.net

What do you use the trail for, primarily?

Walking / Nature Viewing

If Other please specify:

Which trail alternative do you prefer?

Highway

Why?

Preserve Martis Valley in as pristine and natural a state as possible, giving priority to restoration projects. I do not object to trails and alternative transportation networks so I would support the highway route, but only if it is the minimum practicable width, with the minimum environmental disruption.

BU-1

RESPONSES TO COMMENT LETTER BU

Submitted by:

Stephen Ramos

BU-1 The comment indicates support of the Highway Alternative if the minimum width of the paved trail is implemented with minimum environmental impact.

The project proposes to pave an 8-foot wide trail section and create 2-foot wide unpaved shoulders on either side of the paving, as described on page 3-13 of the Draft EIR. No comment on the Draft EIR is provided and no response is necessary.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcsd.org]
Sent: Tuesday, June 12, 2012 11:21 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: [FWD: New Form Entry: Trail alternatives]

Mike Staudenmayer

From: info@martisvalleytrail.com [<mailto:info@martisvalleytrail.com>]
Sent: Tuesday, June 12, 2012 11:00 AM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives
From: bob.rhodes2@comcast.net
Date: Wed, June 06, 2012 11:48 am
To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

Bob & Joyce Rhodes

Email

bob.rhodes2@comcast.net

What do you use the trail for, primarily?

Walking / Nature Viewing

If Other please specify:

Which trail alternative do you prefer?

Highway

Why?

As Northstar homeowners on Wolf Tree, the Valley alignment is adjacent to our property. We are concerned about security of our home, visual imparement of adjacent dedicated open space, and loss of quiet enjoyment of our trail facing decks.

BV-1

RESPONSES TO COMMENT LETTER BV

Submitted by:

Bob and Joyce Rhodes

BV-1 The comment indicates support of the Highway Alignment. The comment indicates concern for security, noise, and visual effects associated with the Valley Alignment.

No specific comments on the Draft EIR are provided and no response is necessary. Refer to Master Response 4 regarding security of residences near trails. Please refer to Chapter 8 of the Draft EIR for the analysis of the proposed project's visual impacts. The noise impacts of the proposed project are evaluated in the Initial Study that was circulated with the Notice of Preparation for this EIR and is included in Appendix A to the Draft EIR. Use of the trail is not expected to expose any residents to noise levels that exceed applicable Placer County General Plan standards. Refer to Responses to Comments H-7, H-26 and the exhibits at the conclusion of the responses to Comment Letter H regarding the distances to the trail from adjacent residences.

Katherine Waugh

From: info@martisvalleytrail.com
Sent: Monday, June 04, 2012 4:07 PM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives

From: hroghers@att.net

Date: Sun, June 03, 2012 5:21 pm

To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

Helga Roghers

Email

hroghers@att.net

What do you use the trail for, primarily?

Walking / Nature Viewing

If Other please specify:

Which trail alternative do you prefer?

Highway

BW-1

Why?

I would like to enjoy the "Wildlife Area" in peace and quiet.

RESPONSES TO COMMENT LETTER BW

Submitted by:

Helga Roghers

BW-1 The comment indicates support of the highway alternative to enjoy the Wildlife Area in peace and quiet.

No specific comment on the Draft EIR is provided and no response is necessary. The noise impacts of the proposed project are evaluated in the Initial Study that was circulated with the Notice of Preparation for this EIR and is included in Appendix A to the Draft EIR.

Katherine Waugh

From: info@martisvalleytrail.com
Sent: Friday, May 18, 2012 10:05 AM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

Follow Up Flag: Follow up
Flag Status: Flagged

----- Original Message -----

Subject: New Form Entry: Trail alternatives

From: ed_sweet@hotmail.com

Date: Thu, May 10, 2012 4:05 pm

To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

Ed Sweet

Email

ed_sweet@hotmail.com

What do you use the trail for, primarily?

Biking

If Other please specify:

Which trail alternative do you prefer?

Valley

Why?

- 1) I dislike noise from the roadway
- 2) Martis valley is a windy place: the valley alignment offers some protection from the winds
- 3) The trail from Prosser Dam road to Rainbow drive (Prosser Lakeview Estates area) is a good example of a well thought out off road trail alignment. Go out and experience it for yourself and you will see what I am talking about. It makes for a far more enjoyable experience compared to a trail that is next to a busy road!

Thank you!

BX-1

RESPONSES TO COMMENT LETTER BX

Submitted by:

Ed Sweet

BX-1 The comment indicates support of the Valley Alignment as it will be more enjoyable for trail users. The comment suggests the Valley Alignment will protect users from road noise and wind. The comment refers to the user experience on the trail from Prosser Dam Road to Rainbow Drive as a good example of an off-road trail alignment.

No comment on the Draft EIR is provided and no response is necessary.

Katherine Waugh

From: Mike Staudenmayer [mikes@northstarcsd.org]
Sent: Tuesday, June 12, 2012 11:16 AM
To: Cathy Spence-Wells; Katherine Waugh
Cc: Walter Auerbach
Subject: FW: [FWD: New Form Entry: Trail alternatives]

Mike Staudenmayer

From: info@martisvalleytrail.com [<mailto:info@martisvalleytrail.com>]
Sent: Tuesday, June 12, 2012 10:57 AM
To: Mike Staudenmayer
Subject: [FWD: New Form Entry: Trail alternatives]

----- Original Message -----

Subject: New Form Entry: Trail alternatives

From: robin32963@hotmail.com

Date: Mon, June 11, 2012 8:21 pm

To: info@martisvalleytrail.com

You've just received a new submission to your [Trail alternatives](#).

Submitted Information:

Name

Robin Ward

Email

robin32963@hotmail.com

What do you use the trail for, primarily?

Dog Walking

If Other please specify:

hiking, enjoying the beautiful outdoors

Which trail alternative do you prefer?

I need more info.

Why?

We are ending up with so little left untouched here in Truckee and Martis Valley, This valley has been home to walking your dog or hiking with your friends for many years - freely without pavement and rules, what is left? parking meeters in the ruff to go out and enjoy the beautiful Martis Valley? Seriously, leave this area alone, it is safe for wildlife and dogs to conven on neutral turf. NO ON PAVING ANY TRAIL!!!!!!!!!!!!!!

BY-1

RESPONSES TO COMMENT LETTER BY

Submitted by:

Robin Ward

BY-1 The comment suggests more information is needed in order to support an alternative trail. The comment indicates the paving of the Martis Valley Trail will diminish what is left of a dirt trail without any regulations. The comment also suggests the interaction of dogs and wildlife is safe.

No comments on the Draft EIR are provided and no response is necessary. Please refer to Master Response 3 regarding safety on multiple-use trails. As evaluated on pages 9-9 through 9-16, it is not expected that the proposed project would significantly detract from existing recreational experiences.

Most of the existing unpaved trails in the valley would not be affected by the project. As noted on page 9-9 of the Draft EIR, either alignment would convert approximately 1.15 miles of existing unpaved trails to paved sections, leaving 13.45 miles of unpaved trails within the Tomkins Memorial Trail system. Refer to Master Response 2 regarding the potential considerations by the Northstar Community Services District on trail surfacing.

VERBAL COMMENTS SUMMARY AND RESPONSES

Ann Penfield

BZ-1 Ann Penfield thanked the Corps (U.S. Army Corps of Engineers) for setting aside land on both sides of State Route 267. Commenter stated that this land is for wildlife habitat management. Ms. Penfield also stated the EIR needs improvement and reads as though the location is an urban area and that the document can't mitigate away impacts. The south side of State Route 267 was set aside in the 1977 Martis Creek Lake Master Plan for wildlife management and the EIR needs to take the Master Plan seriously.

Plumas ivesia is the only special status plant species in the EIR. Commenter suggested a focused survey of 200,000 plus plants and that mitigation measures avoid disturbance. Ms. Penfield also mentioned the 50 foot study area only includes the 20 foot construction area and questioned how the other 30 feet will be protected. Plumas ivesia is categorized as a 1.B.2 plant by the California Native Plant Society (CNPS) but not on state or federal listed. The Bureau of Land Management says 1.B listed plants should be considered rare and endangered and CNPS wants no net reduction in species population. Commenter concluded it is a beautiful valley and should not be paved because it will not be good for the soil.

The Draft EIR acknowledges the location of both of the proposed trail alignments as being within the Wildlife Management Area in several places, beginning on page 2-1 in the Executive Summary. Sections 3.1 and 3.3 provide descriptions of the project area characteristics. In addition, each resource topic chapter (Chapters 4 through 9) contains an Environmental Setting section that describes the characteristics of the project and region related to the resource topic. Section 9.2 Federal Regulation beginning on page 9-5 summarizes the Martis Creek Lake Master Plan and a discussion of potential project conflicts with the Plan are found under Impact 9.3 beginning on page 9-16 in the Draft EIR. Please refer to Response to Comment B-3.

Please refer to Responses to Comments AK-4, AK-5, AK-6 and AK-7 regarding the comments on Plumas ivesia. The study area for the proposed trail is a 50-foot corridor around the preliminary trail centerline. This area was used for field work and resource mapping conducted to evaluate conditions within the study area. Based on the results of the field work and resource mapping, a proposed alignment was identified for each of the project alternatives. This alignment is 12 feet in width with two foot shoulders for a total of 16 feet of disturbance area. In addition, areas for staging and parking areas/ trailheads will be disturbed. All disturbed areas will be revegetated as illustrated in Figure 3-8 on page 3-20 of the Draft EIR. An analysis of impacts to geology and soils is found in the Initial Study found in Appendix A to the Draft EIR.

Ellie Hyatt

BZ-2 Commenter, Ellie Hyatt, stated she is not opposed to the bike trail. Ms. Hyatt questioned the safety considered in the EIR, and that the EIR only mentions once the people who currently use the trails for jogging and dog walking. The Martis Valley trail is the only area where dogs can run and it is not signed as needing leashes. The county does not have resources to enforce the new leash law which could also be dangerous. Fast bikes sharing the path with existing walkers and dogs are also a safety hazard to consider. She suggested a close look at the Highway Alignment and trails in Moab and Sun Valley. The commenter, Ellie Hyatt, supports the Highway Alignment because there are fewer impacts.

Please refer to Master Response 3 regarding the safety of mixed use trails. Impacts related to trail user conflicts is described under Impact 9.2 in the Draft EIR beginning on page 9-14. Both Placer County regulations and the regulations within the Martis Creek Lake and Dam Project Area require the uses of dog leashes.

Lorraine Comanor

BZ-3 Commenter, Lorraine Commoner, is not opposed to the bike trail. However is concerned about the mixture of pedestrians and bicyclist and the potential hazards. The commenter also stated that the trail surface will be very hot and bothersome to those with joint issues if it is paved. Lorraine Commoner supports the Highway Alignment for bikes and prefers the valley to be unpaved.

Please refer to Master Response 3 regarding the safety of mixed use trails. Also please refer to Master Response 2 regarding the factors to be considered regarding trail surfacing.

Mike Dunsford

BZ-4 Commenter, Mike Dunsford, stated that the Martis Valley is a sacred area. He volunteers with the U.S. Army Corps of Engineers (USACE) and performs maintenance on the Martis Valley Dam Road. He plows snow on the road within 24 to 36 hours of occurrence. He stated that the USACE has counted as many as 4,000 cars per month on the Martis Valley Dam Road for recreation. Mr. Dunsford has counted over 60 cars parked outside the gates of the trail on a summer weekend. He suggests that parking needs to be accounted for. The commenter also stated that daily trail maintenance is critical and that the (Northstar) Community Services District assists with maintenance. Mr. Dunsford stated that bikes and pedestrians do not mix, as proven on Hennis Pass Road, however Martis Valley Dam Road is safe for everyone.

A new parking lot would be constructed should the proposed trail project proceed. Parking lot and trailhead alternatives are evaluated in Chapter 11 CEQA Discussion

beginning on page 11-13. Trail maintenance for the Martis Valley Trail would be provided by the Northstar Community Services District. Please refer to analysis under Impact 9.2 on beginning on page 9-14 regarding trail user conflicts and Master Response 3 on the safety of mixed use trails.

Brooke Rose

BZ-5 Commenter, Brooke Rose, uses the trail and parking lot almost daily for running. Ms. Rose stated the existing parking lot is usually full and kicks up a lot of dust. The EIR needs to address the use of existing trails. Walking on dirt trails is preferable. The commenter also said walking on the existing trails has an impact on water quality. Ms. Rose also states that the EIR does not mention how much of the Tompkins Memorial Trail will be left. The commenter also suggested for safety purposes, the EIR should clarify that this is a new option for bikers, but there will still be plenty of options for walkers and people who want dirt surfaces. Also as a safety factor, Highway 267 lacks a shoulder and is very dangerous for bikers. The trail will have a positive impact on real estate, and local businesses.

The use of the existing trails is qualitatively described under Impact 9.1 beginning on page 9-9 in the Draft EIR. Please refer to Master Response 2 regarding the factors to be considered regarding trail surfacing. The Draft EIR evaluates impacts of the proposed uses rather than existing uses however an analysis of the proposed trail impacts on water quality can be found in Chapter 6 Hydrology and Water Quality. Please refer to Response to Comment H-4 regarding changes to the existing trail systems and lengths of trail remaining unsurfaced. A description of existing bicycle and pedestrian facilities can be found on page 7-3 in the Draft EIR.

Birgitta Depaoli

BZ-6 Commenter, Birgitta Depaoli, volunteers with the Corps for trail maintenance, including cleaning up dog waste and stated she lives in the mountains for the natural setting. Ms. Depaoli is not for the paved trails as there are other paved trails in the area as options. The commenter stated there are psychological benefits to dirt trails and that research can be found to support for any position.

No comments on the Draft EIR are provided and no response is necessary. Please refer to Master Response 2 regarding the factors to be considered regarding trail surfacing.

John Svahn
Truckee Trails Foundation

BZ-7 Commenter, John Svahn, stated that the EIR did not include a discussion of removing cars from road by encouraging/supporting more bicycle activity. Mr.

Svahn stated there will be air quality and traffic benefits to connect all Truckee neighborhoods.

The Draft EIR recognizes that the trail will not have an adverse environmental effect on Air Quality. The assessment of potential air quality impacts can be found in the Initial Study contained in Appendix A to the Draft EIR. Discussion of potential traffic impacts is found in Chapter 7 on the Draft EIR.

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June 8, 2012

Mark Staudenmayer, General Manager
Northstar CSD
908 Northstar Drive
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Re: Draft Environmental Impact Report for the
Proposed MARTIS VALLEY TRAIL Project

Dear Persons:

This letter contains comments from a member of the public in response to the Draft Environmental Impact Report ("DEIR") for the MARTIS VALLEY TRAIL project proposed for approval and implementation by your agency, (the "Project" or the "Trail.") DMB/Highlands Group, LLC, ("DMB/H") owns property in Martis Valley and has an interest in the environmental resources referenced and discussed in the following paragraphs and has caused this letter to be prepared and submitted for your consideration and for the consideration of other public agencies as well as other private individuals and entities.

DMB/H commends the Northstar Community Services District, (the "District") and its Board of Directors (the "Board") for the initiative, the effort and the expenditures of funds the District has made to investigate, design and evaluate the Project and some of the available alternatives to certain components of the Project. With the exception of Parking Lot Alternatives 2, 3 and 4, DMB/H supports the Project wholeheartedly. (See DEIR Figure 11-1 at page equivalent 11-17 for the locations of the Parking Lot Alternatives.) DMB/H believes that there are other parking alternatives which should be investigated, discussed and evaluated in the Project EIR. For the reasons set forth below, DMB/H is unable to support or cooperate in the implementation of the Project if Parking Lot Alternative 3 is included as a component of the approved Project. In the event the Project is approved for implementation with Parking Lot Alternative 2 as a Project component, DMB/H may be unable to support the Project or cooperate in its implementation, depending on the reasons Parking Lot Alternative 1, or a variation thereof is not adopted.

It should be noted that several years ago DMB/H, at its own initiative and at its own expense, purchased from the Joerger family two 20' wide parcels of real property, (the "narrow parcels") – one in Nevada County and one in Placer County. DMB/H then transferred title to those parcels to the County of Placer, without charge, for future use as access to a small parking lot for persons utilizing the area's pedestrian/non-motorized trails and as an access to the regional trail system. In the current design of the Project, the northern end of Segment 1 of the Trail would utilize the two narrow lots to connect to the right of way of SR 267 just north of the Placer/Nevada County line, but would not use the narrow lots to provide access to the parking lot at the Alternative 1

CA-1

CA-2

site. The Trail would proceed south and east over DMB/H's land, (APN 080-270-062) before reaching a parcel owned by the Tahoe-Truckee Airport District, (APN 080-270-057.) (See the DEIR, at page 2-5, bottom paragraph and Figures 11-1 through 11-4 following page 11-16.) In its dealings with others, DMB/H has made provision for such use and development, but has agreed to consult with other concerned entities in that regard before agreeing to such use.

CA-2
(cont.)

Summary of Comments

Except for its potential traffic impacts, Parking Lot Alternative 1 is the environmentally superior alternative of those alternative evaluated in the DEIR. (See Table 11.2 on page 11-34 of the DEIR.) The traffic impacts associated with Alternative 1 can be reduced to less than significant by relocating the driveway serving the parking lot to coincide with the northern end of the northern segment of the Project, (i.e. the narrow parcels.) At that point, SR-267 currently includes left turn lanes serving both directions of travel. This alternative is referred to herein as Alternative 1A. The results of the failure to evaluate Alternative 1A are discussed in item 2 in the following section. It should be noted that there are several examples in the Tahoe-Truckee area in which driveways to parking areas are successfully used to accommodate pedestrians, bicycle riders and vehicles, (e.g., the parking area and trail head near "Fanny Bridge," in a highly congested area in Tahoe City.)

CA-3

In the event that it is determined that it is not feasible to co-locate the Trail and the parking lot driveway over the very short length of the narrow lots, then the parking lot can be served by the driveway which has been located on the narrow lots for many years, and the Trail entrance can be moved to a spot further south along SR-267 as described below so that the currently proposed northern end of the Trail is used only as the entrance to the parking lot. We are informed that the Town of Truckee is currently negotiating with property owners along Brockway Road and SR-267 for trail right-of-way extending to the County line, where the narrow lots are located. It may be possible for the Town of Truckee to obtain a trail right-of-way which turns South, away from Brockway Road and which leads to the DMB/H property on which the Trail could continue along its planned routing. Perhaps the District could negotiate with property owners along SR-267 (APN 080-270-051 and 080-270-038) south of the narrow lots for a trail easement which would allow Trail to turn South, away from SR-267, so as to reach the DMB/H land south of APN 080-270-038 and continue along the currently proposed alignment. When the traffic impacts of a parking area near the north end of the project are reduced to less than significant, Alternative 1 is clearly environmentally superior to Alternatives 2 and 3. (See Table 11.2 on page 11-34 of the DEIR.

CA-4

In the event that the use of the narrow parcels as the driveway to a Trail parking lot will not reduce traffic impacts to less than significant, then the DEIR should consider the alternative of not including any new parking lot in the Project. Indeed, such a no- new-parking-lot alternative should be evaluated regardless of the other parking alternatives studied.

CA-5

The DEIR understates the adverse impacts to visual resources presented by Parking Lot Alternatives 2, 3 and 4. The DEIR understates the potential adverse impacts to hydrological resources presented by Parking Lot Alternatives 2, and 4 and understates the safety and traffic

CA-6

impacts of Parking Lot Alternative 3. Thus, DMB/H believes that the Project including any of those alternatives cannot be approved unless a variation of Parking Lot Alternative 1 and the No-New-Parking-Lot Alternative are determined to be infeasible.

CA-6
(cont.)

Matters on which the DEIR is Incomplete

The comments set forth in this letter are not intended to disparage in any way the excellent work done in the design of the Project and in the preparation of the DEIR. However, DMB/H respectfully submits that the EIR should consider the following matters in addition to those addressed in the DEIR.

CA-7

1. The DEIR Fails to Consider an Alternative in which the narrow lots are used for driveway purposes. The north end of the narrow lots corridor coincides with existing left turn lanes serving both directions of travel on SR-267. The narrow lot corridor touches SR-267 at the same point as the driveway serving the residential complex to the north and nearly the same point as the driveway for the commercial complex to the south of that point. Those three driveways are directly across SR-267 from the Hampton Inn's and Suites and the service station and convenience store complex common driveway. Therefore, use of the narrow lots as the entrance to any parking facility associated with the Project should be studied and discussed in the EIR.

The DEIR recognizes that a parking lot located near the northern end of the Trail Project would be environmentally superior because it would not be located in the open area of the Martis valley floor and would therefore have no significant impact on visual resources. (See Table 11.2, at page 11 – 34 of the DEIR.) The DEIR further makes clear that the significant and unavoidable impact of Alternative 1 arises only from the accommodation of vehicles entering and exiting SR-267 from a proposed parking lot driveway co-located with the existing driveway serving the veterinary clinic located on APN 080-270-038 – where there is no left turn lane in either direction on SR-267. (See the DEIR at page 11-27, noting also that left turn lane warrant thresholds would not be met if Alternative 1 were implemented.) Therefore, it is not the location of the parking lot that is the problem with Alternative 1, but rather the location of its driveway that presents a problem.

CA-8

2. The DEIR fails to Consider an Alternative in which the parking lot driveway and the Trail are located within the "narrow lots". It is understood that the Project proposed is a 10 foot wide paved trail. However, the desire to have a standard 10 foot wide trail should not be allowed to impose unnecessary environmental harm when a slightly narrower trail can be implemented in constricted area for a short distance without materially affecting the functionality of the Trail. It is also understood that the project engineer and the preparer of the DEIR are of the opinion that the new parking lot should be served by a bi-directional driveway with each paved lane not less than 10 feet wide. The narrow lots are only 20 feet wide. If each driveway lane must be 10 feet wide and the Trail must be 10 feet wide and must be separated from the driveway by 5 feet of open space, a corridor not less than 35 feet in width will be required. DMB/H respectfully suggests that the District should require that the DEIR evaluate the feasibility of utilizing the available 20 foot wide corridor to serve as both the driveway to Parking Lot Alternative 1 as well as the northernmost Trail segment. By making this one change, Parking Lot Alternative 1 will

CA-9

emerge as the environmentally superior alternative and the adverse environmental impacts associated with the other three alternatives will be avoided, without increasing any other impacts and while reducing the cost of the Project.

CA-9
(cont.)

3. The EIR should Consider other driveway alignments for Parking Lot Alternative 1. In the event it is determined that it is not feasible to use the narrow lots for both the parking lot driveway and a Trail segment, the District should require that the EIR study and evaluate alternative driveway configurations for a parking lot located in approximately the same location as Parking Lot Alternative 1. For example, it appears that there are two or three areas between developed portions of parcels lying on the southwest side of Brockway Road which could accommodate a trail which would lead to the DMB/H parcel (APN 080-270-062) over which a portion of the Trail is to pass. If such a trail right-of-way were obtained instead of continuing the right-of-way along Brockway Road and SR-267 to the driveway/County line, potential conflicts between bicycle traffic and pedestrian traffic on the trail and the vehicular traffic on those roadways would be reduced. In addition, potential conflicts between vehicular traffic on the parking lot driveway and pedestrian and bicycle traffic on the Trail would be eliminated.

CA-10

In the event trail right-of-way north of the narrow lot driveway cannot be obtained, the District should require that the EIR study and evaluate the potential for continuing the Trail along, but outside, the SR-267 right-of-way until the Trail reaches a point at which it can turn south and reach the north line of DMB/H's parcel over which a portion of the Trail is to pass. Note that DMB/H's parcel touches the SR 267 right-of-way east of the eastern tip of the veterinarian's parcel. Upon reaching DMB/H's parcel, the Trail routing would continue substantially as shown in the DEIR. Under both of the Trail routing configurations as discussed in this section, the adverse impacts presented in parking lot alternatives 2, 3 and 4 would be avoided.

4. A "no-new-parking-lot" alternative should be studied and evaluated in the EIR. The DEIR is internally inconsistent with respect to whether one of the four "new" parking lots will be constructed as a part of the Project. Page 7-6 of the DEIR states: "[A]s noted above, under either the Valley or Highway Alignment, vehicular access would be at the new parking lot proposed in one of four potential locations or at the existing parking lot at the Martis Creek Lake Project Wildlife Viewing Area parking lot . . ." Figure 11-1 at page equivalent 11-17 of the DEIR shows the location of the existing parking facility as well as the four "new" alternatives. In contrast, page 2-9 of DEIR states: "[U]nder either alignment, the trail would include a new parking lot located along segment one." (The same is said on pages 2-10, 3-3 and 11-13.) The DEIR does not state the basis upon which a new parking lot is included as a Project component rather than being considered an optional feature.

CA-11

The DEIR does not include an analysis of existing parking facilities and sites in the area to be served by the Trail, (i.e. the Martis Valley) nor does it include an analysis of the number of users who may wish to access the Trail from a vehicular parking lot as compared to those who wish to access the trail as a pedestrian or the rider of a nonmotorized vehicle. It would seem that the nature and extent of available parking within the town of Truckee and within a reasonable distance to a connected segment of the Town of Truckee trail system should be described and evaluated in the EIR. Similarly, the already existing but underutilized (during all but the winter

CA-12

season) parking facilities within Northstar should be considered in regard to the need, or lack of need, for new parking facilities to accommodate users of the Trail. Otherwise, unnecessary impacts, (including but not limited to the generation of avoidable vehicular trips on regional roadway segments) might result from implementation of the Project. In addition, broader analysis might show that there are existing parking facilities capable of serving the needs of the users of the Trail. It might be discovered that more economically efficient and environmentally superior sites for parking exist near Interstate 80, the development of which might stimulate economic activity in the Town of Truckee while avoiding unnecessary environmental impacts in the rural area through which the Martis Valley Trail will pass.

CA-12
(cont.)

In the event it is determined that additional trail-user parking is required, consideration should be given to an alternative in which both the Town of Truckee and the District cooperate in the funding of an optimally located parking facility. In the event it is determined that parking facilities should be distributed such that some new parking is developed on the Placer County side of the line, consideration should be given to existing parking facilities at or near the airport and/or the expansion of parking facilities in that area.

CA-13

5. The DEIR fails to Consider the Importance of keeping the Valley Floor free of Glare and the Appearance of development. While it is true that the development of the Trail itself could be said to adversely impact the scenic value of the Martis Valley floor vistas, the trail will be mostly screened by the surrounding sage and scrub vegetation. In contrast, a parking lot in the open portion of the Valley floor, and more particularly the vehicles parked in such a lot, would not be screened from view. Unless screened, glare from vehicles will catch the eye, significantly and adversely impact the scenic resources of the Valley Floor during every day in which there are vehicles parked there. This is true whether Parking Lot Alternative 2, 3 or 4 is implemented.

Each of those Parking Lot Alternative sites lie within an area designated as Open Space in the Martis Valley Community Plan ("MVCP"). Policy 1.G.1 of the MVCP states in pertinent part: "The County shall permanently protect, as open space, areas of natural resource value, including open meadows . . ." Policy 4.B.5 states: "The County shall require that all new roads, parking and utilities be designed to minimize visual impacts. . . . parking areas should be designed to fit the natural terrain." Policy 4.C.1 designates both SR 267 and Schaffer Mill Road as "scenic routes." Policy 4.C.3 states that "[T]he County shall provide for landscaping . . . to maintain and improve scenic qualities and screen unsightly views." Policy 4.C.6 recognizes that "scenic routes are a resource of more than local importance." Thus, the potential adverse visual impacts resulting from unnecessary development of parking structures in the open meadow area of the Valley floor, would seem to be contrary to the governing General Plan. Thus, those potential impacts should be deemed to be significant unless mitigated to less than significant. (See Appendix G of the CEQA Guidelines at IX b) and at I a), I b), I c and I d).) Unless there is a compelling need, and unless there are no other feasible alternatives, parking facilities should not be constructed in the open and undeveloped area of the Valley floor. Your Board should require that the EIR present potential mitigation measures adequate to reduce potential visual and scenic impacts to less than significant in the event Parking Lot Alternative 2, 3, or 4 is ultimately chosen as a Project component.

CA-14

The DEIR indicates that there would be no significant visual impact from the development of Parking Lot Alternative 3. DMB/H respectfully disagrees. That alternative would significantly and adversely change the nature of the vista as one approaches the Valley floor, particularly if one is turning southwest onto Schaffer Mill Road. The presence of a parking lots says, “you’re not out of town yet.” The presence of a road with no development on either side says just the opposite. The visual impact of Parking Lot Alternative 3 should be described as significant unless feasible mitigation measures can be identified to reduce its potential adverse visual impacts on the edge of the Valley floor. Of course the preferred mitigation measure is “avoidance” of the impact. In this case, the location of any new parking lot adjacent to already developed areas outside the open Valley floor would avoid the potential impacts presented by Parking Lot Alternatives 2, 3 & 4.

CA-15

6. The DEIR understates the Traffic and Safety Impacts of Parking Lot Alternative 3. The DEIR evaluates a driveway to Parking Lot Alternative 3 located 300 feet west of the intersection of Schaffer Mill Road and SR-267. That is the bare minimum separation. However, current experience shows that ques of traffic seeking to exit SMR onto SR-267 often exceed that distance, particularly during peak hours. In addition, traffic turning right off of SR-267 and onto SMR often does so at relatively high speed. If a line of traffic were queued attempting to make entry to Parking Lot Alternative 1, traffic rounding the corner at SMR might be suddenly and unexpectedly confronted with stalled traffic. That would present a risk of collision and injury. The EIR should provide further analysis of the traffic safety issues associated with Parking Lot Alternative 3.

CA-16

7. The DEIR fails to Consider Potential Water Quality Impacts of Dogs accompanying Trail-users. The use of a covered bridge over the swale which must be crossed if Parking Lot Alternative 2 is adopted is an essential first step in mitigating for an Alternative 2 parking facility. See page 11-14 of the DEIR.) However, it is noted that many users of the nearby existing trails bring their pets with them so as to exercise the animal as well as the master. Those pets are often allowed to run loose, and some of their excrement invariably reaches surface waters. For that reason, Parking Lot Alternative 2, and perhaps Alternative 4, presents a potential impact on Waters of the State of California and Waters of the United States. Such potential impacts are not addressed in the DEIR with respect to the Parking Lot Alternatives. Your Board should require the identification of effective mitigation measures with respect to water quality issues presented by Parking Lot Alternatives 2 and 4.

CA-17

Conclusion

DMB/H remains solidly committed to a Martis Valley Trail and will grant an easement over its land for the Trail alignment as presented in the DEIR, provided the Project does not include a new parking lot in the open portion of the Valley floor nor at the intersection of Schaffer Mill Road and SR-267. In the event it is determined that a parking lot should be constructed adjacent to the Trail and along the north edge of DMB/H’s parcel, DMB/H will transfer to Placer County, without cost or charge, fee title to the area required for the parking lot, again provided that no new parking facilities are to be developed in the open portion of the Valley floor.

CA-18



Mr. Mike Staudenmayer, General Manager
Northstar Community Services District
June 8, 2012
Page 7 of 7

DMB/H welcomes the opportunity to work with the District and its consultants with respect to the analysis of every aspect of the proposed Project as well as the matters of concern presented above.

CA-18

(cont.)

Sincerely,

Lanny T. Winberry,
Attorney at Law

cc: Ronald J. Parr, DMB/H

RESPONSES TO COMMENT LETTER CA

Submitted by:

Lanny T. Winberry, on behalf of DMB/Highlands Group, LLC

- CA-1** The comment introduces the comment letter as providing the comments of DMB/Highlands Group, LLC (DMB/H). The comment acknowledges the process the Northstar Community Services District (NCSD) has undertaken for the Martis Valley Trail project and indicates support of the project, with the exception of Parking Lot Alternatives 2, 3 and 4. Elaborating on this statement, the comment indicates that DMB/H is not able to support Parking Lot Alternative 3, may not be able to support Parking Lot Alternative 2 depending upon the reasons for not adopting Parking Lot Alternative 1.

The comment is introductory to the detailed comments that follow and does not specifically address the contents or analysis contained in the Draft EIR. No response is necessary.

- CA-2** The comment describes DMB/H's purchase of two small parcels near the northern terminus of the proposed trail that were subsequently transferred to Placer County for access to parking and area trails. The comment indicates that the proposed project would use these two parcels to connect the proposed trail to State Route 267 but would not provide access to Parking Lot Alternative 1. The comment also notes that the proposed trail would cross another DMB/H parcel before reaching a parcel owned by the Tahoe-Truckee Airport District. The comment indicates that DMB/H has previously made provision for similar uses of their property, but has agreed to consult with concerned entities before agreeing to such use.

The comment does not address the analysis contained in the Draft EIR. No response is necessary.

- CA-3** The comment states that Parking Lot Alternative 1 would be the environmentally superior parking lot alternative except for potential traffic impacts. The commentor expresses the opinion that traffic impacts associated with Parking Lot Alternative 1 can be reduced to less than significant by relocating the driveway intersection with State Route 267 to a location near the northern terminus of proposed trail. The comment notes that SR 267 includes left turn lanes in this location. The comment indicates the EIR fails to evaluate this alternative and notes that there are several examples in the region where driveways to parking areas accommodate bicyclists, pedestrians and vehicles.

As stated on page 11-33, the Draft EIR found that Parking Lot Alternative 3 is environmentally superior. The comment is correct that if the traffic safety impacts of Parking Lot Alternative 1 could be avoided, the impacts of Parking Lot Alternatives 1 and 3 would be very similar, as indicated in the summary table on page 11-32.

However, the comment does not provide sufficient information to conclude that

relocating the driveway to this location would ensure traffic safety and operations would meet all applicable standards (and therefore would avoid the Significant and Unavoidable impact). While there is a center two-way left turn lane on SR 267 on the east side of Autumn Way, there is a left turn lane only for southbound SR 267 traffic on the west side of Autumn Way. Drivers making a left turn from Autumn Way onto SR 267 would need to cross the southbound traffic flow and directly enter the northbound traffic flow. As indicated in the analysis in Chapter 11 of the Draft EIR, it is expected that there would be nine outbound left-turns from Parking Lot Alternative 1 in the PM Peak hour. Because there is no dedicated lane to receive these turning movements, other than the SR 267 northbound travel lane, it is expected that the impacts of these out-bound left turns would be the same at the suggested driveway location as projected for the proposed Parking Lot Alternative 1 location. Impacts in either location be Significant and Unavoidable.

In addition, the 20 feet of width provided by the narrow parcels is not sufficient to accommodate vehicle traffic as well as the proposed trail, which requires 14 feet of width (10-foot paved trail and two 2-foot shoulders).

The Draft EIR evaluated a reasonable range of alternatives. CEQA does not require that every possible alternative be considered. Because of the lack of sufficient width in this location, the Parking Lot Alternative 1A suggested in this comment is not considered a feasible alternative and does not require analysis in the EIR.

- CA-4** The comment suggests that the northern portion of the trail be relocated further south along SR 267 if co-location of the trail and driveway is not possible, allowing the narrow parcels to serve as the parking lot driveway. The comment indicates that the Town of Truckee is working to obtain trail rights-of-way along Brockway Road and State Route 267 and that the Town might obtain trail access south from Brockway Road to DMB/H lands and then to the proposed trail alignment. The comment also suggests that NCSD could negotiate trail entrance easements with property owners south of the proposed northern trail terminus. The comment reiterates the earlier comment that when traffic impacts are reduced to less than significant, Parking Lot Alternative 1 would be environmentally superior to Parking Lots Alternatives 2 and 3.

The efforts by the Town of Truckee to obtain easements are uncertain and outside the control of NCSD and it is not reasonable for NCSD to design a project around uncertain or speculative easements. Further, as discussed above, it is not clear that the suggested use of the narrow parcels for the parking lot access driveway would avoid the Significant and Unavoidable impact. Importantly, there is no left turn lane available for drivers turning left from the driveway onto SR 267.

- CA-5** The comment indicates that if the driveway to Parking Lot Alternative 1 cannot be relocated then the alternatives analysis should consider an alternative in which no new parking lot would be constructed. The comment also states that this “no new parking lot” alternative should be studied regardless of other alternatives.

The Draft EIR includes analysis of a No Project Alternative for the overall project, as

required by CEQA. CEQA does not require that a “no project” alternative be considered for each project component. As described in the traffic analysis memoranda included in Appendix E to the Draft EIR and cited in Chapters 7, 9 , and 11 of the Draft EIR, the proposed trail project would generate demand for parking. NCSD determined that a new parking lot is a critical component of the project to ensure sufficient parking is available to trail users and avoid impacts to existing parking facilities, particularly parking facilities that are not owned or maintained by NCSD.

- CA-6** The comment expresses the opinion that the visual impacts of Parking Lot Alternatives 2, 3 and 4 are understated; that the hydrological impacts of Parking Lot Alternatives 2 and 4 are understated; and that the safety and traffic impacts of Parking Lot Alternative 3 are understated. The comment also states that project approval cannot be considered unless a variation of Parking Lot Alternative 1 and a No-New Parking Lot Alternative are determined to be infeasible.

The comment does not provide any evidence to support the opinions that impacts of Parking Lot Alternatives 2, 3, and 4 are understated. As discussed in Response to Comment CA-3, Parking Lot Alternative 1A as suggested in this comment letter is not feasible as there is insufficient width on the narrow parcels to accommodate both the trail and vehicle traffic. As discussed in Response to Comment CA-4, relocating the trailhead based on current efforts by another agency to obtain easements from a number of property owners would be speculative and is not required under CEQA. Finally, while CEQA requires that impacts be mitigated to the extent feasible, it does not require that the environmentally superior alternative be selected for construction. If appropriate findings for a Statement of Overriding Consideration can be made, an alternative that is not the environmentally superior alternative can be selected.

- CA-7** The comment provides additional introductory remarks to comments on the EIR and states the Draft EIR does not evaluate a parking lot alternative that uses the northernmost portion of the proposed trail as a driveway to Parking Lot Alternative 1. The comment describes the location of this segment of the proposed trail, its intersection with State Route 267 and the uses surrounding that area.

Please refer to Response to Comment CA-3 regarding the evaluation of parking lot alternatives. The suggested alternative is not feasible and does not need to be evaluated. The alternatives analysis presented in the Draft EIR meets CEQA’s requirement to evaluate a reasonable range of alternatives and to foster informed decision-making.

- CA-8** The comment indicates the Draft EIR recognizes that a parking lot alternative near the northern end of the trail would be environmentally superior to one located on the valley floor due to a lack of visual impacts. The comment also states that Parking Lot Alternative 1 has significant and unavoidable traffic impacts due to the proposed driveway location, not the location of the parking lot.

The comment is correct that the Draft EIR recognizes that Parking Lot Alternative 1 would have no visual impacts, while other parking lot locations would have less than

significant or significant and unavoidable impacts. Further the comment is correct that the Draft EIR finds that the traffic operations between SR 267 and the driveway to Parking Lot Alternative 1 would result in a significant and unavoidable impact.

- CA-9** The comment states that the Draft EIR did not consider a driveway to Parking Lot Alternative 1 that would co-locate the trail and the driveway on the “narrow parcels” previously identified. The comment recognizes that the proposed project design would require a minimum of 35 feet in width to accommodate two ten-foot drive aisles and a 10-foot wide trail, with a minimum of 5 feet of separation between the trail and vehicle traffic. The comment suggests it is reasonable to consider a change in the project design where that change would not materially affect the functionality of the trail.

It is noted that the trail is actually 14 feet in width – a 10-foot paved surface and two 2-foot shoulders. As discussed in Master Response 3, this design is appropriate and necessary to maintain safe trail operations for the proposed multiple-use trail. The suggested change in design would materially affect the functionality of the trail and therefore is it not a reasonable project alternative.

Further, as stated in Response to Comment CA-3, there is no left turn lane available for drivers turning left from the suggested driveway location onto SR 267. The suggested alternative would not avoid the Significant and Unavoidable impact of the Parking Lot Alternative 1 that was evaluated in the Draft EIR.

- CA-10** The comment suggests that the EIR should consider other driveway alignments for Parking Lot Alternative 1 and/or an alternative trail alignment that travels along the south side of SR 267, but outside of the SR 267 right-of-way, and suggests connections from Brockway Road would alleviate potential conflicts between pedestrians, bicyclists and vehicular traffic.

As stated in Response to Comment CA-3, the Draft EIR considered a reasonable range of alternatives. It is not necessary to evaluate every potential alternative. There are very few locations where a new driveway accessing SR 267 could be placed. There is a very short segment (approximately 160 feet long) of two-way left-turn lane on SR 267, and there is already a driveway accessing this lane (the driveway between Autumn Way and the Donner-Truckee Veterinary Clinic). Use of this driveway would require easements from property owners. It would be speculative to assume these easements would be granted and therefore it is not necessary to evaluate this alternative. Further, while there would be access to the center two-way left turn lane, additional traffic analysis would be necessary to determine if this location would result in acceptable traffic operations and safety. The comment does not provide any evidence to support the assertion that the suggested alternative would be feasible and would avoid or reduce impacts.

Extending the trail to Brockway Road would require a considerable lengthening of the trail which would be likely to increase (rather than decrease) project impacts. Alternatives evaluated in an EIR are generally intended to decrease project impacts. Therefore it is not necessary to evaluate an alternative that would require extending

the trail to Brockway Road.

- CA-11** The comment asserts the Draft EIR is internally inconsistent regarding whether one of the four parking lot alternatives will be constructed as part of the project or is an optional feature and cites examples on pages 2-9, 2-10, 3-3, 7-6, 11-13 and 11-17.

The comment indicates a misunderstanding of the Draft EIR. As noted in the comment, the Draft EIR clearly states on page 2-9 (as well as pages 2-10, 3-3, and 11-13) that the project includes construction of a new parking lot and that there are four potential locations evaluated for this new parking lot. The statement on page 7-6 referenced in this comment indicates that access to the trail could also come from existing parking facilities. Another statement explaining potential access points to the proposed trail is on page 9-10 of the Draft EIR, which indicates that access to the trail could come from “the proposed new parking lot, connections from the existing Tompkins Memorial Trail and trails in the Town of Truckee, the parking lot for the Martis Creek Lake Project Wildlife Viewing Area, and residential areas and the commercial center within the Northstar community.”

There is no requirement for the Draft EIR to identify the basis for including any particular project component. But as noted in Response to Comment CA-5, NCSD determined that a new parking lot is a critical component of the project in order to meet the project’s demand for parking while avoiding impacts to existing parking facilities, particularly facilities not owned or maintained by NCSD.

- CA-12** The comment states the Draft EIR does not evaluate existing parking facilities in the area or an analysis of those who would access the trail via vehicles versus those who would access the trail on foot or non-motorized vehicle. The comment suggests that there may be suitable underutilized parking areas in Truckee or within Northstar that could result in a reduction in traffic associated with the proposed trail; or that there may be an outlying location (such as near Interstate 80) where a parking lot would have fewer environmental impacts. Further, the comment suggests that use of outlying parking areas could reduce environmental effects and potentially boost economic development in Truckee.

The traffic analysis memoranda included in Appendix E of the Draft EIR and summarized in chapters 7, 9, and 11 of the Draft EIR does evaluate the number of trail users that would walk or bicycle to the trail and the number that would drive to the trail. As summarized on pages 9-10 and 9-11 of the Draft EIR, the traffic analysis found that trail usage on a peak summer day would vary at each location but would range between 200 and 430 trail users in the near term, and of those users “approximately two-thirds of trail users are expected to walk or bicycle to the trail and one-third will drive to/from the trail.” As discussed on page 7-7 of the Draft EIR, the project would generate a demand for 10 parking spaces at the existing Wildlife Viewing Area parking lot. As discussed on page 11-26, the project would also generate a demand for 10 or 11 parking spaces at a new parking lot during the peak trail use hour.

As noted in Response to Comment CA-5, providing a new parking lot adjacent to or

within a walkable distance of the trail is included in the proposed project to ensure there is adequate access to the trail and that use of the trail does not significantly impact existing parking facilities that are not owned or maintained by NCSD.

As stated on page 9-4 of the Draft EIR, the Town of Truckee is “currently working to provide a Class I trail along the Brockway Road corridor between the north end of the proposed Martis Valley Trail and the Regional Park.” Currently there are no connections to parking facilities associated with the Town of Truckee trail system that could be relied upon to redirect vehicle traffic trips to an alternate parking location.

Outlying locations for a parking lot are not reasonable or feasible for this project. As noted above, the traffic analysis found that about one-third of trail users will want to drive to the trail. A parking lot that is not located adjacent to or in a reasonable walking distance of the trail would not meet the needs of these trail users.

The comment suggests that the alternatives suggested could avoid “unnecessary environmental impacts” of the proposed project, such as “generation of avoidable vehicular trips on regional roadway segments.” Individual vehicular trips on any roadway do not constitute an environmental impact unless they result in traffic volumes that exceed roadway capacity or generate air pollutant emissions or noise levels that exceed applicable standards. The proposed project would not result in any of these conditions, as shown in the analysis in Chapters 7 and 11 of the Draft EIR and in the Initial Study/Notice of Preparation for this EIR.

- CA-13** The comment suggests that NCSD should work with the Town of Truckee to find a parking facility and/or consider use of/expanding the existing parking at or near the airport.

As discussed in Responses to Comments CA-5 and CA-13, providing a new parking lot adjacent to or within a walkable distance of the trail is included in the proposed project to ensure there is adequate access to the trail and that use of the trail does not significantly impact existing parking facilities that are not owned or maintained by NCSD. Also, as noted above, there are currently no Town of Truckee trails that provide access to the proposed Martis Valley Trail, so parking facilities in the Town of Truckee would not be a feasible alternative for providing parking for the proposed project. Parking at the airport would require trail users to cross SR 267 before reaching the trail, which could result in traffic safety impacts. It would also require additional trail construction, which could increase project impacts, or require trail users to use existing sidewalks and roadways to reach the trail, which would not meet the project objectives.

- CA-14** The comment notes that visual and glare impacts from vehicles in a parking lot within the valley would be significant and may conflict with Placer County policies for protection of open space in Martis Valley. The comment references and provides excerpts of specific Community Plan policies applicable to this discussion. The comment asserts that mitigation should be provided to reduce any such impacts from Parking Lot Alternatives 2, 3, or 4 to a less than significant level if one of these

alternatives is selected for construction in order to avoid conflicts with the Community Plan.

The comment is correct that the Draft EIR identifies potential visual and glare impacts from Parking Lot Alternatives 2, 3, and 4. Specifically, the Draft EIR finds that impacts from Parking Lot Alternative 3 would be less than significant without mitigation; impacts from Parking Lot Alternative 2 would be less than significant with mitigation; and there is no feasible mitigation to fully avoid scenic resource impacts and glare impacts from Parking Lot Alternative 4. The impacts of Parking Lot Alternative 4 are determined to be Significant and Unavoidable. The analysis considers views from the Wildlife Viewing Area, SR 267, and Schaffer Mill Road, which are recognized in the Community Plan as scenic vista locations or scenic routes.

The Community Plan policies do not prohibit scenic or glare impacts, but direct that such impacts be “minimized” (Policy 4.B.5). The Draft EIR analysis and mitigation measures provide for reducing impacts to the extent feasible, consistent with the Community Plan policies. It is noted that the Community Plan anticipates ongoing development in the area, including development of recreational facilities in the valley, but notes that such facilities must be carefully sited and designed.

- CA-15** The comment disagrees with the conclusion in the Draft EIR that Parking Lot Alternative 3 would not have a significant visual impact. The comment suggests that this alternative would adversely affect views from Schaffer Mill Road by adding a parking lot to a road that has “no development on either side.” The comment states that this impact should be considered significant unless mitigation measures are identified to reduce adverse visual impacts. The comment concludes that the preferred mitigation measure is “avoidance” and suggests that construction of a parking lot “adjacent to already development areas outside the open valley floor” would avoid the potential impacts of Parking Lot Alternatives 2, 3 and 4.

While the comment is correct that there is no development immediately adjacent to Schaffer Mill Road in the location of Parking Lot Alternative 3, the Draft EIR states on page 11-30 that residential and commercial development is visible from Schaffer Mill Road. Further, landscaping would screen and soften views of the parking lot. Finally, the parking lot would be located on the north side of Schaffer Mill Road, while the primary views of the open valley floor are to the south. Based on these conditions, the EIR concludes that impacts to scenic resources and views from scenic routes of Parking Lot Alternative 3 are less than significant.

- CA-16** The comment disagrees with the EIR traffic and safety impacts analysis related to Parking Lot Alternative 3 and requests further analysis. The comment cites the distance to the driveway access point from the intersection of Schaffer Mill Road and State Route 267, traffic speed and vehicle queuing as potential safety issues related to Parking Lot Alternative 3.

An analysis of traffic safety and operations for each Parking Lot Alternative location was completed by LSC Transportation Consultants. That analysis was summarized

in Chapter 11 of the Draft EIR and provided in Appendix E to the Draft EIR. Specific to Parking Lot Alternative 3, the analysis found that up to 11 vehicles would be parked at this location during the peak hour for trail usage and that the addition of these vehicles to background traffic levels on SR 267 and Schaffer Mill Road would not change levels of service on either road or at the intersection of these roads. The comment seems to suggest that vehicles turning onto Schaffer Mill Road from SR 267 may encounter a line of cars queued up to enter Parking Lot Alternative 3. (Although the comment references Parking Lot Alternative 1, based on the context of the comment, the “1” is believed to be a typographic error. Further, the Draft EIR recognizes that turning movements into and out of Parking Lot Alternative 1 would result in a Significant and Unavoidable impact.) However, it is noted that vehicles traveling south/southwest on Schaffer Mill Road would make a right turn to enter the parking lot in this location. Right turn movements into a parking lot do not typically result in long queues. Further, the analysis found that the sight distance provided by the proposed driveway location meets all applicable standards.

To address the comment regarding queue length on Schaffer Mill Road, LSC Transportation Consultants reviewed data currently being prepared for a separate project in the area. This data indicates that the 95th percentile queue length on Schaffer Mill Road in the PM Peak hour is 200 feet. Additionally, Schaffer Mill Road is low-volume roadway. As discussed in chapter 11 of the Draft EIR, it is not expected that vehicles leaving Parking Lot Alternative 3 would experience unacceptably long wait-times or be exposed to significant traffic safety hazards.

- CA-17** The comment states that use of a “covered bridge” over a swale near Parking Lot Alternative 2 would be a critical part of the connection between this location and the proposed trail. The comment is concerned with the impacts to water quality from unleashed dogs accompanying trail users near Parking Lot Alternative 2 and possibly Parking Lot Alternative 4 and that these potential impacts are not addressed in the Draft EIR.

It is noted that the proposed trail structure over the swale is a boardwalk, not a covered bridge. This type of structure can reduce direct impacts to wetlands by reducing the footprint of structures placed within the sensitive habitat.

As discussed in Chapter 9 and Chapter 11 of the Draft EIR, there are current requirements for use of dog leashes within Placer County and within the U.S. Army Corps of Engineer’s Martis Creek Lake and Dam project. The proposed project would not alter these requirements. Further, signage regarding trail etiquette would include requirements for dog owners to clean up after their pets. NCSD would provide trash cans at several trailheads and at the trail parking lot to facilitate this, and would provide additional education and outreach if dog walkers are not complying with these rules.

CA-18 The comment states that DMB/H is committed to the proposed trail project and will grant an easement provided the project does not include a new parking lot in the open portion of the Valley floor or at the intersection of Schaffer Mill Road and State Route 267. The comment concludes that DMB/H welcomes the opportunity to work with NCSD.

The comment does not address the analysis contained in the Draft EIR. No response is necessary.

CHAPTER 3

DRAFT EIR REVISIONS

the Northstar Community (including Northstar California golf course, Village at Northstar, residential areas of Northstar, and the Northstar California ski area), and undeveloped areas of Tahoe National Forest. Uses in the higher elevations, above the Village at Northstar, primarily consist of resource management (logging timber stands are managed for forestry health and fuels reduction) and recreation. No commercial logging currently occurs within the Northstar property.

Northstar CSD maintains 14.6 miles of existing trails in the project area. The existing trail network is known as the Tompkins Memorial Trail. The Tompkins Memorial Trail and the study corridor for each trail alignment pass through the Wildlife Management Area of the USACE Martis Creek Lake Project area. Martis Reservoir, which is also part of the Martis Creek Lake Project, is located northeast of the project area, north of SR 267. Martis Reservoir provides flood protection for the Reno-Sparks area. The reservoir is planned to have a 20,000 acre-foot capacity although the lake is maintained at low water levels due to structural and safety issues with the dam (USACE 1977, USACE 2011).

The existing trail along Martis Creek through the Martis Creek Lake Project is one of the most popular trails in the Truckee area. The heavy use of this trail has led to water quality impacts as erosion of the trail and streambanks lead to sedimentation of the creek, and impacts to wildlife from the presence of humans and dogs in the area (Truckee River Watershed Council 2009). The Watershed Council and USACE have conducted restoration activities including “rerouting some portions of the existing trails away from stream banks, meadows and wetlands, restructuring and rebuilding portions of trails, and stabilizing stream banks through extensive revegetation” to reduce sedimentation and enhance natural habitat (Truckee River Watershed Council 2009). In 2010, the Truckee River Watershed Council began an assessment of the Martis Creek watershed. The assessment includes watershed attributes, an existing conditions inventory and identification of additional restoration opportunities. The field assessment has been completed and the final report is anticipated in April 2012. (D. Shaw, pers. comm.).

2.4 PROJECT OBJECTIVES

Objectives represent the overarching goals and purpose of a proposed project. Northstar CSD has developed the following objectives for the proposed Martis Valley Trail project.

- ❖ Provide a convenient, safe and accessible non-motorized connection between the Town of Truckee, the Village at Northstar and Brockway Summit and to trails providing access to the North Shore of Lake Tahoe.
- ❖ Expand the community, recreational, and transportation opportunities available in Martis Valley.
- ❖ Expand and complement existing and planned regional trails; facilitate connections to adjacent residential areas as well as existing and planned trail systems and parking and transit centers throughout the area.
- ❖ Provide safe passage for all users, avoiding interface with automobiles to the greatest extent possible.
- ❖ Provide a trail that is accessible to the widest variety of potential users during all seasons of the year.

2.8 INTENDED USES OF THE EIR

This Draft EIR has been prepared in accordance with CEQA (Public Resources Code, Section 21000, et seq.) and the CEQA Guidelines (14 California Administrative Code, §15000, et seq.). This Draft EIR provides public disclosure of potential impacts of the project. It does not serve as a recommendation of either approval or denial of the project. Section 15121(a) of the CEQA Guidelines states:

An EIR is an informational document which will inform public agency decision-makers and the public generally of the significant environmental effect of the project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project.

As required under CEQA, the Martis Valley Trail Draft EIR provides an assessment of environmental impacts associated with construction and operation of the proposed project and presents the means and methods of reducing significant impacts where possible.

Required Permits and Approvals

Based on a review of the proposed project details, the information presented in this Draft EIR, and other available information, the Northstar CSD Board of Directors will consider whether or not to approve the proposed trail. If the trail is approved, Northstar CSD will request the entitlements and approvals listed in *Table 2.1* from each identified Responsible Agency. Following the table is a discussion of each of the entitlements and approvals required.

Table 2.1
Required Approvals/Permits for Martis Valley Trail

Required Permit	Responsible Agency
Trail Authorization	Northstar CSD
Agreement authorizing trail alignment through USACE property	U.S. Army Corps of Engineers
Clean Water Act Section 404 Permit	U.S. Army Corps of Engineers
Water Quality Certification	Lahontan Regional Water Quality Control Board
<u>Waste Discharge Prohibition Exception</u>	<u>Lahontan Regional Water Quality Control Board</u>
<u>Stormwater Construction General Permit</u>	<u>Lahontan Regional Water Quality Control Board</u>
Federal Endangered Species Act Section 7 Consultation	U.S. Fish and Wildlife Service
National Historic Preservation Act Section 106 Consultation	State Historic Preservation Officer
Streambed Alteration Agreement	California Department of Fish and Game
Minor Use Permit	Placer County

Required Permit	Responsible Agency
Grading / Improvement Plan Approval	Placer County
<u>Construction Emissions/Dust Control Plan</u>	<u>Placer County Air Pollution Control District</u>
Encroachment Permit (may be required)	<u>Placer County</u> California Department of Transportation
Timber Harvest Plan and/or Timberland Conversion Permit (may be required)	California Department of Forestry and Fire Protection

Required Entitlements, Permits and Approvals

Trail Authorization. The Northstar CSD Board of Directors must authorize construction and maintenance of the trail.

USACE Agreement: The proposed Martis Valley Trail would cross lands owned and managed by the USACE. For Northstar CSD to construct and operate a trail through USACE lands, the CSD and USACE would need to establish a legal mechanism granting permission for the trail to cross USACE lands and identifying the responsibilities of each party regarding access and trail maintenance. It is anticipated that this mechanism will be in the form of a real estate document, such as an easement. This action would be subject to USACE compliance with the National Environmental Protection Act.

Clean Water Act Section 404: The USACE regulates the placement of fill or dredged material that affects waters of the United States, which include streams and wetlands. The USACE regulates these activities under authority granted through Section 404 of the Clean Water Act. The project site includes wetland resources under the jurisdiction of the USACE that may be impacted by trail crossings. Any discharge of dredged or fill materials to wetlands would require permitting pursuant to Section 404 of the federal Clean Water Act. The amount of wetland impacts anticipated under each alignment is identified in **CHAPTER 4 BIOLOGICAL RESOURCES**. The project would require authorization pursuant to Nationwide Permit 42.

Water Quality Certification: Because approval and implementation of the proposed project has the potential to affect wetlands or other waters of the U.S., the Lahontan RWQCB would need to provide water quality certification of the project in compliance with Section 401 of the Clean Water Act. In providing water quality certification, the RWQCB would review the USACE permit conditions of approval and may require the project to implement additional water quality protection measures.

Waste Discharge Prohibition Exemption: The Water Quality Control plan for the Lahontan Region prohibits the discharge of materials to lands within the 100-year floodplain of the Truckee River or any tributary to the Truckee River. Martis Creek is tributary to the Truckee River and the project would place fill within the 100-year floodplain associated with Martis Creek. To authorize this activity, the project must obtain a Waste Discharge Prohibition Exception from the Lahontan Regional Water Quality Control Board.

Stormwater Construction General Permit: The project site is greater than one acre, and therefore must comply with the statewide Stormwater Construction General Permit. Compliance with the Construction General Permit requires preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP). This will include

Federal Endangered Species Act Section 7 Consultation: When a project may affect federally-listed endangered species and requires USACE approval, the USACE will consult with the U.S. Fish and Wildlife Service to ensure that appropriate mitigation measures are incorporated in the project to avoid impacts to federally-listed endangered species. The project's potential to affect federally-listed endangered species is evaluated in **CHAPTER 4 BIOLOGICAL RESOURCES**.

National Historic Preservation Act Section 106 Consultation: When a project requires USACE approval, the USACE must ensure that the project will not substantially affect historic or archeological resources. The USACE will consult with the State Historic Preservation Officer to ensure that appropriate mitigation measures are incorporated in the project to avoid such impacts. The project's potential to affect historic and archeological resources is evaluated in **CHAPTER 5 CULTURAL RESOURCES**.

Streambed Alteration Agreement: The California Department of Fish and Game must approve activities that may alter an area within a streambed or stream zone pursuant to Section 1600 et seq of the California Fish and Game Code. The portions of the project that would alter areas under the jurisdiction of the California Department of Fish and Game are identified in **CHAPTER 4 BIOLOGICAL RESOURCES**.

Minor Use Permit: The trail crosses land within unincorporated Placer County, subject to the Martis Valley Community Plan. Based on the land use and zoning designations of this land, the Martis Valley Community Plan requires that Placer County issue a Minor Use Permit to allow establishment of recreational land uses in this area.

Grading / Improvement Plan Approval: The proposed project would require approval from Placer County of either grading plans or improvement plans. Plan approval must be obtained before commencement of any grading or other site preparation.

Construction Emissions/Dust Control Plan: The project must obtain approval from the Placer County Air Pollution Control District on a Construction Emissions/Dust Control Plan.

Encroachment Permit: Depending on the location selected for the new trailhead and parking lot, some work within ~~the~~ Caltrans and/or Placer County right-of-way may be necessary. Any work within ~~the~~ Caltrans right-of-way would require issuance of an encroachment permit from Caltrans and any work within Placer County right-of-way would require issuance of an encroachment permit from the County.

Timber Harvest Permit and/or Timberland Conversion Permit: Some tree removal will be required for trail construction. If the tree removal meets the permit requirements in California Code of Regulations Section 1103 and Public Resources Code 4581 one or both of the above permits will be necessary.

Table 2.2
Impact Summary Table

Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
Biological Resources		
Impact 4.1: Adversely Affect Special Status Species		
PS	<p>Mitigation Measure 4.1a: Northstar CSD shall implement the following:</p> <ul style="list-style-type: none"> A. Avoid substantially modifying the existing hydrology in the vicinity of identified populations of Plumas ivesia to ensure that areas that support Plumas ivesia are not drained or dried or subject to concentrated flows. B. Flag the limits of disturbance before construction begins to ensure that construction equipment and crews do not enter areas where Plumas ivesia will be protected. C. Periodically monitor areas adjacent to the trail where Plumas ivesia occurs for disturbance associated with trail operations. Monitoring efforts shall include consideration of vegetation health and vigor, changes in hydrology and erosion, and evidence of off-trail activities. If disturbance in these areas is observed, Northstar CSD shall consult with a qualified botanist to determine appropriate measures to implement for the protection of non-impacted Plumas ivesia populations adjacent to the trail. Measures could include fencing along the trail shoulder, signage to identify areas of sensitive species and advise trail users to stay on the trail, drainage modifications, and temporary or permanent fencing of areas where disturbance is observed. 	LTS
	<p>Mitigation Measure 4.1b: Prior to commencement of any construction activities, including site clearing and/or grading, Northstar CSD shall retain a qualified botanist to conduct floristic rare <u>plant surveys of the construction area, staging areas, and access routes. Surveys shall be conducted to identify invasive plant species in any portion of the project site and rare plant species within wetland, riparian, and stream habitats that would be affected by project construction. These surveys shall be carried out during appropriate blooming periods of special-status species with potential to occur onsite and of invasive plant species of importance to the region. Should any individual special-status plant species and/or invasive plant species be located, the applicant Northstar CSD shall retain a qualified botanist to develop and implement a management plan. Appropriate management measures for special status plant species could include transplanting, soil/seed salvage and avoidance, and shall be sufficient to ensure the Martis Valley Trail project does not result in a loss of viability for special status plant populations. Management measures for invasive plant species shall include measures to stop movement of plant materials and seeds</u></p>	

Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	<p>(especially as associated with movement of workers, materials, and equipment throughout the construction area), minimize soil and vegetation disturbance, maintain healthy plant communities, and provide for monitoring and early response to future establishment of invasive plant species. The requirements of any management plan required under this Mitigation Measure shall be identified in any Request for Proposals for future construction phases in the affected area.</p> <p>Mitigation Measure 4.1c: To minimize impacts to Lahontan cutthroat trout and its habitat or potential habitat, Northstar CSD shall implement BMPs to avoid adversely affecting water quality during and following construction, as identified below and to be consistent with NPDES and Section 404 permitting requirements. Northstar CSD shall also implement Lahontan cutthroat trout habitat restoration at a ratio no less than 1:1. The actual restoration ratio shall be determined by USFWS through consultation with USACE as part of the Clean Water Act Section 404 permitting process. Restoration of Lahontan cutthroat trout habitat could include bed and bank stabilization measures, revegetation, and in-stream habitat improvement, among other measures. Northstar CSD shall also implement any additional measures required by USFWS as identified through USACE consultation with USFWS as part of the Clean Water Act Section 404 permitting process.</p> <p>BMPs implemented to avoid adversely affecting water quality shall be identified on Improvement Plans and subject to approval by the Placer County Planning Department and Engineering and Surveying Department and USACE. BMPs to minimize impacts to Lahontan cutthroat trout and its habitat or potential habitat shall include the following:</p> <ul style="list-style-type: none"> A. Implement Mitigation Measure 6.1a which identifies requirements for design of BMPs. B. Implement Mitigation Measure 6.1b which requires Northstar CSD to prepare a Stormwater Pollution Prevention Plan (SWPPP) and project Grading or Improvement Plans that include detailed provisions for all construction BMPs. C. Implement Mitigation Measure 6.1c which requires permanent BMPs to be included in the SWPPP and project Grading or Improvement Plans and identifies minimum requirements for permanent BMPs. D. Implement Mitigation Measure 6.1d which identifies design standards for trail amenities to manage stormwater. <p>Mitigation Measure 4.1d: A biological monitor shall be retained throughout the duration of construction activities in the vicinity of affected aquatic habitat, to ensure that disturbance of Sierra Nevada yellow-legged frog and its habitat is minimized or avoided. If any Sierra Nevada yellow-</p>	

Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	<p>legged frog are detected within a construction area, work must be halted and the CDFG shall be contacted immediately to determine appropriate avoidance measures including, but not limited to, moving individuals to appropriate offsite locations or limiting construction operating periods.</p> <p>Mitigation Measure 4.1e: All aquatic habitat and wetland areas disturbed by construction activities shall be restored/revegetated to pre-project conditions or as required by the terms and conditions of permits obtained from the USACE, CDFG, or Lahontan Water Quality Control Board. <u>Revegetated areas shall be monitored for invasive weed species for a minimum of three years.</u></p> <p>Mitigation Measure 4.1f: To avoid disturbance of active nests, trees should be removed outside the typical breeding season. A survey for active raptor nest sites shall be conducted by a qualified biologist prior to construction activities during the typical raptor nesting season (March 1 through August 31). The survey shall be conducted no more than 30 days prior to initiation of proposed construction activities and shall be coordinated with construction activities to ensure that any area that remains inactive for more than 30 days is resurveyed prior to initiating or re-initiating construction work. Survey results shall be submitted to the CDFG. If active raptor nests are found on or immediately adjacent to proposed construction areas, a minimum 300-foot buffer shall be established from active construction areas and consultation with CDFG shall be initiated to determine protective measures. Protective measures could include buffer zones around active nests and subsequent monitoring of the nest until it is determined to be inactive and CDFG concurrence is obtained. No trees with active nests shall be removed until the nest is determined to be inactive.</p> <p>Mitigation Measure 4.1g: To avoid potential impacts to willow flycatcher, yellow warbler, and associated habitat, the following measures shall be implemented:</p> <ol style="list-style-type: none"> 1. Prior to any work within 500 feet of any riparian habitat, a qualified biologist shall conduct a habitat assessment to identify areas of potential willow flycatcher nesting habitat. Work may proceed in areas determined to not provide willow flycatcher nesting habitat. 2. Except as provided under item 4, no heavy equipment shall be used and no vegetation shall be altered within 300 feet of potential willow flycatcher nesting habitat during the critical breeding season, which extends from May 1 to August 31. 3. Disturbance and removal of vegetation within riparian areas shall be minimized to the extent possible by clearly field marking the limits of vegetation removal requirements prior to any site disturbance. Vegetation removal from riparian areas shall be kept to the minimum required to allow for construction of the proposed improvements. CDFG shall be contacted prior to any vegetation removal within riparian areas to determine appropriate impact minimization 	

Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	<p>strategies and compensation measures for impacts to vegetation that could occur. Compensation could include revegetation or habitat restoration at a ratio to impacts determined appropriate by CDFG, but no less than 1:1.</p> <p>4. If work must occur during the breeding season for willow flycatcher, surveys to determine presence or absence of this species shall be carried out by a qualified biologist according to the protocol provided by A Willow Flycatcher Survey Protocol for California or the survey protocol guidance provided by CDFG at the time surveys are conducted. Results of the survey shall be provided to CDFG. With concurrence of CDFG, work may proceed in suitable habitat areas if surveys determine that no nesting birds occur within 500 feet of the proposed work area. Any work carried out during the breeding season shall be monitored by a biologist qualified to identify willow flycatcher individuals and nests and shall be subject to other measures resulting from consultation with CDFG. If surveys or monitoring indicate presence of nesting willow flycatcher within 500 feet of the project site, work within 300 feet of the nesting area shall cease until it is determined that nests are inactive or young have fledged.</p> <p>Mitigation Measure 4.1h: New ground disturbance within areas of riparian vegetation that provide potential habitat for Sierra Nevada mountain beaver and Sierra Nevada snowshoe hare shall be avoided to the extent feasible. If disturbance to riparian vegetation cannot be avoided, a qualified biologist shall be retained to survey the proposed area of disturbance prior to construction. If evidence of occurrence of either of these species is found, a minimum 500 foot non-disturbance buffer shall be established around nest or burrow sites and CDFG shall be contacted to determine appropriate avoidance or impact minimization measures, which could include monitoring, buffer zones, seasonal work restrictions, or other measures.</p> <p>Mitigation Measure 4.1i: Staging areas shall be located in areas that have been previously disturbed, do not include any riparian habitat, do not support Plumas ivesia plants, and do not require any tree removal.</p>	
Impact 4.2: Adversely Affect Riparian Habitat or Other Sensitive Natural Community		
PS	<p>Mitigation Measure 4.2a: <u>Where the project would result in impacts to riparian habitat</u>, Northstar CSD shall <u>apply to Lahontan Regional Water Quality Control Board for a Waste Discharge Prohibition Exception and shall</u> obtain a Streambed Alteration Agreement from CDFG to authorize impacts within the bed and bank of drainages and associated riparian habitat within the trail alignment. Northstar CSD and their contractors shall adhere to all conditions and requirements of the Streambed Alteration Agreement. The Streambed Alteration Agreement shall be acquired</p>	LTS

Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	prior to any clearing, grading, or excavation work on the project site.	
	Mitigation Measure 4.2b: Northstar CSD shall implement <i>Mitigation Measure 4.1b</i> , which requires implementation of an Invasive Plant Management Plan to prevent introduction of invasive plant species to the construction area, surveys for invasive plant species within the construction area, and inclusion of specific measures to control the spread of any invasive plant species found in those surveys.	
	Mitigation Measure 4.2cb: Staging areas shall be located in areas that have been previously disturbed and do not include any riparian habitat or other sensitive natural community.	
	Mitigation Measure 4.2de: Northstar CSD shall retain a qualified biologist to update the Biological Resources Assessment for Segments 3E and 4 at the time construction of these segments is proposed.	
Impact 4.3: Adversely Affect Federally Protected Wetlands		
S	Mitigation Measure 4.3a: The project applicant shall obtain the appropriate permits from USACE, the Lahontan RWQCB, and CDFG to authorize impacts to waters of the U.S. delineated on the project site. These impacts would require a Section 404 permit from the USACE, a Section 401 Water Quality Certification from the Lahontan RWQCB, and a Streambed Alteration Agreement from CDFG. These permits shall be acquired prior to any clearing, grading, or excavation work on the project site.	LTS
	Mitigation Measure 4.3b: To compensate for impacts to wetlands Northstar CSD shall carry out replacement, habitat restoration, or purchase of mitigation credits at an approved wetlands mitigation bank. Minimum replacement ratios shall be 1:1 for wetland habitat to ensure compliance USACE and Placer County policies requiring “no net loss” of wetlands. If purchase of credits at an approved wetlands mitigation bank is selected, sufficient credits shall be purchased to compensate for loss of wetland or habitat acreage and value, including temporal loss. Evidence of payment, which describes the amount and type of habitat purchased at the bank site, shall be provided to USACE prior to any ground disturbance associated with the project.	
	Mitigation Measure 4.3c: The project applicant shall incorporate BMPs to control erosion and sedimentation of waterways during and following construction. BMPs shall be identified on Improvement Plans and subject to approval by the Placer County Planning Department and Engineering and Surveying Department and USACE. BMPs to minimize indirect impacts to	

Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	<p>wetlands shall include the following mitigation measures:</p> <p>A. Implement Mitigation Measure 6.1a which identifies requirements for design of BMPs.</p> <p>B. Implement Mitigation Measure 6.1b which requires Northstar CSD to prepare a Stormwater Pollution Prevention Plan (SWPPP) and project Grading or Improvement Plans that include detailed provisions for all construction BMPs.</p> <p>C. Implement Mitigation Measure 6.1c which requires permanent BMPs to be included in the SWPPP and project Grading or Improvement Plans and identifies minimum requirements for permanent BMPs.</p> <p>D. Implement Mitigation Measure 6.1d which identifies design standards for trail amenities to manage stormwater.</p> <p>Mitigation Measure 4.3d: Staging areas shall be located in areas that have been previously disturbed and do not include any federally protected wetlands.</p>	
Impact 4.4: Interfere Substantially with Wildlife Movement or Native Wildlife Nursery Sites		
PS	Mitigation Measure 4.4a: Bridges and culverts constructed across riparian areas shall be designed and constructed to provide ample space for smaller mammals to move within the riparian corridor without having to travel over the trail surface. Design criteria shall be provided by a qualified wildlife biologist and could include spacing of boardwalk supports and free space between the bottom of the boardwalk and bridge decks and the bed and bank of drainages crossed to provide for continuous cover for smaller mammals using such corridors (raccoons, foxes, etc).	LTS
Impact 4.5: Conflict with Local Policies or Ordinances Protecting Biological Resources		
S	Mitigation Measure 4.5a: Northstar CSD shall implement <i>Mitigation Measures 4.1a through 4.1i, 4.2a through 4.2c, 4.3a through 4.3d, and 4.4a.</i>	LTS
Cultural Resources		
Impact 5.1: Adversely Affect Known Historically Significant and/or Unique Archeological Resources		
	Mitigation Measure 5.1a: <u>Each resource site through which the selected trail alignment passes shall be subject to site evaluation subject to a Research Design and Testing Plan prepared by a qualified archeologist in advance of project construction. The Research Design and Testing Plan</u>	

Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	<p>must be approved by the U.S. Army Corps of Engineers if the excavation will occur within the Martis Creek Lake Project. The Research Design and Testing Plan shall include the following components:</p> <p>A. Summarize background information, field reconnaissance, and site recordation that has already occurred within the project area;</p> <p>B. Discuss the archeological sensitivity of the region;</p> <p>C. Identify the important questions that could be addressed by the kind of data that is likely to be contained at each affected site and could not be addressed using data from other sources alone;</p> <p>D. Describe the cultural context of each affected site;</p> <p>E. Present a Testing Plan that identifies specific areas for subsurface exploration, identifies specific methods – such as extracting soil cores, surface scraping, trenching, or excavating test pits - for conducting that exploration, identifies security measures to protect resources during implementation of the program, and describes handling and inventorying procedures for any resources and artifacts found during exploration; and</p> <p>F. Outline methods for evaluation of affected sites (including assessing the integrity and research potential of each affected site).</p>	
	<p>Mitigation Measure 5.1b: Resource sites that are determined in this EIR to be significant but through implementation of the Research Design and Testing Plan are determined not to be eligible for listing in the National or State Registers shall be subject to informal data recovery and information related to those sites shall be included in the Martis Valley Trail native American interpretive exhibits.</p>	
S	<p>Mitigation Measure 5.1ca: Capping of archeological resource sites that are determined to be eligible for listing in the National or State Registers through implementation of the Research Design and Testing Plan shall occur where feasible. Considerations of feasibility may include consideration of slope and trail surface stability, impacts to biological resources, visual resources, and hydrology and water quality, and construction economics.</p> <p>Capping shall be accomplished by placing a layer of chemically stable fill over the identified cultural resource site and constructing the trail and all associated improvements over the top of this fill. Specific plans for capping resources within the Martis Creek Lake Project shall be</p>	LTS

Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	approved by the USACE.	
	Mitigation Measure 5.1b: The limits of the area of disturbance in the vicinity of all known archeological resource sites shall be flagged or otherwise demarcated in the field prior to commencement of construction.	
	<p>Mitigation Measure 5.1ed: A Research Design and Testing Treatment Plan shall be prepared by a qualified archaeologist in advance of project construction. <u>The Treatment Plan shall address affected resources that are eligible for listing or qualify as unique archeological resources for which capping the resource (as required in Mitigation Measure 5.1c) is determined to be infeasible.</u> <u>The Research Design and Testing Plan must be approved by the U.S. Army Corps of Engineers if the excavation will occur within the Martis Creek Lake project.</u> <u>The Research Design and Testing Plan shall include the following components:</u></p> <ul style="list-style-type: none"> -Summarize background information, field reconnaissance, and site recordation that has already occurred within the project area; -discuss the archeological sensitivity of the region; -identify the important questions that could be addressed by the kind of data that is likely to be contained at each affected site and could not be addressed using data from other sources alone; -describe the cultural context of each affected site; -present a Testing Plan that identifies specific areas for subsurface exploration, identifies specific methods—such as extracting soil cores, surface scraping, trenching, or excavating test pits—for conducting that exploration, identifies security measures to protect resources during implementation of the program, and describes handling and inventorying procedures for any resources and artifacts found during exploration; -outline methods for evaluation of affected sites (including assessing the integrity and research potential of each affected site); and -provide a Treatment Plan for affected resources that are eligible for listing or qualify as unique archeological resources.—The Treatment Plan shall identify specific measures for each site that ensure resources are avoided where feasible. Where avoidance is not feasible, the Treatment Plan may include interpretation and/or data recovery sufficient to provide meaningful public education and extraction of pertinent scientific knowledge. Any data recovery excavation shall include recovery of a statistically-significant sample of the archeological deposit. During the excavation, any features identified shall be drawn and photographed. Recovered cultural material 	

Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	<p>(artifacts) shall be cleaned and catalogued, and a professional analytical report shall be prepared on the findings. The report shall be filed with appropriate agencies and the NCIC of the CHRIS. The recovered artifact collection and catalogue shall be placed in a permanent curation facility for use by future researchers.</p> <p>Mitigation Measure 5.1e: <u>The limits of the area of disturbance in the vicinity of all known archeological resource sites shall be flagged or otherwise demarcated in the field prior to commencement of construction.</u></p> <p>Mitigation Measure 5.1fd: Heritage Resource Inventories shall be completed for potential staging areas located outside boundaries of previous survey areas. Staging areas are prohibited where significant cultural resources are identified.</p> <p>Mitigation Measure 5.1ge: Heritage Resource Inventories shall be completed for Segments 3Ee and 4 prior to approval of Improvement or Grading Plans for those segments.</p>	
Impact 5.2: Adversely Affect Presently Unknown Historic or Archeological Resources		
PS	<p>Mitigation Measure 5.2a: If artifacts, exotic rock, unusual amounts of shell or bone, or other buried archeological resources are encountered during earth-disturbance associated with the proposed project, all soil-disturbing work shall be halted within 100 feet of the discovery until a qualified archeologist completes a significance evaluation of the finds pursuant to Section 106 of the NHPA.</p> <p>If the finds are determined to be culturally significant materials (i.e., unique archeological resources or historical resources), subsurface testing shall be conducted. Subsurface testing procedures shall involve shovel testing, augering, or other such techniques designed to identify and/or characterize subsurface cultural deposits. If a resource is determined to be important under CEQA (i.e., because it is a unique archeological or historical resource or it is eligible for inclusion in either the NRHP or CRHR), a qualified professional archeologist shall be retained to conduct data recovery excavation.</p> <p>If data recovery excavation is required, a qualified archeologist shall prepare a data recovery plan that provides for recovering the scientifically consequential information from and about the resource. The data recovery plan must be prepared prior to commencing any excavation activities within 100 feet of the resource discovery. The data recovery plan must be approved by the U.S. Army Corps of Engineers if the excavation will occur within the Martis Creek Lake project. The data recovery excavation shall include recovery of a statistically-significant sample of the</p>	LTS

Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	<p>archeological deposit. During the excavation, any features identified shall be drawn and photographed. Recovered cultural material (artifacts) shall be cleaned and catalogued, and a professional analytical report shall be prepared on the findings. The report shall be filed with appropriate agencies and the NCIC of the CHRIS.</p> <p>The recovered artifact collection and catalogue shall be placed in a permanent curation facility for use by future researchers.</p>	
Impact 5.3 Adversely Affect Human Remains This impact has been determined to be less than significant. No mitigation is required		
Hydrology and Water Quality		
Impact 6.1: Violate Water Quality Standards or Waste Discharge Requirements, Provide Substantial Additional Sources of Polluted Runoff, or Otherwise Degrade Water Quality		
PS	<p>Mitigation Measure 6.1a: Water quality treatment facilities (BMPs) shall be designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbook for New Development/Redevelopment and the Erosion and Sediment Control for Development Areas of the Sierra Foothills and Mountains. In addition, BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff in accordance with "Attachment 4" of Placer County's NPDES Municipal Stormwater Permit (State Water Resources Control Board NPDES General Permit No. CAS0000004), pursuant to the NPDES Phase II program.</p>	LTS
	<p>Mitigation Measure 6.1b: Northstar CSD shall prepare a SWPPP and obtain coverage under the SWRCB's NPDES General Permit for Storm Water Discharges Associated with Construction Activities. The project applicant shall provide to Placer County ESD evidence of a state-issued WDID number or filing of a Notice of Intent and fees prior to issuance of a grading permit/approval of a grading or improvement plan. The SWPPP and project Grading or Improvement Plans shall identify specific construction BMPs for all components of the construction project, including equipment and material staging areas. <u>Any Request for Proposals for future construction phases shall include applicable BMP checklists recommended by the California Invasive Plant Council.</u></p> <p>For each BMP, the SWPPP shall identify provisions for design, implementation, management and monitoring. BMPs are expected to include the following or equally effective measures:</p> <ul style="list-style-type: none"> A. Fiber wattles, silt fences, and or water bars; B. Sediment basins; 	

Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
	<p>C. Mulching of disturbed soil areas;</p> <p>D. Channel linings and drainage inlet protection;</p> <p>E. Staging areas perimeter barriers;</p> <p>F. Temporary stabilized construction entrances;</p> <p>G. Covering exposed materials stockpiles; and</p> <p>H. Leak or spill response plans.</p> <p>Mitigation Measure 6.1c: Permanent BMPs shall be identified in the SWPPP and included on project Grading or Improvement Plans which are subject to approval by Placer County. BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff. Flow or volume based post-construction BMPs shall be designed at a minimum in accordance with the Placer County Guidance Document for Volume and Flow-Based Sizing of Permanent Post-Construction Best Management Practices for Stormwater Quality Protection. Post-construction BMPs for the project may include, but are not limited to: rock slope protection, vegetated swales, rain gardens, detention basins, rock energy dissipaters, vegetation of disturbed soil areas. <u>Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed water quality features to entrap sediment, debris, oils/greases, and other pollutants. All BMPs must be approved by Placer County.</u></p> <p><u>BMPs implemented as part of the project must provide adequate retention or treatment as specified in the Statewide Construction General Permit. BMPs must also comply with the Placer County Stormwater Management Plan.</u> Northstar CSD shall provide monitoring, irrigation where necessary, and remedial actions to ensure that vegetation in vegetated swales, rain gardens, and revegetated disturbed areas becomes established within three years following construction. All BMPs, <u>including those required to prevent the spread of invasive weed species,</u> shall be maintained as required to insure effectiveness. Northstar CSD shall maintain records providing proof of on-going maintenance.</p> <p>Mitigation Measure 6.1d: Trail amenities including trailheads, trail junctions, rest areas, picnic areas, and wildlife viewing areas shall be constructed using pervious surfaces. These features shall either be designed to provide full infiltration of runoff from the 10-year storm event within 12 hours or include an underdrain system that collects filtered stormwater and releases the runoff downslope as sheet flow at a rate that is a maximum of 90 percent of pre-project conditions.</p> <p>The covered Native American Interpretive Area trail amenity shall be constructed using pervious surfaces in areas that will receive direct rainfall. Runoff from the roof of this amenity shall be</p>	

establishment of larger population groups. Evidence of Native American inhabitation of the project region is present in several individual sites within the study area. The chronological phases of human occupation of the area and the associated archeological resources are discussed in greater detail in CHAPTER 5 CULTURAL RESOURCES.

The area was also heavily affected by historic activities, including emigrant travel into California and logging, starting in the mid-19th century. Several emigrant parties entered or traveled through the area along a trail that became known as the California Trail or the Truckee Pass Emigrant Road. The most famous use of this pass was by the Donner Party. In November of 1846, approximately half of the original party of 89 people died while snowed-in along the pass. In addition, present-day SR 267 follows the alignment of an historic route connecting Lake Tahoe to surrounding areas. The road was first shown on a GLO survey plat from 1861/1865.

Large-scale logging began in the area after the discovery of silver at the Comstock Lode in 1859, and logging continued in support of construction of the Transcontinental Railroad. As the railroad construction demands decreased, production of other wood products was emphasized, and logging remained a significant commercial activity in the region throughout the 19th century and into the middle of the 20th century. The historic context of the region is also discussed in greater detail in CHAPTER 5 CULTURAL RESOURCES.

3.4 CHARACTERISTICS OF SURROUNDING AREA

Land uses in the immediate vicinities of each alternative trail alignment include SR 267, residential and commercial uses at the eastern end of the Town of Truckee, the Lahontan and Northstar golf courses, existing trails and wildlife viewing in the USACE property, residential uses throughout the Northstar California property, commercial uses in the Village at Northstar, and Northstar California recreation uses. Uses in the higher elevations, above the Village at Northstar, primarily consist of resource management (timber stands are managed for forestry health and fuels reduction logging) and recreation. No commercial logging currently occurs within the Northstar property.

Northstar CSD maintains 14.6 miles of existing unpaved trails in the project area. The existing trail network is known as the Tompkins Memorial Trail. A portion of the Tompkins Memorial Trail passes through the Martis Creek Lake Project area, which is managed by the USACE. Under either alternative, the proposed trail would also pass through the Martis Creek Lake Project area, replacing portions of the Tompkins Memorial Trail and other existing paths and roads.

Martis Reservoir, which is also managed by the USACE as part of the Martis Creek Project, is located northeast of the project area, north of SR 267. Martis Reservoir provides flood protection for the Reno-Sparks area. Martis Creek Dam, which was completed in 1972, consists of a 113-foot-high rolled zoned earthfill dam across Martis Creek and associated features. The reservoir is planned to have a maximum 20,000 acre-foot capacity and “future water storage was authorized as the project’s secondary function, although this use has never been pursued by a local sponsor or USACE because of significant safety issues associated with maintaining high water levels behind the dam” (USACE 2011). USACE has identified three deficiencies with the dam that prevent attainment of the reservoir’s full planned capacity, including “significant

- ❖ Highlight the natural, cultural and social context of the region through interpretive opportunities.
- ❖ Provide an alternative to automobile transportation, creating a continuous route between regional commercial centers.

3.6 PROJECT DESCRIPTION

The proposed project is a multiple-use paved trail extending from the southern limits of the Town of Truckee at the Nevada/Placer County line to a junction with Forest Route 73 (a paved Forest Service Road) near Sawmill Flat Reservoir. The trail would provide a regional connection between existing trails in the Town of Truckee and trails in the Lake Tahoe Basin. The trail would allow for pedestrian and bicycle use, and would be constructed to meet the standards of the Americans with Disabilities Act (ADA). The maximum grade of the trail would be five percent, and the width of the paved trail surface would generally be ten feet, with two-foot unpaved shoulders on either side.

The project also includes construction of a new parking lot. Four potential locations for this parking lot have been identified – on the south side of SR 267 approximately 500 feet east of Autumn Way, on the north side of Schaffer Mill Road near the SR 267/Schaffer Mill Road/Truckee Tahoe Airport Road, on the north side of Schaffer Mill Road approximately 900 feet south of SR 267, and on the south side of SR 267 approximately 500 feet east of Martis Creek Road.

The proposed trail would be accessible from the new parking lot and from the existing Martis Creek Lake Project Wildlife Viewing Area parking lot. No improvements or other changes to the Wildlife Viewing Area parking lot or access are included in the proposed project.

Development of Potential Trail Alignments

Northstar CSD and consulting engineers used standard procedures for identifying each potential trail alignment, including field reconnaissance, review of aerial photos, analysis of topography, and consideration of constraints and opportunities presented by the natural landscape, property ownership, and the existing built environment, including existing trails and SR 267. To meet ADA requirements the design team analyzed potential alignments to ensure that, to the extent feasible, trail grades would be less than five percent. Biologists surveyed all alignments to delineate wetlands and other sensitive habitats, and to identify and map rare plant populations. Potential alignments were also surveyed for prehistoric and historic cultural resources and the Native American Heritage Commission and local Native American Tribal Representatives were consulted regarding the existence of sacred sites. All constraints identified were mapped and considered in determining the proposed alignments analyzed in this Draft EIR.

The two potential alignments have been divided into eight trail segments for analysis and project phasing purposes. These are identified as Segments 1, 2A, 2B, 3A, 3B, 3E, 3F, and 4, and are described in detail under the description of the Valley Alignment and Highway Alignment below. (Two other trail segments, Segments 3C and 3D, were contemplated during the planning process, but are no longer under consideration.)

WATER QUALITY. Trail design features to provide long-term management of stormwater would include rain garden retention basins and pervious surfaces at rest and viewing areas.

Interpretive Program

The trail would include interpretive panels and displays to inform area visitors of biological, hydrological, cultural, and physical features. These displays would be combined with seating at overlooks and rest areas. Final signage design has not been determined. The interpretive features would be developed through a design process that includes property owners, the USACE, the Washoe Tribe, and local historians and residents. *Figure 3-5* provides an example of potential interpretive exhibit design.

Public Access

Primary access to the northern section of the trail (between the Segment 1 trailhead and the Village at Northstar) would come from existing trails within the Town of Truckee and the existing Tompkins Memorial Trail, the proposed new parking lot, the existing Martis Creek Lake Project Wildlife Viewing Area parking lot, and existing developed areas such as residential areas and the commercial centers of Truckee and Northstar. Access to the southern sections of the trail (between the Village at Northstar and the junction with Forest Route 73) would come from existing trails and roadways in the Village at Northstar as well as from Forest Route 73. The four potential locations for the proposed new parking lot are identified above and shown in *Figure 3-6*. No changes are proposed to the existing Martis Creek Lake Project Wildlife Viewing Area parking lot.

Fences and Gates; Control of Access to Private Property

The trail is proposed to accommodate pedestrians, bicyclists, and other non-motorized transportation. The trail would intersect Schaffer Mill Road at SR 267 and would intersect Northstar Drive. Walk-throughs or stiles would be used at these locations to prohibit motorized use of the trail. Emergency vehicle access to the trail system would be accommodated by removable bollards.

Portions of the trail would cross through private property in several places, including along Segment 1 and on portions of the trail within the Northstar Community. Access easements will be required from the owners of these private parcels. Northstar CSD is currently working to obtain the necessary access easements for trail construction use such as for assessor's parcel number 110-010-030-000. The easements for public use of the land would be granted to Placer County. Access from the trail to this private property, which is located along Segment 1 between Schaffer Mill Road and the existing Martis Creek Lake Project Wildlife Viewing Area, would be prohibited by fencing that would be constructed along both sides of the trail through this property. Fencing would be of an open design (such as split-rail) to allow for wildlife movement.

Construction Schedule

As noted above, Northstar CSD currently proposes to construct the segments between the Segment 1 trailhead and the Village at Northstar. Under the Valley Alignment, this includes Segments 1, 2A, and 2B. Under the Highway Alignment, this includes Segments 1, 3A, 3B, and 3F. Construction of these segments is likely to occur over a series of construction phases.

Construction ~~is anticipated could to~~ begin ~~in 2012 or as early as~~ 2013. ~~and~~ Construction activities would occur throughout the construction season of early May through the ~~beginning middle of November-October~~ for a period of two to three years. Construction may occur later in the year if exemptions are granted by Placer County and the Lahontan Regional Water Quality Control Board. Construction hours would be limited by Mitigation Measure NOI.1 identified in the Initial Study, which states that construction activities would occur between the hours of 7:00 a.m. and 6:00 p.m. Monday through Friday and between 8:00 a.m. and 6:00 p.m. on Saturdays. Construction may be limited in biologically sensitive areas as dictated by the results of pre-construction surveys and mitigation measures identified in **CHAPTER 4 BIOLOGICAL RESOURCES**.

Under either alignment Segments 3E and 4 would be constructed at a future date, when funding for these segments becomes available. Future construction periods would also be expected to occur between May and November and construction hours must comply with Mitigation Measure NOI.1 as well as the results of pre-construction surveys and mitigation measures identified in **CHAPTER 4 BIOLOGICAL RESOURCES**. Cultural resource surveys and evaluation would also be completed prior to construction of these segments.

Long-Term Maintenance and Management

The trail would be constructed and maintained by Northstar CSD but owned by Placer County. Maintenance activities including sweeping, crack sealing, surface restoration, vegetation control, and removal of slough would be performed by Northstar CSD staff and/or volunteers, and maintenance would occur annually or as needed. It is expected that minimal trail surface maintenance would be needed for the first three years of use.

Additional maintenance may be required as a result of weather-related events (e.g., removal of downed trees and slide removal) and unauthorized activities such as vandalism. Depending on the bridge materials used (i.e., wood, steel, or fiberglass) the bridges would require routine maintenance about every eight to ten years.

3.7 ENTITLEMENTS AND REQUIRED APPROVALS

Table 3.2 lists the entitlements, permits, and approvals required from Northstar CSD and from other Responsible Agencies for the proposed project. This same table appears in **CHAPTER 2 EXECUTIVE SUMMARY** along with a description of each required approval.

Table 3.2
Required Approvals/Permits for Martis Valley Trail

Required Permit	Responsible Agency
Trail Authorization	Northstar CSD
Agreement authorizing trail alignment through USACE property	U.S. Army Corps of Engineers
Clean Water Act Section 404 Permit	U.S. Army Corps of Engineers
Water Quality Certification	Lahontan Regional Water Quality Control Board
<u>Waste Discharge Prohibition Exception</u>	<u>Lahontan Regional Water Quality Control Board</u>

Required Permit	Responsible Agency
<u>Stormwater Construction General Permit</u>	<u>Lahontan Regional Water Quality Control Board</u>
Federal Endangered Species Act Section 7 Consultation	U.S. Fish and Wildlife Service
National Historic Preservation Act Section 106 Consultation	State Historic Preservation Officer
Streambed Alteration Agreement	California Department of Fish and Game
Minor Use Permit	Placer County
Grading Plan / Improvement Plan Approval	Placer County
<u>Construction Emissions/Dust Control Plan</u>	<u>Placer County Air Pollution Control District</u>
Encroachment Permit (may be required)	<u>Placer County</u> California Department of Transportation
Timber Harvest Plan or Timberland Conversion Permit (may be required)	California Department of Forestry and Fire Protection

area is characterized by mild, dry summers and cold, wet winters, with most precipitation falling as snow. Annual temperatures range from -28 degrees F to 101 degrees F.

The valley floor is characterized by scrub and chaparral vegetation while the steep terrain surrounding the valley is dominated by coniferous forest. Natural waterbodies and waterways in the area include the Truckee River, Martis Creek, Dry Lake, and Gooseneck Lake. According to the *Martis Valley Community Plan* (Placer County 2003), habitats in the region include mixed coniferous forest, Great Basin sage scrub, Red fir forest, montane chaparral, montane meadow, and riparian scrub. Mixed coniferous forest is the dominant habitat type in the region. These vegetation communities provide cover, foraging, and breeding habitat for a variety of fish and wildlife species, including several special-status species. Ongoing development within Martis Valley has incrementally reduced wildlife movement corridors in the area. Several organizations are involved in efforts to preserve natural areas within Martis Valley.

The proposed trail would pass through the Martis Creek Lake Project area, which includes $\pm 1,800$ acres owned and managed by the USACE. This area is managed by the USACE in accordance with the *Martis Creek Lake Master Plan*, which was adopted in 1977. The trail would cross the portion of the Martis Creek Lake Project south of State Route (SR) 267. The Master Plan designates this area as a wildlife management area and includes it within the *Operations: Wildlife Management* zone. The Master Plan anticipates development of nature-interpretative trails in this area. Uses allowed by the Master Plan are discussed further in **CHAPTER 9 RECREATION** of this EIR.

Northstar Community Services District (CSD) maintains the Tompkins Memorial Trail, which consists of ± 14.6 miles of unpaved trail within Martis Valley. The Tompkins Memorial Trail passes through the portion of the Martis Creek Lake project south of SR 267 and the Northstar California property.

The existing trail along Martis Creek through the Martis Creek Lake Project Wildlife Management Area is one of the most popular trails in the Truckee/North Tahoe area. The heavy use of trails adjacent to Martis Creek has led to water quality impacts from sediment generated by erosion of the trail and streambanks, and impacts to wildlife resulting from the presence of humans and dogs in the area (Truckee River Watershed Council 2009). Restoration activities undertaken by the Watershed Council and USACE include “rerouting some portions of the existing trails away from stream banks, meadows and wetlands, restructuring and rebuilding portions of trails, and stabilizing stream banks through extensive revegetation” to reduce sedimentation and enhance natural habitat (Truckee River Watershed Council 2009). In 2010, the Truckee River Watershed Council began an assessment of the Martis Creek watershed. The assessment includes describing watershed attributes, an existing conditions inventory, and identification of additional restoration opportunities. The field assessment has been completed and the final report is anticipated in April 2012 (D. Shaw, pers. comm.).

Invasive plants, also referred to as weeds, are non-native species that may cause economic or environmental harm or harm to human health. The California Invasive Plant Council (Cal-IPC) document *Preventing the Spread of Invasive Plants: Best Management Practices for Transportation and Utility Corridors* (2012) explains that invasive plants “have the capacity to alter native ecosystems, with potential detrimental implications for wildlife communities, fire regimes, water flow, and nutrient cycling.” Construction and use of corridor projects, such as the

proposed Martis Valley Trail, can provide opportunities for invasive plants to move through the landscape. The Cal-IPC document *Prioritizing Regional Response to Invasive Plants in the Sierra Nevada* (2011) evaluates risks and provides management recommendations related to 43 invasive plants identified to have special importance for the Sierra Nevada region of California. The priorities most applicable to the proposed Martis Valley Trail project are those related to containment, or preventing the spread of invasive plants during construction and use of the trail. Cal-IPC identified 15 invasive plants that pose particular risk for the Nevada/Placer Weed Management Area (Cal-IPC 201, page 35), which contains the project site. None of these plants were observed during surveys of the project study corridors. However, floristic surveys were not conducted and there is a potential for some invasive plant species to occur in the study area.

Study Area Setting

Topography within the study area ranges from generally flat to gently rolling on the floor of Martis Valley to steeply sloped south of the valley. Elevations range from approximately 5,840 feet on the valley floor to 7,100 feet at Forest Route 73. Land uses in the vicinity of the trail alignment include residential and commercial uses at the eastern end of the Town of Truckee, the Truckee-Tahoe Airport, the Lahontan and Northstar golf courses, existing trails and wildlife viewing in the Martis Creek Lake Project, Martis Creek Lake (a flood-control reservoir north of the project site within the Martis Creek Project), residential uses throughout the Northstar California property, commercial uses in the Village at Northstar, and Northstar California recreation uses. Uses in the higher elevations, above the Village at Northstar, primarily consist of resource management (timber management and harvesting) and recreation.

Habitats

The Biological Resources Assessment documents five habitat types that occur along the proposed alignments for the Martis Valley Trail: coniferous forest, sagebrush scrub, wet meadow, dry meadow, and riparian. Each habitat type is described below. While the trail has been designed to follow the alignment of existing unpaved trails in the valley to the extent possible, the proposed alignment departs substantially from existing disturbed areas in several locations. *Figure 4-1* identifies the location of each habitat type within the study corridor for both the Highway Alignment and the Valley Alignment. *Table 4.1* summarizes the approximate area of each habitat type within the study corridor for each alignment. For the Valley Alignment, the habitat areas identified in *Table 4.1* include habitats within the study corridors for segments 1, 2A and 2B. For the Highway Alignment, *Table 4.1* identifies the amount of each habitat type within the study corridors for segments 1, 3A, 3B, and 3F.

Table 4.1
Study Corridor Habitat Types and Area

Alignment	Habitat Type and Area (acres)				
	Riparian	Wet Meadow	Dry Meadow	Coniferous Forest	Sagebrush Scrub
Valley Alignment	0.14	0.11	0.24	20.63	11.74
Highway Alignment	0.38	0.0	0.02	23.22	14.82

resource that provides important wildlife habitat and has scenic, recreational, and economic value. The CRHCP is a cooperative effort involving state and federal agencies, local government, nonprofit conservation groups, private landowners, and concerned citizens in protecting, preserving, and restoring riparian habitats throughout the state by the acquisition of interests and rights in real property and waters to the extent deemed necessary to carry out the purposes of the program.

The Cal-IPC manual *Preventing the Spread of Invasive Plants: Best Management Practices for Transportation and Utility Corridors* (2012) provides recommendations and voluntary guidelines for preventing the accidental introduction and spread of invasive plants. Overall prevention principles include pre-activity assessment, preventing movement of plant materials and seeds, minimizing soil and vegetation disturbance, maintaining the health of desired plant communities, and monitoring to allow for early detection of and response to the spread of invasive plants.

Local Regulations

Placer County General Plan

The *Placer County General Plan* Natural Resources element establishes goals, objectives and policies regarding water resources (including wetlands and riparian areas), fish and wildlife habitat, and vegetation. The goals listed below are applicable to the biological resources found at the project site. *Placer County General Plan* policies require the County to identify and protect significant ecological resources and habitat, including wetland areas, stream environment zones, habitat for special-status plants and animals, and large areas of natural habitat.

- Goal 6.A To protect and enhance the natural qualities of Placer County's streams, creeks and groundwater.
- Goal 6.B To protect wetland communities and related riparian areas throughout Placer County as valuable resources.
- Goal 6.C To protect, restore, and enhance habitats that support fish and wildlife species so as to maintain populations at viable levels.
- Goal 6.D To preserve and protect the valuable vegetation resources of Placer County.
- Goal 6.E To preserve and enhance open space lands to maintain the natural resources of the County.

Martis Valley Community Plan

The *Martis Valley Community Plan* Natural Resources section establishes goals and policies pertaining to geology, soils, water resources, vegetation, wetland and riparian areas, fish and wildlife habitat, and air quality. The following goals relate to biological resources that are found at the project site, and are applicable to this chapter's analysis of the potential impacts to those resources:

- Goal 9.E To preserve and protect the valuable vegetation resources of Martis Valley.

ivesia mapped within Segment 2A of the Valley Alignment. These populations account for approximately 20 percent of the total area of Plumas ivesia mapped within both alignments, therefore the Highway Alignment would likely affect fewer than 400 individual plants.

Typical threats to Plumas ivesia associated with multi-use trails include changes in hydrology and disturbance from off-trail activity (U.S. Forest Service 2009, Urie, S., pers. comm.). It is noted that Plumas ivesia have deep taproots and demonstrate some resilience to sporadic disturbance (USFS 2009). To ensure that the proposed project's direct impacts to individual Plumas ivesia plants do not adversely affect the long-term survival of this species within Martis Valley, *Mitigation Measure 4.1a* requires Northstar CSD implement construction period protection measures and monitor the survival of Plumas ivesia populations adjacent to the trail. Due to the narrow width of the proposed trail and the project design to avoid changing local hydrology (as discussed in **CHAPTER 6 HYDROLOGY AND WATER QUALITY**), the proposed project is not expected to result in significant indirect impacts to survival of Plumas ivesia in the project area.

The onsite sagebrush scrub habitat was thoroughly surveyed during the 2009 focused field surveys for Plumas ivesia. However, while no other special-status plant species were identified during reconnaissance-level field surveys, other habitats onsite, such as the riparian and wet meadow habitats, were less intensively surveyed and provide habitat suitable for several special-status plant species. In addition, while none of the invasive plant species considered to have special importance for the Nevada/Placer Weed Management Area (Cal-PIC 2011) were observed during surveys within the study area, invasive plant populations could be present in the areas that were less intensively surveyed, could establish prior to construction, or could be inadvertently carried to the construction site by or on workers, equipment, or materials. Therefore, *Mitigation Measure 4.1b* requires preparation of an Invasive Plant Management Plan and that, prior to construction, floristic rare plant and invasive plant surveys be conducted within the wetland, riparian, and stream habitats that would be disturbed by construction area, including access routes and staging areas, prior to construction activities. The Invasive Plant Management Plan is required to include Best Management practices to prevent introduction of invasive plants to the construction area. Additionally, if any special-status plant species are identified by the surveys, Mitigation Measure 4.1b requires that a management plan be developed to provide measures that Northstar CSD would be required to implement to avoid or reduce adverse effects to special-status plant species to a less than significant level. If any populations of invasive plants, as defined by Cal-IPC, are identified within the area of disturbance, Mitigation Measure 4.1b requires that the Invasive Plant Management Plan include Best Management Practices to control spread of those species. It is noted that one of the invasive plant "overall prevention principles" identified by Cal-IPC is to "minimize soil and vegetation disturbance." The preliminary trail plans have been developed with a goal of minimizing all environmental effects and there are several regulatory obligations for the project to minimize soil and vegetation disturbance (such as requirements under the Clean Water Act). These project characteristics will also contribute to reductions in the project's potential to contribute to the spread of invasive plant species. With implementation of *Mitigation Measures 4.1a* and *4.1b*, impacts to special-status plant species would be less than significant. These measures would be required for either the Valley Alignment or the Highway Alignment.

and vegetation removal within and adjacent to areas of potential habitat. *Mitigation Measure 4.1h* requires Northstar CSD to retain a qualified biologist to survey appropriate riparian habitat areas prior to project disturbance and requires that CDFG be contacted to determine appropriate measures to avoid impacts to these species if evidence of the presence of either of these species is found within proposed disturbance areas.

Construction Staging Areas

As discussed in **CHAPTER 3 PROJECT DESCRIPTION**, staging areas for construction activities have not been defined and may be located outside the study corridor for the selected trail alignment. As required in *Mitigation Measure 4.1i*, staging areas would be located in areas that have been previously disturbed, do not include any riparian habitat, do not support Plumas ivesia plants, and do not require any tree removal. This would ensure that use of construction staging areas would not result in any impacts to special-status species.

Programmatic Analysis of Segments 3E and 4

Habitat within the study corridors for Segments 3E and 4 consists primarily of mixed conifer forest crossed in several places by riparian habitat associated with intermittent and ephemeral streams draining to the north. Construction of Segments 3E and 4 could potentially result in impacts to each special-status species of plant identified in *Table 4.2*, except for Plumas ivesia, which would not be expected to occur in habitat within these segments. While Lahontan cutthroat trout would not be expected to occur in streams within these segments, there is at least marginally suitable habitat within Segment 3E and 4 for all other special-status wildlife species listed in *Table 4.3*. *Mitigation Measures 4.1b* and *4.1d* through *4.1i* would apply to work conducted within these segments and would ensure that impacts to these species remain less than significant.

IMPACT 4.2:	Adversely Affect Riparian Habitat or Other Sensitive Natural Community	
APPLICABLE POLICIES AND REGULATIONS:	Martis Creek Lake Master Plan Migratory Bird Treaty Act California Fish and Game Code Martis Valley Community Plan Placer County General Plan	
	Valley Alignment	Highway Alignment
SIGNIFICANCE WITH POLICIES AND REGULATIONS:	Potentially Significant	Potentially Significant
MITIGATION MEASURES:	Mitigation Measures 4.2a through 4.2 de	Mitigation Measures 4.2a through 4.2 de
SIGNIFICANCE AFTER MITIGATION:	Less than Significant	Less than Significant

The approximate area of each habitat type within the study corridor for each trail alignment is identified in *Table 4.1*. The study area generally is defined as a 50-foot corridor surrounding the trail alignment. While a 50-foot corridor was surveyed, disturbance related to trail construction would generally be limited to within a 20-foot corridor, and therefore a conservative estimate of

impacts to each habitat type would be approximately half the area identified in *Table 4.1*. The area of disturbance for each trail alignment is shown in the Preliminary Trail Plans provided in Appendix B to this Draft EIR. *Table 4.6* identifies the approximate amount of each habitat type that would be affected by each trail alignment, based on the assumption that half of the study corridor would be subject to disturbance. As in *Table 4.1*, the values in *Table 4.6* for the Valley Alignment include segments 1, 2A and 2B and the values in *Table 4.6* for the Highway Alignment include segments 1, 3A, 3B and 3F.

Table 4.6
Estimated Area of Impact within Each Habitat Type

Alignment	Habitat Type and Amount Impacted (acres)				
	Riparian	Wet Meadow	Dry Meadow	Coniferous Forest	Sagebrush Scrub
Valley Alignment	0.07	0.06	0.12	10.32	5.87
Highway Alignment	0.19	0.0	0.01	11.61	7.41

As discussed in Section 4.1, the Highway Alignment passes through four different habitat types: riparian, dry meadow, coniferous forest, and sagebrush scrub; while the Valley Alignment passes through these four habitat types and an additional type: wet meadow. These habitats support a wide diversity of wildlife due to the availability of important habitat features including nesting sites, escape and thermal cover, abundant food sources and year-round and seasonal sources of water.

Riparian Impacts

Under the Valley Alignment, the project would impact approximately 0.06 acre of riparian habitat located within Segment 2A. Under the Highway Alignment, the project would impact approximately 0.19 acre of riparian habitat within Segments 3A and Segment 3F. Segment 2A is within the Wildlife Management Area of the Martis Creek Project. The riparian habitat area at the crossing of Martis Creek on Segment 3A is also within the Martis Creek Project, while riparian areas associated with Middle Martis Creek at the junction of Segments 3A and 3B and riparian areas along Segment 3F are located within Northstar California property, outside the Martis Creek Project. Construction of the trail would require some removal of riparian vegetation at each of these crossings. This would result in a small loss of cover and potential nesting habitat for a variety of wildlife species and would result in impacts to the bed and bank of a stream regulated under the California Fish and Game Code. This would represent a significant project impact under either the Valley Alignment or the Highway Alignment. *Mitigation Measure 4.2a* requires Northstar CSD to enter into a Streambed Alteration Agreement with CDFG. The terms and conditions of the Streambed Alteration Agreement will include measures to ensure that impacts to the riparian habitat are minimized and mitigated. Measures would likely include construction Best Management Practices (BMPs) for erosion and sediment control, limited operating periods, revegetation, restoration, and monitoring. In addition to direct impacts to riparian habitat from project construction, the project has the potential to encourage the spread of invasive plants. This would reduce the quality of the riparian habitat in the project area. Mitigation Measure 4.2b reiterates the requirement from Mitigation Measure 4.1b to prepare and implement an Invasive Plant Management Plan to prevent introduction of

invasive plant species to the construction area, conduct a survey for invasive plants, and include in the Invasive Plant Management Plan specific measures to control the spread of any invasive plants found within the construction area. This will ensure that any populations of invasive plants are controlled and the project does not result in decreases in riparian habitat quality from the introduction or spread of invasive plants. With implementation of *Mitigation Measures 4.2a and 4.2b*, the project's impacts to riparian habitat and associated plant and wildlife populations would be less than significant.

Wet Meadow Impacts

Under the Valley Alignment, the project would impact an estimated 0.06 acre of wet meadow habitat located within Segment 2A. The wet meadow habitat occurs on both sides of the existing trail in this location and is associated with an intermittent stream that flows from west to east. The proposed trail alignment would impact a portion of the wet meadow on the west side of the existing trail. Construction of the proposed Martis Valley Trail would widen and pave the existing trail through this area. In addition, a covered wildlife observation platform is proposed in this location. Based on the small area of impact, it is not expected that construction and use of the trail through Segment 2A would affect substantial wildlife or plant populations or otherwise create a significant adverse impact on wet meadow habitat in the region. This is a less than significant impact of the proposed project. The wet meadow habitat is located within the Wildlife Management Area of the Martis Creek project, which identifies nature trails and wildlife observation uses as compatible with the management goals for this area.

In addition to direct impacts to wet meadow habitat from project construction, the project has the potential to encourage the spread of invasive plants, which would reduce the quality of the wet meadow habitat in the project area. As described above, *Mitigation Measure 4.2b* requires preparation and implementation of an Invasive Plant Management Plan to prevent introduction and control spread of invasive plant species in the construction area. This will ensure that the project does not result in decreases in wet meadow habitat quality from the introduction or spread of invasive plants. With implementation of *Mitigation Measure 4.2b*, the project's impacts to wet meadow habitat and associated plant and wildlife populations would be less than significant.

Under the Highway Alignment, the project would not impact any wet meadow habitat.

Dry Meadow Impacts

Under the Valley Alignment, the project would impact approximately 0.12 acre of dry meadow habitat located within Segment 2A. Under the Highway Alignment, the project would impact an estimated 0.09 acre of dry meadow habitat along Segment 3A. Both of these segments are located within the Wildlife Management Area of the Martis Creek project.

The dry meadow habitat on Segment 2A occurs immediately south of the Martis Creek crossing. This habitat is present along much of Martis Creek. Construction of the trail through this habitat would require removal of some vegetation within the dry meadow, including willows (Appendix B). While the trail would bisect the wet meadow habitat in this location, it would not create a barrier that would result in substantial discontinuity of this habitat.

The dry meadow habitat on Segment 3A occurs south of the trail adjacent to Martis Creek, in the area of an existing segment of the Tomkins Memorial Trail. As shown on Sheet C11 of the Preliminary Trail Plans, the proposed trail alignment and grading in this area generally would not extend into the dry meadow habitat in this area. It is expected that any disturbance of vegetation within the dry meadow habitat along Segment 3A would be very limited.

Vegetation removal in dry meadow habitats would result in small and temporary reduction in the dry meadow habitat available for a variety of wildlife species. The impacts to specific special-status wildlife species associated with this vegetation removal are evaluated in *Impact 4.1* above. Outside of those impacts, the small area of impact to dry meadow habitat from the proposed project would have a less than significant effect on wildlife or plant populations in the area. Operational impacts associated with recreational use of Segments 2A or 3A would not be expected to reduce the value of this portion of the Martis Creek project as a Wildlife Management Area as envisioned by the Master Plan.

The project has the potential to encourage the spread of invasive plants, which would reduce the quality of dry meadow habitat in the project area. As described above, Mitigation Measure 4.2b requires preparation and implementation of an Invasive Plant Management Plan to prevent introduction and control spread of invasive plant species in the construction area. This will ensure that the project does not result in decreases in dry meadow habitat quality from the introduction or spread of invasive plants. With implementation of Mitigation Measure 4.2b, the project's impacts to dry meadow habitat and associated plant and wildlife populations would be less than significant.

Coniferous Forest Impacts

Under the Valley Alignment, the project would impact approximately 22.87 acres of coniferous forest habitat. Under the Highway Alignment, the project would impact approximately 24.17 acres of coniferous forest habitat. Conifer forest along the proposed trail could provide habitat for special-status species. Potential impacts to special-status species for which conifer forest provides suitable habitat are discussed in *Impact 4.1* above.

The coniferous forest impacted in Segment 1 is near the SR 267/Schaffer Mill Road/ Truckee Tahoe Airport Road intersection and existing residential and commercial development at the southern limit of the Town of Truckee. Because of existing development and the isolated situation of this stand of trees, the coniferous forest habitat in this location is of marginal habitat value. The proposed trail would not represent a significant barrier resulting in further fragmentation of this small area of forest.

Segment 2A would affect two small areas of coniferous forest - one located at the transition between a larger forest area, sagebrush scrub areas, and meadows associated with Martis Creek, and one located on a knoll just north of the crossing of Martis Creek and surrounded by sagebrush scrub habitat. The proximity of these different habitat areas to each other increases the habitat value of each by providing a more diverse mosaic of habitat features. The proposed trail along Segment 2A would follow or replace portions of existing trail through these areas, and while the proposed trail would have a larger footprint than the existing trails and would be paved, it would not create a substantial barrier that would restrict wildlife movement or result in habitat fragmentation.

Nearly the entire length of Segments 2B, 3B, and 3F are mapped as coniferous forest by the Biological Resources Assessment. Coniferous forest habitat in these areas is managed to reduce fuels load and has historically been subject to disturbance related to timber harvesting and logging activity, which continue along portions of the proposed trail alignment in some areas. Existing trails are present in many areas of the proposed alignment in the vicinity of Segments 2B and 3B. Coniferous forest habitat in Segment 2B traverses forest areas between developed residential areas in the Northstar community. Forested areas along Segment 3B parallel SR 267 and Northstar Drive as it contours around Porcupine Hill.

Segment 3F does not follow existing formal trails, but is located in close proximity to Ridgeline Road, Highlands View Road, and Northstar Drive, as well as existing resort and residential development associated with the Village at Northstar, Northstar Stables, a number of informal use trails, and homes south of Northstar Drive. Based on the local abundance of this habitat type, and existing uses and disturbance associated with timber operations and existing residential and resort development in the area, the proposed trail would not represent a significant change in the habitat values provided by the coniferous forest habitat type in areas traversed by the alignment. The proposed trail and recreational use thereof would not represent a new barrier that would substantially affect the continuity of this habitat type or result in substantial additional fragmentation of this habitat type. Construction and use of the trail would have a less than significant impact on the value of coniferous forest habitat within the trail alignment.

The project has the potential to encourage the spread of invasive plants, which would reduce the quality of the conifer forest habitat in the project area. As described above, Mitigation Measure 4.2b requires preparation and implementation of an Invasive Plant Management Plan to prevent introduction and control spread of invasive plant species in the construction area. This will ensure that the project does not result in decreases in conifer forest habitat quality from the introduction or spread of invasive plants. With implementation of Mitigation Measure 4.2b, the project's impacts to conifer forest habitat and associated plant and wildlife populations would be less than significant.

Tree Removal - Removal of trees would be in association with grading plan or improvement plan approval from Placer County and would be subject to approval by CalFire. Placer County does not require a separate tree permit to remove trees when grading plan or improvement plan approval is required. Portions of the proposed trail are within "Forest" zoned lands. In general, tree removal within "Forest" zoned lands is subject to the California Forest Practice Rules and is under the jurisdiction of the California Department of Forestry and Fire Protection (CalFire) and could require preparation of a Timber Harvest Plan. Northstar CSD would be required to remove trees in compliance with the terms and conditions of the THP approved by CalFire.

Sagebrush Scrub Impacts

Under the Valley Alignment, the project would impact approximately 5.87 acres of sagebrush scrub habitat. Under the Highway Alignment, the project would impact approximately 7.31 acres of sagebrush scrub habitat. As shown in *Table 4.6*, Segments 1, 2A, and 3A support sagebrush scrub habitat. This habitat occurs throughout dry areas in Martis Valley on the valley floor at a slightly elevated position in relation to meadow areas.

The portion of Segment 1 that passes through sagebrush scrub habitat is proximate to SR 267 and is considered to provide marginal habitat values. Disturbance associated with construction and operation of the proposed trail would not be expected to substantially diminish existing habitat values along Segment 1. This area is known to support the special-status plant species *Plumas ivesia*. Impacts of the project to *Plumas ivesia* are evaluated in *Impact 4.1* above.

The portions of Segments 2A and 3A that pass through sagebrush scrub habitat contain existing unpaved trails that range from two to ten feet in width. Construction of the trail would result in disturbance within an approximately 20-foot wide corridor, but would not substantially change uses in areas traversed by the trail. Therefore, trail construction and recreational use of the proposed trail would not be expected to substantially decrease the value of the sagebrush scrub habitat along Segments 2A and 3A. Both of these segments are located within the Wildlife Management Area of the Martis Creek Project, which identifies nature trails and wildlife observation uses as compatible with the management goals for this area. Widening and paving the trail and the ongoing use of the trail would have a less than significant impact on the sagebrush scrub habitat in this area.

The project has the potential to encourage the spread of invasive plants, which would reduce the quality of the sagebrush scrub habitat in the project area. As described above, Mitigation Measure 4.2b requires preparation and implementation of an Invasive Plant Management Plan to prevent introduction and control spread of invasive plant species in the construction area. This will ensure that the project does not result in decreases in sagebrush scrub habitat quality from the introduction or spread of invasive plants. With implementation of Mitigation Measure 4.2b, the project's impacts to sagebrush scrub habitat and associated plant and wildlife populations would be less than significant.

Construction Staging Areas

As discussed in CHAPTER 3 PROJECT DESCRIPTION, staging areas for construction activities have not been defined and may be located outside the study corridor for the selected trail alignment. As required in Mitigation Measure 4.2b2c, staging areas would be located in areas that have been previously disturbed and do not include any riparian habitat or other sensitive natural community. This would ensure that use of construction staging areas would not result in any impacts to sensitive habitats.

Programmatic Analysis of Segments 3E and 4

The Segment 3E and 4 study corridors pass through coniferous forest habitat crossed by drainages with associated riparian vegetation in some locations. Impacts to the conifer forest habitat and riparian community along these segments would be the same as those identified above for other trail segments within conifer forest and riparian areas. Removal of trees would be in association with grading plan or improvement plan approval from Placer County and would be subject to approval by CalFire. The Segment 3E study corridor includes a total of 4.94 acres of coniferous forest habitat, and construction of this segment would impact approximately 2.47 acres of this habitat. The Segment 4 study corridor includes a total of 19.00 acres of coniferous forest habitat, and construction of this segment would impact approximately 9.5 acres. Mitigation Measures 4.2a ~~and-through~~ 4.2cb would ensure that impacts to sensitive riparian communities would be less than significant. In addition, a qualified biologist would be retained to confirm and/or update the Biological Resources Assessment for the study corridors

for these segments at the time that construction is proposed, as required by *Mitigation Measure 4.2e2d*.

IMPACT 4.3:	Adversely Affect Federally Protected Wetlands	
APPLICABLE POLICIES AND REGULATIONS:	Clean Water Act Martis Valley Community Plan Placer County General Plan	
	Valley Alignment	Highway Alignment
SIGNIFICANCE WITH POLICIES AND REGULATIONS:	Significant	Significant
MITIGATION MEASURES:	Mitigation Measures 4.3a through 4.3d	Mitigation Measures 4.3a through 4.3d
SIGNIFICANCE AFTER MITIGATION:	Less than Significant	Less than Significant

As shown in *Table 4.4*, the study corridor for the Valley Alignment supports a total of approximately 0.99 acres of wetlands while the study corridor for the Highway Alignment supports a total of approximately 0.49 acres of wetlands. The wetland types present in the Valley Alignment include wetland swale, wetland meadow, perennial stream, intermittent stream, and ephemeral stream. The Highway Alignment includes all of these wetland types except wetland meadow. The study corridor for each alignment is generally 50 feet in width, while disturbance associated with trail construction would generally be limited to a width of 20 feet. At crossings of Martis Creek along Segments 2A and 3A the proposed trail has been designed to follow the alignment of existing unpaved trails to the extent possible to reduce new disturbance in wetlands and other sensitive areas. *Table 4.7* identifies the extent of wetland impacts anticipated in each trail segment.

Table 4.7
Wetland Impacts by Alignment

Alignment	Estimated Total Wetland Impact Area	
	Temporary (Construction) sq. ft./acres	Permanent sq. ft./acres
Valley Alignment	7,252 / 0.17	200 / 0.005
Highway Alignment	2,590 / 0.06	0 / 0

As shown in *Table 4.7*, the total permanent wetland impacts under the Valley Alignment would be approximately 200 square feet (0.005 acre) to allow for footings for boardwalks to be constructed across wetland areas. All crossings of wetlands along the Highway Alignment would be achieved using structures to span the wetland features; no footings or other physical structure would be constructed within wetland areas along the Highway Alignment and no impacts to wetlands would occur. Temporary impacts would occur to approximately 7,215 square feet (0.17 acre) under the Valley Alignment, while the Highway Alignment would result in temporary impacts to approximately 2,590 square feet (0.06 acre) of wetlands. Temporary impacts include site preparation and construction disturbance outside of the footprint of the

4.4 MITIGATION MEASURES

Adversely Affect Special-Status Species

Mitigation Measure 4.1a: Northstar CSD shall implement the following:

- A. Avoid substantially modifying the existing hydrology in the vicinity of identified populations of *Plumas ivesia* to ensure that areas that support *Plumas ivesia* are not drained or dried or subject to concentrated flows.
- B. Flag the limits of disturbance before construction begins to ensure that construction equipment and crews do not enter areas where *Plumas ivesia* will be protected.
- C. Periodically monitor areas adjacent to the trail where *Plumas ivesia* occurs for disturbance associated with trail operations. Monitoring efforts shall include consideration of vegetation health and vigor, changes in hydrology and erosion, and evidence of off-trail activities. If disturbance in these areas is observed, Northstar CSD shall consult with a qualified botanist to determine appropriate measures to implement for the protection of non-impacted *Plumas ivesia* populations adjacent to the trail. Measures could include fencing along the trail shoulder, signage to identify areas of sensitive species and advise trail users to stay on the trail, drainage modifications, and temporary or permanent fencing of areas where disturbance is observed.

Mitigation Measure 4.1b: Prior to commencement of any construction activities, including site clearing and/or grading, Northstar CSD shall retain a qualified botanist to conduct floristic ~~rare plant~~ surveys of the construction area, staging areas, and access routes. Surveys shall be conducted to identify invasive plant species in any portion of the project site and rare plant species within wetland, riparian, and stream habitats that would be affected by project construction. These surveys shall be carried out during appropriate blooming periods of special-status species with potential to occur onsite and of invasive plant species of importance to the region. Should any individual special-status plant species and/or invasive plant species be located, ~~the applicant~~ Northstar CSD shall retain a qualified botanist to develop and implement a management plan. Appropriate management measures for special-status plant species could include transplanting, soil/seed salvage and avoidance, and shall be sufficient to ensure the Martis Valley Trail project does not result in a loss of viability for special status plant populations. Management measures for invasive plant species shall include measures to stop movement of plant materials and seeds (especially as associated with movement of workers, materials, and equipment throughout the construction area), minimize soil and vegetation disturbance, maintain healthy plant communities, and provide for monitoring and early response to future establishment of invasive plant species. The requirements of any management plan required under this Mitigation Measure shall be identified in any Request for Proposals for future construction phases in the affected area.

Mitigation Measure 4.1c: To minimize impacts to Lahontan cutthroat trout and its habitat or potential habitat, Northstar CSD shall implement BMPs to avoid adversely affecting water quality during and following construction, as identified below and to be

consistent with NPDES and Section 404 permitting requirements. Northstar CSD shall also implement Lahontan cutthroat trout habitat restoration at a ratio no less than 1:1. The actual restoration ratio shall be determined by USFWS through consultation with USACE as part of the Clean Water Act Section 404 permitting process. Restoration of Lahontan cutthroat trout habitat could include bed and bank stabilization measures, revegetation, and in-stream habitat improvement, among other measures. Northstar CSD shall also implement any additional measures required by USFWS as identified through USACE consultation with USFWS as part of the Clean Water Act Section 404 permitting process.

BMPs implemented to avoid adversely affecting water quality shall be identified on Improvement Plans and subject to approval by the Placer County Planning Department and Engineering and Surveying Department and USACE. BMPs to minimize impacts to Lahontan cutthroat trout and its habitat or potential habitat shall include the following:

- A. Implement *Mitigation Measure 6.1a* which identifies requirements for design of BMPs.
- B. Implement *Mitigation Measure 6.1b* which requires Northstar CSD to prepare a Stormwater Pollution Prevention Plan (SWPPP) and project Grading or Improvement Plans that include detailed provisions for all construction BMPs.
- C. Implement *Mitigation Measure 6.1c* which requires permanent BMPs to be included in the SWPPP and project Grading or Improvement Plans and identifies minimum requirements for permanent BMPs.
- D. Implement *Mitigation Measure 6.1d* which identifies design standards for trail amenities to manage stormwater.

Mitigation Measure 4.1d: A biological monitor shall be retained throughout the duration of construction activities in the vicinity of affected aquatic habitat, to ensure that disturbance of Sierra Nevada yellow-legged frog and its habitat is minimized or avoided. If any Sierra Nevada yellow-legged frog are detected within a construction area, work must be halted and the CDFG shall be contacted immediately to determine appropriate avoidance measures including, but not limited to, moving individuals to appropriate offsite locations or limiting construction operating periods.

Mitigation Measure 4.1e: All aquatic habitat and wetland areas disturbed by construction activities shall be restored/revegetated to pre-project conditions or as required by the terms and conditions of permits obtained from the USACE, CDFG, or Lahontan RWQCB. Revegetated areas shall be monitored for invasive weed species for a minimum of three years.

Mitigation Measure 4.1f: To avoid disturbance of active nests, trees should be removed outside the typical breeding season. A survey for active raptor nest sites shall be conducted by a qualified biologist prior to construction activities during the typical raptor nesting season (March 1 through August 31). The survey shall be conducted no more than 30 days prior to initiation of proposed construction activities and shall be

Mitigation Measure 4.1h: New ground disturbance within areas of riparian vegetation that provide potential habitat for Sierra Nevada mountain beaver and Sierra Nevada snowshoe hare shall be avoided to the extent feasible. If disturbance to riparian vegetation cannot be avoided, a qualified biologist shall be retained to survey the proposed area of disturbance prior to construction. If evidence of occurrence of either of these species is found, a minimum 500 foot non-disturbance buffer shall be established around nest or burrow sites and CDFG shall be contacted to determine appropriate avoidance or impact minimization measures, which could include monitoring, buffer zones, seasonal work restrictions, or other measures.

Mitigation Measure 4.1i: Staging areas shall be located in areas that have been previously disturbed, do not include any riparian habitat, do not support Plumas ivesia plants, and do not require any tree removal.

Adversely Affect Riparian Habitat or Other Sensitive Natural Community

Mitigation Measure 4.2a: Where the project would result in impacts to riparian habitat, Northstar CSD shall apply to Lahontan Regional Water Quality Control Board for a Waste Discharge Prohibition Exception and shall obtain a Streambed Alteration Agreement from CDFG to authorize impacts within the bed and bank of drainages and associated riparian habitat within the trail alignment. Northstar CSD and their contractors shall adhere to all conditions and requirements of the Streambed Alteration Agreement. The Streambed Alteration Agreement shall be acquired prior to any clearing, grading, or excavation work on the project site.

Mitigation Measure 4.2b: Northstar CSD shall implement Mitigation Measure 4.1b, which requires implementation of an Invasive Plant Management Plan to prevent introduction of invasive plant species to the construction area, surveys for invasive plant species within the construction area, and inclusion of specific measures to control the spread of any invasive plant species found in those surveys.

Mitigation Measure 4.2c: Staging areas shall be located in areas that have been previously disturbed and do not include any riparian habitat or other sensitive natural community.

Mitigation Measure 4.2de: Northstar CSD shall retain a qualified biologist to update the Biological Resources Assessment for Segments 3E and 4 at the time construction of these segments is proposed.

Adversely Affect Federally Protected Wetlands

Mitigation Measure 4.3a: The project applicant shall obtain the appropriate permits from USACE, the Lahontan RWQCB, and CDFG to authorize impacts to waters of the U.S. delineated on the project site. These impacts would require a Section 404 permit from the USACE, a Section 401 Water Quality Certification from the Lahontan RWQCB, and a Streambed Alteration Agreement from CDFG. These permits shall be acquired prior to any clearing, grading, or excavation work on the project site.

CHAPTER 5 CULTURAL RESOURCES

This chapter reports on the information provided in the cultural resource assessments that were completed for the Martis Valley Trail project. The assessments were completed by consulting archeologist Susan Lindström, Ph.D. in 2009, 2010, 2011, and 2012 and by EDAW | AECOM (EDAW) in 2007. Several reports were prepared by Dr. Lindström. Each is a Heritage Resource Inventory. Individual reports were prepared for the following segments: Segment 2 (2011), Segment 1 portion within the US Army Corps of Engineers (USACE) Martis Creek Lake Project (2012b), Segment 1 portion on private land and parking lot (2012d), Segment 2A (2012a), Segment 3A (2012f), Segment 3B (2012e), and Segment 3F (2012c). USACE is currently undertaking a comprehensive archeological resurvey of Martis Valley lands under their jurisdiction, which includes a portion of the study corridor for each of the potential trail alignments. The Lindström work included review of interim USACE survey findings and discussion with USACE archeology staff.

The work completed by EDAW, *Cultural Resources Inventory and Evaluation Report for the Martis Valley Trail Project*, covered Highway Alignment segments 1, 3A, and 3B. Segments 1 and 3A have shifted slightly since EDAW's work was completed, so these segments were resurveyed by Dr. Lindström. The work completed by Dr. Lindström covered Valley Alignment segments 1, 2A and 2B and Highway Alignment segments 1, 3A, and 3F. These segments are described in **CHAPTER 3 PROJECT DESCRIPTION**. Portions of the reports by Dr. Lindström and EDAW are available for review from Northstar CSD (portions of the reports that identify and map sensitive cultural resources are not available for public release). Unless otherwise noted, the information in this chapter comes from the reports prepared by Dr. Lindström.

5.1 ENVIRONMENTAL SETTING

The proposed Martis Valley Trail would be located on the eastern side of the Sierra Nevada Mountains, north of Lake Tahoe and southeast of the Town of Truckee. Two potential alignments for the proposed multi-use trail are described in **CHAPTER 3 PROJECT DESCRIPTION**. The first (northern) segment of either alignment would begin near the Town of Truckee/Placer County boundary and end at the existing parking area for the Martis Creek Lake Project Wildlife Viewing Area. From that point, the Valley Alignment would generally follow a portion of the existing Tomkins Memorial Trail through Martis Valley to the Village at Northstar. The Highway Alignment would follow a segment of the Tomkins Memorial Trail along the southern side of State Route (SR) 267 and up Porcupine Hill to Northstar Drive, then cross to the south side of Northstar Drive and head westerly to reach the Village at Northstar. Leaving the Village at Northstar, both trail alignments would continue uphill (southerly) towards Sawmill Flat Reservoir and Forest Route 73. A new trailhead and parking area is also proposed. Four potential locations for the new parking area and trailhead have been identified. The cultural resource impacts of each location are evaluated at an equal weight in **CHAPTER 11 CEQA DISCUSSIONS**.

The project area is known to support historic and archeological resources. The area is located within territory commonly attributed to the Washoe people. The area was also heavily affected by historic activities, including emigrant travel into California, ranching/grazing, mining, and logging.

Cattle ranching and dairying was practiced in Martis Valley from the late 1850s well into the 20th century. It is likely that at least some aspects of these ranching enterprises may have been more accommodating to continued land use by Washoe Indians, and oral history accounts suggest that a kind of symbiotic relationship prevailed in terms of mutual resource management and trade relations.

The contemporary Washoe have developed a Comprehensive Land Use Plan (Washoe Tribal Council 1994) that includes goals of reestablishing a presence within the Tahoe Sierra and revitalizing Washoe heritage and cultural knowledge, including the harvest and care of traditional plant resources and the protection of traditional properties within the cultural landscape (Lindström 2011 citing Rucks 1996:3).

Historic Context

The area was heavily affected by historic activities, including emigrant travel into California and logging, starting in the mid-19th century. Key historic activities in Martis Valley included transportation, mining, logging, ranching and early settlement, ice production, and recreation and residential development. Wood, water, and recreational resources became the essential economic bases of the Truckee basin.

Little is known about early settlement of the Truckee basin after the passage of emigrant wagons during the mid 1840s and 1850s. Mining, logging, and agricultural operations led to, the Truckee Basin becoming a major frontier “urban” center by the late 1860s. By the 1920s a recreation-based economy began to develop in place of the declining industrial economy.

Transportation

Several emigrant parties entered or traveled through the area. The route through the Sierra Nevada along the Truckee and Bear rivers became known as the California Trail or the Truckee Pass Emigrant Road. One of the earliest of these parties was the Steves-Murphy party, which crossed the California Trail in 1844. John Charles Fremont entered California along this trail the following year. The most famous use of this route was by the Donner Party. In ~~November~~ winter of 1846-1847, approximately half of the original party of 89 people died while snowed-in along the pass.

The area near the Martis Creek confluence with the Truckee River, historically known as Martis Creek Station, was located on an historic transcontinental and trans-sierra transportation and communications corridor. The first emigrant trans-sierra crossings in the 1840s and 1850s, the first transcontinental railroad in the 1860s, and the first transcontinental auto road in the 1910s passed by Martis Creek Station. Extension of the transcontinental railroad to Truckee in 1868 and completion of it across the nation in 1869 led to increases in activity and innovations in the transportation, lumbering, ice, agriculture, and dairying industries.

State Route (SR) 267 provides a major transportation link between Lake Tahoe and Truckee. Since its establishment, this roadway and the improvements to it have been critical to development in the area. The road passes through Martis Valley and over Brockway Summit, ending at Kings Beach. This route follows the alignment of an historic route known as the Old Brockway Road, Truckee-Hot Springs Road, or Old Tahoe Road. The road was first shown on a

GLO survey plat from 1861/1865. At Middle Martis Creek, the historic route junctioned with a road spur that later served the Richardson Brother's sawmill.

Mining

Discovery of several quartz ledges in the area brought hundreds of miners to Martis Valley during the summer of 1863 (Lindström 2011 citing Scott 1973:150). By July 1863, 700 miners had populated the district (Lindström 2011 citing Richards 2004:A4). Settlements were established along the Truckee River near the Squaw Creek confluence and near Brockway Summit on the trail that would become today's SR 267. A settlement located near the Middle Fork of Martis Creek and the entrance to today's Northstar California, had a population of 50 people, several saloons, an eating house, barber shop and butcher shop, and makeshift shelters of small logs and canvas-covered brush.

"Mining was carried out on an exploratory basis and no ore bodies of any economic importance were found" (Lindström 2011 citing U.S. Geological Survey: Geological Atlas, Truckee Folio 1897). By the end of 1863, the strike was over and mining towns were deserted (Lindström 2011 citing Scott 1973:147-150), and the settlement at the entrance to Northstar was described as deserted as early as 1874. The miners shifted their attentions to the other resources of the Truckee-Tahoe basins which led to settlement of Tahoe's north and west shores. Several mine exploration pits (representative of hard rock mining during this early era) have been recorded in the hills surrounding Martis Valley (Lindström citing Ludwig 2001), and two more have been inventoried within the Martis Valley Trail Valley Alignment. Additionally, two sizeable placer mining complexes recorded along Martis Creek (one occurring within the Martis Valley Trail Highway Alignment) may also date from this early mining era.

Logging

Large-scale logging began in the area after the discovery of silver at the Comstock Lode in 1859 as lumber was used to support mining activities. As mining decreased, so did lumbering, until construction of the Transcontinental Railroad provided a new market for lumber. When the railroad reached Donner Summit in the late 1860s, several mills established operations in the area to provide cordwood for fuel, lumber for construction, and ties for the railroad bed. From this time through the beginning of the 20th century, logging activities primarily focused on pine species and the provision of large saw logs and cordwood for the mines and the railroad. With completion of the Transcontinental Railroad and continued declines in mining activities, production of other wood products was emphasized. This allowed for self-sufficient communities to establish around the larger mills, and logging remained a significant commercial activity in the region into the middle of the 20th century. In addition, due to the distance between logging sites and the point of consumption of the wood resource, the increase in logging activity prompted the innovation of a variety of transport techniques and a series of wood camps and mills that functioned as staging points along this transport system.

George Schaffer was one of the earliest lumbermen in the Truckee Basin. He built Truckee's first sawmill on the Truckee River in 1867 and established timber holdings in Martis Valley in 1871. The Richardson brothers also operated two mills in Martis Valley. The historic land ownership pattern shown on the 1897 Map of Placer County indicates that Schaffer may have logged the west-central portion of the proposed Valley Alignment project area and the

sensitivity within the [project area] for historic-era and in particular, early Native American-related sites, features, and artifacts.”

Through their research efforts and review of in-house files, EDAW identified 10 previous cultural resource investigations that have been completed in the project vicinity, which identified 14 cultural resources that could be affected by the proposed project.

Lindström also conducted research for the project study area which entailed a literature review of prehistoric and historic themes for the project area and review of historic maps (dating from 1865) and aerial photographs (dating from 1939). Lindström also conducted a records search at the NCIC. Records were reviewed to identify any properties listed on the National Register of Historic Places (NRHP), California Register of Historic Resources (CRHR) and other listings, including the files of the California State Historic Preservation Office among various other sources.

Oral History Interviews

Oral histories are referenced in the Lindström report and include the recollections of Cavitt, Joerger and Waddle family members. Lindström also gleaned personal recollections from various newspaper interviews.

Field Assessment

As noted above two separate cultural resource assessments were conducted for the proposed project. The EDAW assessment covered the Highway Alignment while the Lindström assessment covered the Valley Alignment and resurveyed portions of the Highway Alignment. For the field assessment of the Highway Alignment, EDAW conducted an intensive survey, which consisted of an EDAW archeologist walking the entire length of the study corridor in two transects. The Lindström field reconnaissance was accomplished by walking parallel transects at no greater than 15-foot intervals.

Identified Resources

The following discussion generally describes the type and extent of cultural resources identified in the study area. As noted above, specific details of cultural resource sites are withheld from this discussion for the protection of the resources.

The archeological surveys conducted for the proposed project identified 10 archeological sites, 18 linear features and 15 isolated finds within the area of potential effect. The archeological surveys identified additional resources in the project study area but outside the area of potential effect. Based on Lindström’s findings, all of these resources within the area of potential effect from the proposed project appear to be prehistoric or historic in origin (i.e., older than 50 years). However, based on preliminary analysis, only 8 of these resources appear to be eligible for listing on either the NRHP or the CRHR. As discussed above, Martis Valley contains a large number of prehistoric and historic resources. The prehistoric resource sites through which each potential trail alignment passes are part of an extensive prehistoric site complex. While the integrity of many of the prehistoric and historic sites has been reduced by later activities, many of the sites retain sufficient integrity and potential resource value to be potentially eligible for listing on the NRHP and/or CRHR.

their period of significance” (Lindström 2011). Some of those resources may be directly associated with an important historic event or person (such as old roads associated with the Cavitt ranch) but have been subject to ongoing disturbance to the area and sometimes use of the feature. This ongoing disturbance has compromised the integrity of the linear features. Based on preliminary assessments the linear features not included on Table 5.1 are not expected to be eligible for listing on the NRHP or CRHR and are not considered unique archeological resources under CEQA. Therefore, these features are not considered any further in this chapter’s analysis. Should formal evaluations of the resources determine that some additional resources are eligible for listing on the NRHP or CRHR, additional impact analysis may be warranted.

Table 5.1
Potentially Significant Cultural Resources

Resource	Midden	Bedrock Mortar	Lithic Scatter (stone artifacts)	Milling Tools	Historic Artifacts	Linear Feature Component	Crossed by Linear Features	Notes
CA-PLA-5	X		X	X	X			Type site of Martis complex, large site, disturbed by prior construction activity
CA-PLA-6			X	X				Bedrock mortar included in the PLA-6 site but located outside the Martis Valley Trail project site. A cupule petroglyph, which is a rare prehistoric rock carving, is associated with the bedrock mortar.
CA-PLA-489			X	X		X	X	Sparse historic artifact scatter, not sufficient to constitute an historic component to this site
CA-PLA-490		X	X	X			X	Disturbed by former gravel quarry
CA-PLA-491/H			X	X	X	X	X	Density of stone flakes and tools indicate possible basalt tool workshop loci.

Resource	Midden	Bedrock Mortar	Lithic Scatter (stone artifacts)	Milling Tools	Historic Artifacts	Linear Feature Component	Crossed by Linear Features	Notes
								<u>Historic artifacts and linear features are associated with Cavitt Ranch</u>
P-31-2589					X	X		Log chute associated with Richardson Brothers, likely used between 1874 and 1883
MVT1-1			X					Small prehistoric basalt lithic scatter
MVT3A-1					X			Mining related resource, possibly a contributing element to a larger site, likely dating to 1863, making it one of the earliest archeological finds associated with Euro-American occupation <u>mining</u> in the Truckee Basin

5.2 REGULATORY FRAMEWORK

Federal Regulations

Federal regulations governing cultural resources include: the Antiquities Act of 1906; Historic Sites Act of 1935; Reservoir Salvage Act of 1960; National Historic Preservation Act of 1966; National Environmental Policy Act of 1969; Executive Order 11593 (Protection and Enhancement of the Cultural Environment, 5/13/1971); 36 Code of Federal Regulations (CFR) 800 and CFR 60 (Advisory Council on Historic Preservation: Protection of Historic and Cultural Properties, Amendments to Existing Regulations, 1/30/1979, National Register of Historic Places, Nominations by States and Federal Agencies, Rules and Regulations, 1/9/1976); Revisions to 36 CFR 800 (Protection of Historic Properties, 1/10/1986); Archaeological and Historical Preservation Act of 1974; American Indian Religious Freedom Joint Resolution of 1978; Archaeological Resources Protection Act of 1979; and Native American:

Project Impacts

IMPACT 5.1:	Adversely Affect Known Historically Significant and/or Unique Archeological Resources	
APPLICABLE POLICIES AND REGULATIONS:	National Historic Preservation Act Placer County General Plan Martis Valley Community Plan	
	Valley Alignment	Highway Alignment
SIGNIFICANCE WITH POLICIES AND REGULATIONS:	Significant	Significant
MITIGATION MEASURES:	Mitigation Measures 5.1a through 5.1ge	Mitigation Measures 5.1a through 5.1ge
SIGNIFICANCE AFTER MITIGATION:	Less than Significant	Less than Significant

The cultural resource assessments completed for the Martis Valley Trail project identified prehistoric and historic cultural resource sites within the study corridor for each potential trail alignment. Based on Lindström's findings, several of the identified sites are potentially eligible for listing in the CRHR and/or the NRHP.

Construction of either trail alignment could impair the significance of resources by adversely affecting physical or aesthetic qualities inherent in the sites and/or causing physical changes (such as destroying, relocating, or altering components of the sites) that would affect unique ethnic (including Native American) cultural values or traditional uses. Use and maintenance of the proposed trail could result in direct and indirect impacts to these sites by allowing continued resource disturbance and by increasing the amount of non-Native American use of the area. These would be significant impacts of the proposed project. The project includes construction of a Native American Interpretive Exhibit, which would provide trail users with information regarding the cultural context of the project area.

The Valley Alignment would pass through or along a total of 14 isolated ~~features~~finds, 15 linear features, and 5 archeological sites (all 5 of which have prehistoric components; 3 also have historic components). The Highway Alignment would pass through or along a total of 11 isolated ~~features~~finds, 8 linear features, and 6 archeological sites (2 of which have prehistoric components and 5 of which have historic components). Preliminary assessment of these resources indicates that none of the isolated ~~features~~finds or linear features is considered potentially eligible for listing in the NRHP or CRHR. Additionally, as discussed above, none of isolated ~~features~~finds or linear features is considered to meet the definition of a unique archeological resource. All of the archeological sites that would be affected by the Valley Alignment and 4 of the archeological sites that would be affected by the Highway Alignment are considered potentially eligible for listing in the NRHP or CRHR, and impacts to these resources would be significant. The extent of impacts would be similar under either alignment.

To ensure impacts to cultural resources sites remain less than significant, *Mitigation Measure 5.1a* requires avoidance of direct impacts to the extent feasible in order to avoid impairing the significance of a resource site. Avoidance of impairing the significance of a resource site would

be accomplished by conducting additional evaluation of the resource site to document the information potential the site contains, and for sites that include a subsurface component, prohibiting any grading within a resource area, capping the resource by placing a layer of chemically stable fill, and constructing the trail (including any drainage features) on top of the cap layer. Based on preliminary assessment of the trail construction plans and the cultural resource site mapping, it is expected that capping could be accomplished on MVT1-1, portions of CA-PLA-5, portions of CA-PLA-489, and all of CA-PLA-490 and -491. In addition, *Mitigation Measure 5.1b* requires that the limits of the area of disturbance be flagged in the field prior to commencement of construction. This would ensure that actual impacts to cultural resource sites during construction are consistent with the impacts identified in the trail construction plans.

Under the Valley Alignment, capping is not feasible for approximately 1,700 linear feet of CA-PLA-5 as well as 625 additional linear feet of significant resources. Under the Highway Alignment, capping is not feasible for 2,500 linear feet of CA-PLA-5 as well as 1,050 additional linear feet of significant resources.

Capping to avoid impairing the significance of a resource site impacts is not feasible on all or a portion of the following sites, which are identified in *Table 5.1*: CA-PLA-5, CA-PLA-6, CA-PLA-489, and P-31-2589. Where capping is not feasible, *Mitigation Measure 5.1c* requires preparation and implementation of a Research Design and Testing Plan by a qualified archeologist prior to project construction. The prepared Research Design and Testing Plan would serve to identify the scientifically important information and recover it, in a timely manner and without risk of causing preventable project impacts. The testing, evaluation, and treatment measures included in the Research Design and Testing Plan would be required to be implemented prior to project construction.

Federal and State guidelines require that heritage resources subject to project impacts be evaluated to determine their significance according to criteria established by the National Historic Preservation Act and CEQA. While site evaluation is sometimes completed before project approvals are issued, new evaluations have not been conducted for resource sites along either of the alignments being considered in this Draft EIR. Evaluations have been previously completed for many sites in the project vicinity, which provides information applicable to this impact analysis. Further, because two potential alignments are being considered, but only one would be constructed, conducting evaluations for all resource sites within the study area would lead to physical disturbance of resources that would not subsequently be affected by the project. To avoid unnecessary disturbance to archeological resources evaluation of resource sites would occur as part of the Research Design and Testing Plan.

Where capping is determined to be infeasible, implementation of *Mitigation Measure 5.1c* would be required. The Research Design and Testing Plan prepared under *Mitigation Measure 5.1c* would address only the resources that cannot be capped within the area that would be affected by the trail alignment that is selected for construction. It is required to provide a summary of background information, field reconnaissance, and site recordation that has already occurred within the project area; discuss the archeological sensitivity of the region; identify the important questions that could be addressed by the kind of data that is likely to be contained at each affected site and could not be addressed using data from other sources alone; describe the

IMPACT 5.3:	Adversely Affect Human Remains	
APPLICABLE POLICIES AND REGULATIONS:	Martis Valley Community Plan Placer County General Plan	
	Valley Alignment	Highway Alignment
SIGNIFICANCE WITH POLICIES AND REGULATIONS:	Less than Significant	Less than Significant
MITIGATION MEASURES:	None	None
SIGNIFICANCE AFTER MITIGATION:	Less than Significant	Less than Significant

The project area is not known to support any cemeteries or areas that supported human burial. If any human remains are encountered during project construction, Northstar CSD and their contractors would comply with state law requirements expressed in California Health and Safety Code Section 7050.5 and Public Resources Code Sections 5097.94, 5097.98 and 5097.99. As described in the Regulatory Framework section above, these code sections require that the NAHC be notified if Native American human burials are identified onsite, and require the NAHC to notify the person it believes to be the most likely descendant of the deceased Native American. Work would be halted in the area of any such find until compliance with state law is verified. With compliance with state law, it is expected that construction of the project would have less than significant impacts on human remains.

Use and maintenance of the proposed trail would not include any activities, such as excavation, that would be likely to expose any buried human remains.

Programmatic Analysis of Segments 3E and 4

The analysis above is applicable to Segments 3E and 4. Construction of those segments is not expected to disturb human remains, but should any be encountered, Northstar CSD and their contractors would comply with state law requirements to ensure no impacts to human remains occur.

5.4 MITIGATION MEASURES

Adversely Affect Known Historically Significant and/or Unique Archeological Resources

Mitigation Measure 5.1a: Each resource site through which the selected trail alignment passes shall be subject to site evaluation subject to a Research Design and Testing Plan prepared by a qualified archeologist in advance of project construction. The Research Design and Testing Plan must be approved by the U.S. Army Corps of Engineers if the excavation will occur within the Martis Creek Lake Project. The Research Design and Testing Plan shall include the following components:

- A. Summarize background information, field reconnaissance, and site recordation that has already occurred within the project area;
- B. Discuss the archeological sensitivity of the region;

C. Identify the important questions that could be addressed by the kind of data that is likely to be contained at each affected site and could not be addressed using data from other sources alone;

D. Describe the cultural context of each affected site;

E. Present a Testing Plan that identifies specific areas for subsurface exploration, identifies specific methods – such as extracting soil cores, surface scraping, trenching, or excavating test pits - for conducting that exploration, identifies security measures to protect resources during implementation of the program, and describes handling and inventorying procedures for any resources and artifacts found during exploration; and

F. Outline methods for evaluation of affected sites (including assessing the integrity and research potential of each affected site).

Mitigation Measure 5.1b: Resource sites that are determined in this EIR to be significant but through implementation of the Research Design and Testing Plan are determined not to be eligible for listing in the National or State Registers shall be subject to informal data recovery and information related to those sites shall be included in the Martis Valley Trail native American interpretive exhibits.

Mitigation Measure 5.1c: Capping of archeological resource sites that are determined to be eligible for listing in the National or State Registers through implementation of the Research Design and Testing Plan shall occur where feasible. Considerations of feasibility may include consideration of slope and trail surface stability, impacts to biological resources, visual resources, and hydrology and water quality, and construction economics.

Capping shall be accomplished by placing a layer of chemically stable fill over the identified cultural resource site and constructing the trail and all associated improvements over the top of this fill. Specific plans for capping resources within the Martis Creek Lake Project shall be approved by the USACE.

~~**Mitigation Measure 5.1b:** The limits of the area of disturbance in the vicinity of all known archeological resource sites shall be flagged or otherwise demarcated in the field prior to commencement of construction.~~

~~**Mitigation Measure 5.1d:** A Research Design and Testing Treatment Plan shall be prepared by a qualified archeologist. The Treatment Plan shall address affected resources that are eligible for listing or qualify as unique archeological resources for which capping the resource (as required in Mitigation Measure 5.1c) is determined to be infeasible. in advance of project construction. The Research Design and Testing Plan must be approved by the U.S. Army Corps of Engineers if the excavation will occur within the Martis Creek Lake Project. The Research Design and Testing Plan shall include the following components:~~

~~A. — Summarize background information, field reconnaissance, and site recordation that has already occurred within the project area;~~

~~B. — Discuss the archeological sensitivity of the region;~~

- ~~C. Identify the important questions that could be addressed by the kind of data that is likely to be contained at each affected site and could not be addressed using data from other sources alone;~~
- ~~D. Describe the cultural context of each affected site;~~
- ~~E. Present a Testing Plan that identifies specific areas for subsurface exploration, identifies specific methods—such as extracting soil cores, surface scraping, trenching, or excavating test pits—for conducting that exploration, identifies security measures to protect resources during implementation of the program, and describes handling and inventorying procedures for any resources and artifacts found during exploration;~~
- ~~F. Outline methods for evaluation of affected sites (including assessing the integrity and research potential of each affected site); and~~
- G. Provide a Treatment Plan for affected resources that are eligible for listing or qualify as unique archeological resources. The Treatment Plan shall identify specific measures for each site that ensure resources are avoided where feasible. Where avoidance is not feasible, the Treatment Plan may include interpretation and/or data recovery sufficient to provide meaningful public education and extraction of pertinent scientific knowledge. Any data recovery excavation shall include recovery of a statistically-significant sample of the archeological deposit. During the excavation, any features identified shall be drawn and photographed. Recovered cultural material (artifacts) shall be cleaned and catalogued, and a professional analytical report shall be prepared on the findings. The report shall be filed with appropriate agencies and the NCIC of the CHRIS. The recovered artifact collection and catalogue shall be placed in a permanent curation facility for use by future researchers.

Mitigation Measure 5.1**bc**: The limits of the area of disturbance in the vicinity of all known archeological resource sites shall be flagged or otherwise demarcated in the field prior to commencement of construction.

Mitigation Measure 5.1**fd**: Heritage Resource Inventories shall be completed for potential staging areas located outside boundaries of previous survey areas. Staging areas are prohibited where significant cultural resources are identified.

Mitigation Measure 5.1**ge**: Heritage Resource Inventories shall be completed for Segments ~~3e~~ 3E and 4 prior to approval of Improvement or Grading Plans for those segments.

Adversely Affect Presently Unknown Historic or Archeological Resources

Mitigation Measure 5.2a: If artifacts, exotic rock, unusual amounts of shell or bone, or other buried archeological resources are encountered during earth-disturbance associated with the proposed project, all soil-disturbing work shall be halted within 100 feet of the discovery until a qualified archeologist completes a significance evaluation of the finds pursuant to Section 106 of the NHPA.

If the finds are determined to be culturally significant materials (i.e., unique archeological resources or historical resources), subsurface testing shall be conducted. Subsurface testing procedures shall involve shovel testing, augering, or

- ❖ Monitoring runoff quality during all phases of construction; and
- ❖ Preventing and controlling post-construction impacts to runoff quality.

Flood Protection

FEMA is responsible for determining flood elevations based on available studies pursuant to the National Flood Insurance Program (NFIP) Final Rule (CFR Parts 59 and 61). FEMA is also responsible for developing the Flood Insurance Rate Maps, which are used in the NFIP. FEMA classified 100-year floodplains are associated with Martis Creek, as discussed in Section 6.1.

State Regulations

Porter-Cologne Water Quality Control Act of 1969

The Porter-Cologne Water Quality Control Act (Porter-Cologne) is the principal law regulating water quality in California. This statute established enforcement and implementation measures for the SWRCB and the nine RWQCBs, which are charged with implementing this law. Porter-Cologne establishes a comprehensive program for protecting water quality and beneficial uses of water. It applies to surface waters, wetlands, and groundwater and to both point- and nonpoint-sources.

Porter-Cologne also incorporates many provisions of the federal Clean Water Act such as delegation of the NPDES permitting program to the SWRCB and RWQCBs.

Lahontan Region Basin Plan

The Lahontan Region Basin Plan sets forth water quality standards for surface and ground waters in the region. These standards identify both designated beneficial uses of water and the narrative and numerical objectives which must be maintained or attained to protect those uses. The Basin Plan was developed by the Lahontan RWQCB. It identifies types of water quality problems that can threaten beneficial uses within the Region, and required or recommended control measures for those problems. Table 3-11 of the Basin Plan identifies specific water quality objectives for Martis Creek.

The Basin Plan prohibits the discharge of materials to lands within the 100-year floodplain of the Truckee River or any tributary to the Truckee River. Martis Creek is tributary to the Truckee River and the project would place fill within the 100-year floodplain associated with Martis Creek. To authorize this activity, the project must obtain a Waste Discharge Prohibition Exception from the Lahontan Regional Water Quality Control Board. An exemption can only be granted if the project meets the Exception Criteria, which include that the project is one of five types of allowable projects, there is no reasonable alternative to locating the project (or portions of the project) within the floodplain and the nature of the project requires that it be located in or partially in the floodplain, the project incorporates measures to mitigate erosion and surface runoff, the project will not degrade water quality or impair beneficial uses of water, and the project will not reduce flood low attenuation capacity, surface flow treatment capacity, or groundwater flow treatment capacity.

❖ Operations and Maintenance Program.

The Stormwater Management Manual allows the use of both storage and infiltration of runoff as methods for stormwater management, and requires that drainage facilities be sized to accommodate runoff from the 10-year event.

Placer County requires projects in mountainous areas to provide two base analyses for the design of storm drainage facilities. The first analysis is the warm conditions model, which represents the expected runoff during warm/dry season conditions when snowmelt is also occurring. Thus the warm condition modeling includes a snowmelt rate of flow in addition to the modeled rainfall event. The second analysis is the snow cover or frozen conditions modeling, which represents the design event in which the ground is partially frozen by snow cover and runoff occurs. The Stormwater Management Manual also specifies several unique requirements for modeling stormwater flows in mountainous areas, as identified in the Martis Valley Trail Project Hydrology Study prepared by Civil Engineering Solutions.

Land Development Manual

The Placer County Land Development Manual (LDM) contains a storm drainage section that supplements the Stormwater Management Manual. This section of the LDM provides objectives and standards that seek to provide a uniform drainage system throughout the County, with primary consideration for avoiding property damage and maintaining natural conditions. The LDM's storm drainage section identifies minimum requirements for drainage reports and Improvement Plans, and establishes minimum criteria and standards for drainage infrastructure design and maintenance.

Flood Damage Prevention

Placer County's Flood Damage Prevention Ordinance (Article 15.52 of the Placer County Code) addresses floodplain management. The ordinance limits construction within the 100-year floodplain to prevent damage to structures and to limit the effect of development on base flood elevations and velocities.

Stormwater Quality

The Placer County Stormwater Quality Ordinance (Article 8.28 of the Placer County Code) addresses stormwater quality management. The ordinance is intended to "enhance and protect the quality of waters of the state in Placer County by reducing pollutants in stormwater discharges to the maximum extent practicable and controlling nonstormwater discharges to the storm drain system." The ordinance requires implementation of Best Management Practices to reduce the adverse effects of polluted runoff discharges on waters of the state.

Erosion Prevention

The Placer County Grading and Erosion Prevention Ordinance (Article 15.48 of the Placer County Code) requires implementation of measures to protect water quality by controlling erosion and sediment discharge during and following construction activities. This ordinance specifies permitting requirements and design standards for projects that involve grading of more than one acre or earthwork affecting more than 250 cubic yards of soil. Grading permit conditions are detailed in §15.48.240 of the Placer County Code. These conditions include

Erosion and Sediment Control for Development Areas of the Sierra Foothills and Mountains. In addition, BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff in accordance with “Attachment 4” of Placer County’s NPDES Municipal Stormwater Permit (State Water Resources Control Board NPDES General Permit No. CAS000004), pursuant to the NPDES Phase II program.

Mitigation Measure 6.1b: Northstar CSD shall prepare a SWPPP and obtain coverage under the SWRCB’s NPDES General Permit for Storm Water Discharges Associated with Construction Activities. The project applicant shall provide to Placer County ESD evidence of a state-issued WDID number or filing of a Notice of Intent and fees prior to issuance of a grading permit/approval of a grading or improvement plan. The SWPPP and project Grading or Improvement Plans shall identify specific construction BMPs for all components of the construction project, including equipment and material staging areas. Any Request for Proposals for future construction phases shall include applicable BMPO checklists recommended by the California Invasive Plant Council. For each BMP, the SWPPP shall identify provisions for design, implementation, management and monitoring. BMPs are expected to include the following or equally effective measures:

- A. Fiber wattles, silt fences, and or water bars;
- B. Sediment basins;
- C. Mulching of disturbed soil areas;
- D. Channel linings and drainage inlet protection;
- E. Staging areas perimeter barriers;
- F. Temporary stabilized construction entrances;
- G. Covering exposed materials stockpiles; and
- H. Leak or spill response plans.

Mitigation Measure 6.1c: Permanent BMPs shall be identified in the SWPPP and included on project Grading or Improvement Plans which are subject to approval by Placer County. BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff. Flow or volume based post-construction BMPs shall be designed at a minimum in accordance with the Placer County Guidance Document for Volume and Flow-Based Sizing of Permanent Post-Construction Best Management Practices for Stormwater Quality Protection. Post-construction BMPs for the project may include, but are not limited to: rock slope protection, vegetated swales, rain gardens, detention basins, rock energy dissipaters, vegetation of disturbed soil areas. Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed water quality features to entrap sediment, debris, oils/greases, and other pollutants. All BMPs must be approved by Placer County.

BMPs implemented as part of the project must provide adequate retention or treatment as specified in the Statewide Construction General Permit. BMPs must

also comply with the Placer County Stormwater Management Plan. Northstar CSD shall provide monitoring, irrigation where necessary, and remedial actions to ensure that vegetation in vegetated swales, rain gardens, and revegetated disturbed areas becomes established within three years following construction. All BMPs, including those required to prevent the spread of invasive weed species shall be maintained as required to insure effectiveness. Northstar CSD shall maintain records providing proof of on-going maintenance.

Mitigation Measure 6.1d: Trail amenities including trailheads, trail junctions, rest areas, picnic areas, and wildlife viewing areas shall be constructed using pervious surfaces. These features shall either be designed to provide full infiltration of runoff from the 10-year storm event within 12 hours or include an underdrain system that collects filtered stormwater and releases the runoff downslope as sheet flow at a rate that is a maximum of 90 percent of pre-project conditions.

The covered Native American Interpretive Area trail amenity shall be constructed using pervious surfaces in areas that will receive direct rainfall. Runoff from the roof of this amenity shall be routed to an adjacent rain garden sized to detain and infiltrate rainfall from a 10-year event and that includes an overflow system to route runoff from larger events as sheet flow to the downslope areas at a maximum rate of 90 percent of pre-project rates.

Substantially Alter Drainage Patterns; Increase Rate or Amount of Surface Runoff

This impact has been determined to be less than significant. No mitigation is required.

Contribute Runoff Water Exceeding the Capacity of Stormwater Drainage Systems

The project would have no impact with respect to capacity of stormwater drainage systems. No mitigation is required.

Place Structures Within the 100-Year Flood Hazard Area

This impact has been determined to be less than significant. No mitigation is required.

lanes at uncontrolled intersections along state highways is governed by the *California Highway Design Manual* (6th Edition, Caltrans, 2006-2007). Based on the traffic volume, accident data and anticipated turning movements the evaluations concluded that neither right turn lanes nor left turn lanes are warranted.

Because the vehicles entering and exiting the existing Wildlife Viewing Area driveway have adequate sight distance, there is no substantial accident potential, and turn lane warrants are not met. In addition, the Highway Alignment is located a minimum of five feet from the southern shoulder of SR 267. This complies with the minimum standards in the Caltrans Highway Design Manual. The proposed project would not result in a substantial increase in hazards due to a design feature or incompatible use and this impact is considered less than significant.

Each of the potential trail alignments would require a crossing of Northstar Drive. The Valley Alignment would cross Northstar Drive at the intersection with Big Springs Drive. This intersection is controlled with stop signs. The Highway Alignment crosses at the Northstar Drive/Castle Peak Way/Ridegline Road roundabout. Consistent with the operation of a traffic roundabout, there are no stop signs at this intersection. Instead crosswalks with center refuge islands are present on each approach to the roundabout. Each intersection is expected to provide sufficient opportunities to maintain safety and acceptable traffic operations for trail users and motorists.

Programmatic Analysis of Segments 3E and 4

The future construction of Segments 3E and 4 does not include construction of new parking areas. Access to these segments would come from existing trail connections and parking areas, Sight distance associated with the existing access points would not change as a result of construction and use of Segments 3E and 4. No increase in hazards is expected with construction of Segments 3E and 4.

7.4 MITIGATION MEASURES

Substantially Increase Traffic or Conflict with Level of Service Standards

This impact is determined to be less than significant. No mitigation measures are required.

Substantially Increase Hazards due to a Design Feature or Incompatible Uses

This impact is determined to be less than significant. No mitigation measures are required.

8.3 IMPACTS

Significance Criteria

As evaluated in the Initial Study circulated with the Notice of Preparation for this project (and provided in Appendix A), the project would have less than significant impacts with respect to the following significance criteria:

- ❖ Cause a substantial adverse effect on a scenic vista;
- ❖ Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within state scenic highway;
- ❖ Substantially degrade the existing visual character or quality of the site and its surroundings; or
- ❖ Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area.

Following professionally accepted practice in visual analysis, visual impacts that cross a threshold of "substantial adverse effect" are defined as a consequence of three primary factors: a) the existing scenic quality and character of an area (landscape attributes); 2) the level of viewer exposure and concern with visual change (viewer sensitivity); and c) the level of actual change to existing visual character and quality caused by the project as seen by a given viewer group (FHWA, 1988; BLM, 1987). The overall visual sensitivity of each key viewpoint, reflecting the anticipated level of viewer concern and visual exposure is first established. This rating is then considered together with the level of expected visual change experienced by key (existing) viewer groups and caused by the project to arrive at an assessment of potential impacts and their significance.

Project Impacts

IMPACT 8.1:	Adversely Affect a Scenic Vista	
APPLICABLE POLICIES AND REGULATIONS:	Martis Creek Lake Master Plan Placer County General Plan Martis Valley Community Plan and Design Guidelines	
	Valley Alignment	Highway Alignment
SIGNIFICANCE WITH POLICIES AND REGULATIONS:	Potentially Significant	Less than Potentially Significant
MITIGATION MEASURES:	Mitigation Measures 8.1a through 8.1b	None Mitigation Measure 8.1b
SIGNIFICANCE AFTER MITIGATION:	Less than Significant	Less than Significant

As discussed above, the sagebrush meadow and riparian vegetation of the Martis Valley are considered important scenic resources by both the *Martis Valley Community Plan* and the 1977 *Martis Creek Lake Master Plan*. While Section I.E the MVCP indicates that additional recreational uses could be accommodated without degrading the special visual qualities of the valley, it recognizes a need for careful consideration of any development, including trails, to ensure that visual impacts are kept to a minimum. The Martis Creek Lake Project Wildlife Viewing Area is

slightly darker surrounding vegetation (Photos 2, 7, 10). The primary view along the SR 267 corridor through Martis Valley is characterized by the prominent natural features of the meadow and sagebrush areas, as well as by development consistent with passive and active recreational pursuits of a resort community.

From SR 267, the proposed trail alignment and surface of the trail along the segment from Schaffer Mill Road to the existing Wildlife Viewing Area would be sporadically visible where the alignment would run parallel to the highway through low sagebrush. Presently, no trail exists within these areas (Photos 3, 9, 18). The proposed trail would also be visible from the highway as it heads southwest from the Wildlife Viewing Area along the alignment of the existing trail, as discussed in Impact 8.1 above. The covered Native American interpretive exhibit would not be visible from SR 267 due to its placement below the elevation of the roadway.

The view from Schaffer Mill Road in the vicinity of the proposed trail alignment is generally characterized by meadow and sagebrush areas to the east and southeast, commercial development and residential to the north and northwest, and sparse conifer forest to the northeast. The trail alignment would be visible from northbound Schaffer Mill Road in several places both west and east of the proposed trail crossing of Schaffer Mill Road at the SR 267 / Schaffer Mill / Truckee-Tahoe Airport Road intersection (Photos 19, 20, 25 and 26).

The proposed trail would potentially be most visible as it travels within the stand of trees just east of the intersection and along the sagebrush scrub adjacent to SR 267. In this location, Schaffer Mill Road is at a lower elevation than the proposed trail. Therefore, views of the trail surface would be nearly entirely obscured by surrounding vegetation. In areas where the trail would be visible, it would appear as a linear feature, as it would be viewed in profile, and would not be considered a prominent visual feature of the landscape. The portion of the trail west of the intersection would be lower in elevation than the road, and thus slightly more of the trail surface may be visible from Schaffer Mill Road in this area. The view north and northwest from Schaffer Mill Road is dominated by existing commercial and residential development. This area does not contribute to the scenic corridor designation of Schaffer Mill Road. The proposed trail would not result in substantial impact to scenic views from Schaffer Mill Road.

Views from Northstar Drive in the vicinity of the trail alignment and limited by topography and dense conifer forest and are generally characterized by resort and community facilities and short to mid-range views of conifer forest. Development on Big Springs Drive, the Northstar CSD offices, and Northstar Fire Station are all located near the proposed trail alignment. An existing portion of the Tompkins Memorial Trail follows an alignment similar to the proposed alignment in the vicinity of Northstar Drive. Views from Northstar Drive to the existing trail are nearly entirely screened by vegetation and topography; views to the proposed trail would be similarly screened. However, trail users would become visually prominent after leaving the trail at Big Springs Drive. The trail then crosses and travels along the north side of Northstar Drive. Trail users would cross Northstar Drive at an existing stop sign controlled intersection approximately 150 feet from an entrance to a Northstar Village parking lot. The trail crossing of Northstar Drive would be in the same location as the existing crossing location. New trail users would add to the visual activity in the area but would be compatible with the surrounding

| resort development and existing activity. Impacts of the proposed trail to views from Northstar Drive would be less than significant.

The proposed multi-use trail would be visually consistent with existing resort community and recreational development, including golf courses, resort signage, existing trails, and airport development along the scenic corridors of SR 267, Schaffer Mill Road, and Northstar Drive. However, as discussed in Impact 6.1 above, paving for the trail (rather than using gravel and dirt surfaces similar to existing trails) could degrade the visual landscape component represented by the open meadow and sagebrush area on the valley floor, particularly as viewed from SR 267.

Mitigation Measure 8.2a requires that natural or earth tone colors be used for the trail surface to reduce the contrast with existing vegetation or soils that characterize the natural sagebrush visual component of the valley (Segment 1) as viewed from SR 267. This would ensure that the proposed paved trail would result in less than significant impacts associated with degrading the view of the valley from SR 267.

Construction Staging Areas

During construction periods, fencing, vehicles, materials stockpiles, and other construction related equipment and disturbance, would result in temporary adverse effects to the views enjoyed from Highway 267, Schaffer Mill Road, and the Wildlife Viewing Area. While temporary effects would be less than significant, *Mitigation Measure 8.1b* requires that construction materials stockpiles and staging areas be located to minimize visibility of these areas from the Wildlife Viewing Area, Schaffer Mill Road and Highway 267. *Mitigation Measure 8.2b* further requires that the required Erosion and Sediment Control Plan include revegetation of disturbed areas. These measures would ensure that temporary construction disturbance is minimized to the extent feasible.

Highway Alignment

The above analysis of the Valley Alignment provides a description of the scenic resources viewable from SR 267 for Segment 1 common to both alignments. As discussed under *Impact 8.1*, Segment 3A would replace an existing dirt trail along the south side of SR 267. In areas where it is positioned near the toe of the highway fill slope at a lower elevation than the roadway, the existing dirt trail is only intermittently visible to motorists from the eastbound lane of 267. Farther east, where the existing trail and SR 267 are at similar elevations, the existing dirt trail appears as a narrow path between the highway and the golf course and sewer lift station. Since Segment 3A would occupy an area in the Valley dominated by existing constructed landscape features, including SR 267, the golf course, and the sewer lift station, and would be only intermittently visible from the highway, Segment 3A is considered appropriately sited to avoid substantial impacts to resources that contribute to the scenic values of SR 267.

The Segment 3B alignment would depart slightly from, but would generally follow the existing dirt trail on the slope above and parallel to SR 267 as it contours around Porcupine Hill to the south. While the existing dirt track in this location is wider than a typical foot path and accommodates maintenance vehicle access, vegetation and topographical undulations provide near total screening of it from SR 267. Where Segment 3B is proposed to run parallel to Northstar Drive up to the Ridgeline Road/Northstar Drive roundabout, it would depart

portion of the Tomkins Memorial Trail most visible to existing residences occurs on the segment of trail between Conifer Drive and Martis Landing Road. There are two roughly parallel tracks of existing trail in this location. The northerly track is approximately 200 to 250 feet from existing residences on Conifer Drive. As shown on Sheet C7 of the Preliminary Trail Plans in Appendix B to the Draft EIR, the proposed trail would replace most of this northerly track. Tree and other vegetation coverage in this area is somewhat thin, allowing views of the trail and trail users from those residences. The proposed trail and trail users would also be visible from those residences, but the proposed trail would be no closer to the residences than the existing trail. These residences currently are exposed to views of the trail and trail users, and the increased recreational activity in the area would not substantially change the character of views in this area.

The proposed trail would be visually consistent with other recreational and resort development within the Northstar Community. The proposed trail would result in no substantial impacts to the existing visual character or quality of the area presently experienced by viewers in and around the Northstar Community.

Highway Alignment

Meadow/Valley

As discussed in Impact 8.1 and Impact 8.2 above, the Highway Alignment would be largely screened from view by topography or vegetation and would be subject to review and approval by either Placer County or the USACE. Segment 3A would be the most visible in its alignment crossing the Valley to residents on the east side of the Valley and from the Northstar Golf Course. Because Segment 3A would run parallel to the SR 267 alignment and would follow the route of an existing dirt trail, it would have little impact on the visual character or quality of the Valley.

Forest/Residential Areas

The Highway Alignment Segments 3B and 3F would be consistent with other resort, recreational, and transportation development visible along SR 267 and Northstar Drive, as well as within the Northstar Community, and from the existing Tompkins Memorial Trail, and would not be expected to substantially degrade the visual character or quality of the site and its surroundings.

Programmatic Analysis of Segments 3E and 4

Segments 3E may be visible from few residential units near the Village at Northstar, however a paved trail would be consistent with the resort facilities in the immediate area. Views of Segment 4 will be obscured from homes and other resort and recreational amenities. These future segments are not expected to substantially degrade the existing visual quality or character of identified viewers.

the north. 2025 levels at the northernmost analysis point will be roughly four times current estimates, making this the busiest section of the trail.

Based on the methodology described above, LSC estimated that the trail would support approximately 66,000 person-trips per year if it were built today (existing conditions), increasing to 168,000 person-trips per year by 2025. The proposed project has been designed to be a multiple-use accessible trail that would accommodate user demand. The trail use forecasts at the three analysis points indicate that trail congestion in the future condition would be low to moderate.

Increased Congestion on Existing Trails

The proposed project is expected to increase trail usage in the project area. Paving portions of the existing trail system would increase public accessibility to other portions of the existing trail system that remain unpaved, and construction of the Martis Valley Trail would not cut off access to the existing unpaved trails in the area. It is expected that while the proposed project may alter individuals' choice of trail segment, it would not displace existing trail users from the trail system or preclude people from accessing recreational opportunities. While the majority of the increased trail usage would occur along the proposed Martis Valley Trail, new users of this proposed facility may also use the existing trails in the area. For example, a hiker may walk along the Martis Valley Trail for a portion of their hike, and then walk along the Tompkins Memorial Trail for another portion of their hike. However, because trail use forecasts for the Martis Valley Trail indicate low to moderate congestion levels, and the Tompkins Memorial Trail would have greater reduction factors based on trail class and connectivity, it is expected that trail congestion on the Tompkins Memorial Trail would remain low. Because access to the existing trails would be preserved and trail congestion would remain low, impacts related to trail congestion from increased trail usage that may be generated by use of the proposed Martis Valley Trail are considered less than significant.

Physical Deterioration of Existing Trails

As discussed above, construction of the Martis Valley Trail under either the Valley Alignment or the Highway Alignment could lead to an increase in the use of area trail networks. The proposed Martis Valley Trail alignments would connect to several existing unpaved trails. Northstar CSD maintains the existing Tompkins Memorial Trail system and would maintain the Martis Valley Trail. Continued maintenance of the Tompkins Memorial Trail system would ensure that the increased use of the existing trails associated with use of the Martis Valley Trail would not cause or accelerate their substantial physical deterioration. The proposed project would have a less than significant impact related to deterioration of existing trails.

Maintenance activities including sweeping, crack sealing, surface restoration, vegetation control, and removal of slough would be performed by Northstar CSD staff or volunteers, and maintenance of both the Tompkins Memorial Trail and the Martis Valley Trail would occur annually or as needed. Additional maintenance may be required as a result of weather-related events (e.g., removal of downed trees and slide removal), routine wear from trail use, and unauthorized activities such as vandalism.

IMPACT 9.2:	Create Conflicts Between Trail User Groups	
APPLICABLE POLICIES AND REGULATIONS:	Martis Creek Lake Master Plan Placer County General Plan Martis Valley Community Plan	
	Valley Alignment	Highway Alignment
SIGNIFICANCE WITH POLICIES AND REGULATIONS:	Potentially Significant	Potentially Significant
MITIGATION MEASURES:	Mitigation Measure 9.2a	Mitigation Measure 9.2a
SIGNIFICANCE AFTER MITIGATION:	Less than Significant	Less than Significant

Because the proposed trail would be a multiple-use trail and because it would intersect with other trails, the potential exists for conflicts between pedestrians, bicyclists, and other non-motorized transportation. Concerns regarding potential safety conflicts between bicyclists and pedestrians and dogs were specifically raised in comments on the Notice of Preparation for this Draft EIR. In particular, comments noted that the area within the Wildlife Management Area near the Wildlife Viewing Area parking lot is currently used as an off-leash dog walking area, and that fast-moving bicyclists (or other wheeled trail users such as in-line skaters) could collide with dogs. While user conflicts do not constitute an effect on the physical environment under CEQA, an increase in potential for user conflicts could adversely affect the quality of the recreation experience.

The Federal Highway Administration and the National Recreational Trails Advisory Committee report *Conflicts on Multiple-Use Trails: Synthesis of the Literature and State of the Practice* (1994) concluded that conflict in outdoor recreation settings (such as trails) can best be defined as “goal interference attributed to another’s behavior.” As such, trail conflicts can and do occur among different user groups, among users within the same user group, and as a result of factors not related to users’ trail activities. Conflict has been found to be related to activity style, focus of trip, expectations, attitudes toward and perceptions of the environment, level of tolerance for others, and different norms held by different users.

Multiple-use trails are becoming increasingly common. It is also becoming increasingly common for trail users to encounter other users (or evidence of use) on trails. Some encounters are with trail users participating in the same activity (such as two pedestrians), and some are with trail users engaged in different activities (such as a pedestrian and a bicyclist). While most trail encounters tend to be pleasant or neutral, some are unpleasant. As the number of trail users and diversity of trail activities increases, the potential for conflict resulting from unpleasant encounters also increases (FHWA 1994).

Conflicts between bicyclists and pedestrians are a source of injuries on multiple use trails. The University of Delaware Institute for Public Administration report *Sidewalks and Shared-Use Paths: Safety, Security and Maintenance* explains “user conflicts on trails are the result of differences in skill, movement patterns, and speed. The greater the differences, the more likely an accident will occur” (O’Donnell 2007). In summarizing relevant research and reporting a case study regarding their management of a multiple-use trail, the Victoria Transport Policy Institute (VTPI) identifies other key reasons for collision on non-motorized facilities: the facility

does not meet appropriate standards to accommodate its users (too narrow, overcrowded, confusing intersections); and education or enforcement of appropriate behavior is limited.

As stated above, the proposed Martis Valley Trail would be utilized by pedestrians, bicyclists, and other forms non-motorized transportation. While the trail use and potential for conflicts is expected to be similar for either the Valley Alignment or the Highway Alignment, there is currently considerable pedestrian and dog activity occurring south of the existing Martis Creek Lake Project Wildlife Viewing Area parking lot. Therefore, there is expected to be a slightly higher potential for dog-related conflicts in the vicinity of the parking lot and southerly along the Valley Alignment.

A study conducted in 2004 assessed trail-related conflicts and their resolutions at state parks throughout the United States. This study, the results of which are presented in the U.S. Forest Service's (USFS) *State Park Trail Conflicts and Resolution Strategies, Proceedings of the 2004 Northeastern Recreation Research Symposium*, found that of the five types of conflicts studied (among or between trail users, between trail users and other recreationists, between trail users and adjacent private property owners, within a trail use activity, or with non-recreation land users and uses), conflicts among or between trail users were rated as the most serious by a majority of respondents identifying a most serious conflict.

The USFS State Park trail study found that conflict between users was most common between non-motorized uses. Conflict among trail users with and without dogs occurs in a majority of states. To reduce dog related conflicts, leash laws and their enforcement, prohibition of dogs from trails, etiquette training and mandatory dog feces removal are used in various states. These approaches have proven to be moderately successful (USFS 2004).

As discussed above, LSC estimated the potential level of congestion that would occur on the Martis Valley Trail. The estimates were based on the "Shared Off-Street Path" level of service (LOS) methodology in the Highway Capacity Manual (Transportation Research Board 2000 as cited in LSC 2011a). LOS is based on the number of passing events that occur during the peak hour of trail use. A passing event is defined as either passing a bicycle/pedestrian traveling in the opposite direction or overtaking another bicycle/pedestrian traveling in the same direction. LSC reached the following conclusions regarding trail congestion at the three analysis locations:

- ❖ South of Schaffer Mill Road (northern section of trail) – low congestion (LOS B or C) in existing conditions, moderate congestion in 2025.
- ❖ North of Northstar (middle section of trail) – roughly same as northern section – low under existing conditions, moderate in 2025.
- ❖ South of Northstar (southern section of trail) – fewer trail users than the northern section – no congestion under existing or 2025 conditions.

Trail design is an important component of ensuring a trail can safely accommodate its intended users. The Federal Highway Administration (FHWA) finds that having trails of sufficient width can effectively reduce user conflicts (FHWA 2001). Placer County does not have specific mandatory standards for trail design. Rather the County generally applies the recommendations of the American Association of State Highway and Transportation Officials (AASHTO) Guide for the Development of Bicycle Facilities to bicycle and pedestrian trail

projects. Consistent with the AASHTO guidelines and the FHWA recommendations (FHWA 2001), the proposed trail would have a total width of 14 feet – 10 feet of paved trail and 2-foot wide unpaved shoulders on each side. This width is considered appropriate for a popular multiple-use trail and is sufficient to accommodate the anticipated level of use without significant overcrowding of the trail. In addition, striping the trail centerline has been found to provide slight benefits in trail safety by reducing a “bicyclist’s perception of freedom to maneuver” (FHWA 2006) which has the effect of causing bicyclists to slow down (more than they would without a centerline) when passing other trail users.

The proposed Martis Valley Trail would incorporate several measures to reduce user conflicts. These measures include a ten-foot paved trail width with two-foot unpaved shoulders on each side, informational signage to remind trail users of trail courtesy along the trail route, and signage regarding trail etiquette and dog leash requirements posted at trail entrances. These measures are consistent with the recommendations of the studies cited above as well as the information presented in several of the trail design publications available at the American Trails Organization resource library (<http://www.americantrails.org/resources/trans/index.html>). The proposed trail width could reduce potential user conflicts compared to the current narrower trail width; however the number of trail users and variety of trail use activities are projected to increase with the proposed trail which could result in increased conflicts.

Several segments of both of the trail alignments being evaluated occur on private property in unincorporated Placer County. Placer County has adopted a strict leash law requiring that dogs off their owners’ property be restrained by leash, lead or adequate enclosure. This law would apply to those segments of the proposed trail outside the Martis Creek Lake Project and compliance with this law would minimize the potential for dog-related trail user conflicts. Enforcement of the County’s leash law is the responsibility of the Placer County Sheriff’s Department. Trail signage will include requirements for use of dog leashes consistent with County regulations.

Code of Federal Regulations Title 36, which establishes nationwide park rules and regulations, would apply within the Martis Creek Lake Project. Section 327.11 requires that dogs be on a leash no greater than six feet in length, or otherwise physically restrained. This regulation applies to existing trails as well as any future trails; however the requirement is not currently enforced. USACE personnel have indicated that the current use of the area as an off-leash dog walking area has led to several incidents of people being bitten by dogs, harassment of wildlife by dogs, and adverse effects on wildlife and water quality related to dog excrement not being removed by dog owners (T. Hershey, pers. comm.). By increasing trail usage in the area, the proposed project could exacerbate these existing problems.

As stated above, the measures included in the proposed project including the trail width and trail courtesy and etiquette signage are measures consistent with recommendations for reducing trail conflicts. Despite these measures, user conflicts may still occur on the proposed trail, in particular conflicts between trail users and off-leash dogs. *Mitigation Measure 9.2a* would require that the operating agreement between the Northstar CSD and USACE for the trail through the Martis Creek Lake Project area address the enforcement and monitoring of trail use and user conflicts.

the Master Plan (D. Grothe, pers. comm.) which could allow an opportunity to modify language in the Master Plan related to trails in this area.

Consistency with a land use plan or plan policies is not considered a physical environmental effect under CEQA unless that plan is in place to avoid or mitigate an environmental effect. The *Martis Creek Lake Master Plan* is an operational plan for the project area, with the first priorities of the Martis Creek Lake Project being flood control and water supply, but the Master Plan does contain components that are intended to protect wildlife. Specifically, the Master Plan indicates that the Martis Creek Lake Project Wildlife Management Area was established as mitigation for habitat loss that occurred when Martis Creek Lake was created.

The Environmental Assessment (EA) prepared for the Martis Creek Lake Master Plan noted that 'the earlier construction of flood control facilities has affected wildlife by altering their habitats. The main habitats on the site are (1) Pine Forest with sagebrush understory; (2) Shoreline (Riparian) Zone; and (3) Wet meadow-grassland' (page 24, section C). The EA also noted that 'the present vegetation in the project area has been greatly altered by cattle grazing, and logging during the last century.... With the stress of grazing, less desirable sagebrush and a few annual grasses have displaced former ground cover species' (page 23, section 2).

Within the Martis Creek Lake Project Wildlife Management Area, the proposed project's primary direct impacts would be to sagebrush scrub habitat, with small areas of direct impact to riparian habitat (impacts to federally-protected wetlands would occur at drainage and creek crossings within the areas of riparian habitat). Additionally, the Valley Alignment would have a small area of direct impact to coniferous forest habitat within the USACE property. Impacts to each habitat type are evaluated in detail in Impact 4.2, presented on pages 4-25 through 4-29 of this Draft EIR and impacts to wetlands are evaluated in Impact 4.3 on pages 4-29 through 4-31 of this Draft EIR.

The analysis of impacts to sagebrush scrub habitat is presented on pages 4-28 and 4-29. This analysis states that the portions of the trail segments that pass through the Martis Creek Lake Project Wildlife Management Area contain existing unpaved trails that range from two to ten feet in width. While the proposed project would widen and pave those trails, construction and use of the trail would not be expected to substantially decrease the value of the sagebrush scrub habitat in this area.

The analysis of impacts to riparian habitat appears on page 4-26. All impacts to riparian habitat would be reduced to less than significant levels with implementation of Mitigation Measure 4.2a, which requires Northstar CSD to enter into a Streambed Alteration Agreement with the California Department of Fish and Game.

The analysis of impacts to coniferous forest habitat appears on pages 4-27 and 4-28. This analysis finds that there are two small areas of coniferous forest within the USACE property that would be affected by the proposed project. Both areas contain existing unpaved trails that the proposed project would widen and pave. As discussed on page 4-27, construction and use of the trail would not be expected to substantially decrease the value of the coniferous forest habitat in this area.

The analysis of impacts to wetland habitats on pages 4-29 through 4-31 identifies the total amount of both temporary and permanent wetland impacts associated with each alignment. Mitigation Measures requiring Northstar CSD to obtain appropriate permits, compensate for impacts, and implement Best Management Practices to avoid indirect impacts to wetlands would ensure that impacts are reduced to less than significant levels.

This Draft EIR has demonstrated that the proposed project would have less than significant impacts to existing habitats and wildlife species within the project area, including the habitats within the USACE property. Because these impacts would be less than significant, the proposed project would not adversely affect wildlife within the USACE Wildlife Management Area, and therefore would not conflict with the intent of the Wildlife Management Area designation.

Construction of the proposed trail would result in additional habitat loss. Implementation of mitigation measures included in CHAPTER 4 BIOLOGICAL RESOURCES would reduce impacts related to habitat loss to less than significant levels. Therefore, the proposed project would not conflict with the Master Plan as it relates to mitigation of environmental effects and this impact would be less than significant.

Programmatic Analysis of Segments 3E and 4

Future construction of Martis Valley Trail Segments 3E and 4 will not result in conflict with the USACE *Martis Creek Lake Master Plan* as these segments are located outside of the Martis Creek Lake Project.

9.4 MITIGATION MEASURES

Adversely Affect Use of Existing Recreational Facilities

Mitigation Measure 9.1a: The operating agreement between the USACE and the Northstar CSD shall determine potential USACE operating costs associated with use of the Martis Valley Trail and identify funding sources to meet these costs. These shall include maintenance and operations at the Martis Creek Lake Project Wildlife Viewing Area parking lot, ongoing maintenance of the trail system on the south side of SR 267, enforcement and monitoring of responsible trail behavior and demand for emergency services.

Create Conflicts Between Trail User Groups

Mitigation Measure 9.2a: The operating agreement between the USACE and the Northstar CSD described in *Mitigation Measure 9.1a* shall address enforcement and monitoring of responsible trail behavior, including enforcement of USACE regulations related to dog control.

Conflict with U.S. Army Corps of Engineers Martis Creek Lake Master Plan

This impact is determined to be less than significant. No mitigation measures are required.

Programmatic Analysis of Segments 3E and 4

Cultural resource inventories have not been completed for Segments 3E and 4. These would be completed at the time that construction of these segments is proposed. There is potential for the study corridor for each segment to contain archaeological and historic resources. Identification, evaluation, and treatment of any archaeological and historic resources in compliance with state and federal regulations would ensure that the project's contribution to cumulative cultural resource impacts would remain less than significant.

Hydrology and Water Quality

The assessment of cumulative impacts to hydrology and water quality considers the overall watershed that drains to the Truckee River downstream of Lake Tahoe, known as the Middle Truckee River Basin. This watershed covers 1,190 square miles that include portions of Nevada, Placer and Sierra counties in California and portions of Washoe, Storey and Lyon counties and Carson City in Nevada. In California, the watershed includes the drainage areas surrounding the Truckee River between Lake Tahoe and the Town of Truckee, the Donner Lake drainage area west of Truckee, the Martis Creek drainage south and east of Truckee, the Prosser Creek and Little Truckee River drainage areas north and east of Truckee, and the upper Truckee Canyon below Hirschdale to the Nevada state line at Verdi.

The proposed project is located within the Martis Creek drainage area, which covers 26,204 acres (Truckee River Watershed Council 2011). The primary drainage feature in the project area is Martis Creek. This creek and several drainages that are tributary to the creek flow through Martis Valley, into the dammed Martis Creek Lake, and below the dam to a confluence with the Truckee River south of Interstate 80.

IMPACT 10.4	Alter Drainage Conditions and/or Impair Water Quality	
APPLICABLE POLICIES AND REGULATIONS:	Federal Clean Water Act National Pollutant Discharge Elimination System Lahontan Regional Basin Plan Placer County General Plan Martis Valley Community Plan	
SIGNIFICANCE OF CUMULATIVE IMPACT:	Significant	
	Valley Alignment	Highway Alignment
MITIGATION MEASURES:	Mitigation Measures 6.1a through 6.1d and 6.2a	Mitigation Measures 6.1a through 6.1d and 6.2a
CONTRIBUTION TO CUMULATIVE IMPACT AFTER MITIGATION:	None	None

Ongoing development within the Middle Truckee River Basin would alter drainage conditions, rates, volumes, and water quality, which could result in potential flooding and stormwater quality impacts within the watershed.

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Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing	Performance Evaluation Criteria
<p>Mitigation Measure 4.1b: Prior to commencement of any construction activities, including site clearing and/or grading, Northstar CSD shall retain a qualified botanist to conduct floristic rare <u>plant surveys of the construction area, staging areas, and access routes. Surveys shall be conducted to identify invasive plant species in any portion of the project site and rare plant species</u> within wetland, riparian, and stream habitats that would be affected by project construction. These surveys shall be carried out during appropriate blooming periods of special-status species with potential to occur onsite <u>and of invasive plant species of importance to the region</u>. Should any individual special-status plant species <u>and/or invasive plant species</u> be located, the applicant <u>Northstar CSD</u> shall retain a qualified botanist to develop and implement a management plan. Appropriate <u>management measures for special status plant species</u> could include transplanting, soil/seed salvage and avoidance, <u>and shall be sufficient to ensure the Martis Valley Trail project does not result in a loss of viability for special status plant populations. Management measures for invasive plant species shall include measures to stop movement of plant materials and seeds (especially as associated with movement of workers, materials, and equipment throughout the construction area), minimize soil and vegetation disturbance, maintain healthy plant communities, and provide for monitoring and early response to future establishment of invasive plant species. The requirements of any management plan required under this Mitigation Measure shall be identified in any Request for Proposals for future construction phases in the affected area.</u></p>	Northstar CSD	Northstar CSD and Placer County	<p>Survey completed prior to approval of Improvement Plans</p> <p>Preparation and implementation of management plan prior to commencement of construction</p>	<ul style="list-style-type: none"> ▪ <u>Populations of any special status plant species in project area generally meet pre-project conditions at end of monitoring period specified in Management Plan</u> ▪ <u>Populations of invasive plant species in the project area do not spread as a result of project construction and operation</u> ▪ <u>New populations of invasive plant species are not introduced to the project area</u>
<p>Mitigation Measure 4.1c: To minimize impacts to Lahontan cutthroat trout and its habitat or potential habitat,</p>	Northstar CSD	Northstar CSD, USACE,	BMPs identified on Improvement Plans,	<ul style="list-style-type: none"> ▪ <u>No unpermitted take of Lahontan</u>

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Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing	Performance Evaluation Criteria
D. Implement Mitigation Measure 6.1d which identifies design standards for trail amenities to manage stormwater.				
Mitigation Measure 4.1d: A biological monitor shall be retained throughout the duration of construction activities in the vicinity of affected aquatic habitat, to ensure that disturbance of Sierra Nevada yellow legged frog and its habitat is minimized or avoided. If any Sierra Nevada yellow legged frog are detected within a construction area, work must be halted and the CDFG shall be contacted immediately to determine appropriate avoidance measures including, but not limited to, moving individuals to appropriate offsite locations or limiting construction operating periods.	Northstar CSD	Northstar CSD	During all construction within 100 feet of riparian habitat	<ul style="list-style-type: none"> ▪ No unpermitted take of SNYLF occurs
Mitigation Measure 4.1e: All aquatic habitat and wetland areas disturbed by construction activities shall be restored/revegetated to pre-project conditions or as required by the terms and conditions of permits obtained from the USACE, CDFG, or Lahontan RWQCB. <u>Revegetated areas shall be monitored for invasive weed species for a minimum of three years.</u>	Northstar CSD	Northstar CSD, USACE, CDFG, and Lahontan RWQCB	Within three years of construction, or as specified by permits; <u>monitoring to occur for three years</u>	<ul style="list-style-type: none"> ▪ <u>Riparian habitat and wetland areas generally match pre-project conditions other than permitted permanent alterations</u> ▪ <u>Invasive plant species populations are not introduced to riparian and wetland habitats</u>
Mitigation Measure 4.1f: To avoid disturbance of active nests, trees should be removed outside the typical breeding season. A survey for active raptor nest sites shall be conducted by a qualified biologist prior to construction	Northstar CSD	Northstar CSD and CDFG	No more than 30 days prior to construction, and ongoing throughout	<ul style="list-style-type: none"> ▪ No unpermitted take of nesting raptors and/or raptor nests occurs

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Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing	Performance Evaluation Criteria
Mitigation Measure 4.1h: New ground disturbance within areas of riparian vegetation that provide potential habitat for Sierra Nevada mountain beaver and Sierra Nevada snowshoe hare shall be avoided to the extent feasible. If disturbance to riparian vegetation cannot be avoided, a qualified biologist shall be retained to survey the proposed area of disturbance prior to construction. If evidence of occurrence of either of these species is found, a minimum 500 foot non-disturbance buffer shall be established around nest or burrow sites and CDFG shall be contacted to determine appropriate avoidance or impact minimization measures, which could include monitoring, buffer zones, seasonal work restrictions, or other measures.	Northstar CSD	Northstar CSD and CDFG	Riparian habitat surveys conducted prior to approval of Improvement Plans, if necessary, management near nest and burrow sites throughout construction	<ul style="list-style-type: none"> ▪ No unpermitted take of SNMB or SNSH occurs
Mitigation Measure 4.1i: Staging areas shall be located in areas that have been previously disturbed, do not include any riparian habitat, do not support Plumas ivesia plants, and do not require any tree removal.	Northstar CSD	Northstar CSD and Placer County	Staging areas identified on Improvement Plans	<ul style="list-style-type: none"> ▪ Disturbance of staging areas has no effect on riparian habitat or Plumas ivesia plants, and requires no tree removal
Mitigation Measure 4.2a: <u>Where the project would result in impacts to riparian habitat</u> , Northstar CSD shall <u>apply to Lahontan Regional Water Quality Control Board for a Waste Discharge Prohibition Exception and shall</u> obtain a Streambed Alteration Agreement from CDFG to authorize impacts within the bed and bank of drainages and associated riparian habitat within the trail alignment. Northstar CSD and their contractors shall adhere to all conditions and requirements of the Streambed Alteration Agreement. The Streambed Alteration Agreement shall be acquired prior to any clearing, grading, or excavation work	Northstar CSD	Northstar CSD and CDFG	<u>Waste Discharge Prohibition Exception and</u> Streambed Alteration Agreement obtained prior to construction and implemented throughout and following construction	<ul style="list-style-type: none"> ▪ Streambed Terms of Alteration Agreement met

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Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing	Performance Evaluation Criteria
on the project site.				
<u>Mitigation Measure 4.2b:</u> Northstar CSD shall implement <u>Mitigation Measure 4.1b</u> , which requires implementation of an Invasive Plant Management Plan to prevent introduction of invasive plant species to the construction area, surveys for invasive plant species within the construction area, and inclusion of specific measures to control the spread of any invasive plant species found in those surveys.	<u>Northstar CSD</u>	<u>Northstar CSD and Placer County</u>	<u>Survey completed prior to approval of Improvement Plans</u> <u>Preparation and implementation of management plan prior to commencement of construction</u>	<ul style="list-style-type: none"> ▪ <u>Populations of invasive plant species in the project area do not spread as a result of project construction and operation</u> ▪ <u>New populations of invasive plant species are not introduced to the project area</u>
<u>Mitigation Measure 4.2cb:</u> Staging areas shall be located in areas that have been previously disturbed and do not include any riparian habitat or other sensitive natural community.	Northstar CSD	Northstar CSD	Staging areas identified on Improvement Plans	<ul style="list-style-type: none"> ▪ Disturbance of staging areas has no effect on riparian habitat or other sensitive natural community
<u>Mitigation Measure 4.2de:</u> Northstar CSD shall retain a qualified biologist to update the Biological Resources Assessment for Segments 3E and 4 at the time construction of these segments is proposed.	Northstar CSD	Northstar CSD	Prior to approval of Improvement Plans for Segments 3E or 4	<ul style="list-style-type: none"> ▪ Biological Resources Assessment updated
<u>Mitigation Measure 4.3a:</u> The project applicant shall obtain the appropriate permits from USACE, the Lahontan RWQCB, and CDFG to authorize impacts to waters of the U.S. delineated on the project site. These impacts would require a Section 404 permit from the USACE, a Section 401 Water Quality Certification from the Lahontan RWQCB, and a Streambed Alteration Agreement from CDFG. These	Northstar CSD	Northstar CSD, USACE, Lahontan RWQCB, and CDFG	Prior to approval of Improvement Plans	<ul style="list-style-type: none"> ▪ No unpermitted impacts to waters of the U.S. occur

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Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing	Performance Evaluation Criteria
permanent BMPs to be included in the SWPPP and project Grading or Improvement Plans and identifies minimum requirements for permanent BMPs. D. Implement Mitigation Measure 6.1d which identifies design standards for trail amenities to manage stormwater.				
Mitigation Measure 4.3d: Staging areas shall be located in areas that have been previously disturbed and do not include any federally protected wetlands.	Northstar CSD	Northstar CSD	Staging areas identified on Improvement Plans	▪ Disturbance of staging areas has no effect on federally protected wetlands
Mitigation Measure 4.4a: Bridges and culverts constructed across riparian areas shall be designed and constructed to provide ample space for smaller mammals to move within the riparian corridor without having to travel over the trail surface. Design criteria shall be provided by a qualified wildlife biologist and could include spacing of boardwalk supports and free space between the bottom of the boardwalk and bridge decks and the bed and bank of drainages crossed to provide for continuous cover for smaller mammals using such corridors (raccoons, foxes, etc).	Northstar CSD	Northstar CSD	Bridge and culvert design included on Improvement Plans	▪ Bridges and culverts constructed as shown on plans
Mitigation Measure 4.5a: Northstar CSD shall implement <i>Mitigation Measures 4.1a through 4.1i, 4.2a through 4.2c, 4.3a through 4.3d, and 4.4a.</i>	Northstar CSD	Northstar CSD	As stated above	As stated above
CULTURAL RESOURCES				
<u>Mitigation Measure 5.1a: Each resource site through which the selected trail alignment passes shall be subject to site evaluation subject to a Research Design and Testing Plan prepared by a qualified archeologist in advance of</u>	<u>Northstar CSD</u>	<u>Northstar CSD and USACE</u>	<u>Research Design and Testing Plan prepared and implemented prior to</u>	<u>▪ Additional evaluation is completed for each resource site that</u>

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Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing	Performance Evaluation Criteria
<p><u>project construction. The Research Design and Testing Plan must be approved by the U.S. Army Corps of Engineers if the excavation will occur within the Martis Creek Lake Project. The Research Design and Testing Plan shall include the following components:</u></p> <ul style="list-style-type: none"> <u>A. Summarize background information, field reconnaissance, and site recordation that has already occurred within the project area;</u> <u>B. Discuss the archeological sensitivity of the region;</u> <u>C. Identify the important questions that could be addressed by the kind of data that is likely to be contained at each affected site and could not be addressed using data from other sources alone;</u> <u>D. Describe the cultural context of each affected site;</u> <u>E. Present a Testing Plan that identifies specific areas for subsurface exploration, identifies specific methods – such as extracting soil cores, surface scraping, trenching, or excavating test pits - for conducting that exploration, identifies security measures to protect resources during implementation of the program, and describes handling and inventorying procedures for any resources and artifacts found during exploration; and</u> <u>F. Outline methods for evaluation of affected sites (including assessing the integrity and research potential of each affected site.</u> 			<u>project construction within 100 feet of identified resource sites</u>	<u>would be affected by the selected trail alignment prior to construction</u>

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Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing	Performance Evaluation Criteria
<u>Mitigation Measure 5.1b:</u> Resource sites that are determined in this EIR to be significant but through implementation of the Research Design and Testing Plan are determined not to be eligible for listing in the National or State Registers shall be subject to informal data recovery and information related to those sites shall be included in the Martis Valley Trail native American interpretive exhibits.	<u>Northstar CSD</u>	<u>Northstar CSD</u>	<u>Prior to construction</u>	▪ <u>Native American interpretive exhibits include information obtained from resources within the project site</u>
<u>Mitigation Measure 5.1ca:</u> Capping of archeological resource sites <u>that are determined to be eligible for listing in the National or State Registers through implementation of the Research Design and Testing Plan</u> shall occur where feasible. Considerations of feasibility may include consideration of slope and trail surface stability, impacts to biological resources, visual resources, and hydrology and water quality, and construction economics. Capping shall be accomplished by placing a layer of chemically stable fill over the identified cultural resource site and constructing the trail and all associated improvements over the top of this fill. Specific plans for capping resources within the Martis Creek Lake Project shall be approved by the USACE.	Northstar CSD	Northstar CSD and USACE	Capping of resources shown on Improvement Plans	▪ Resources are capped where feasible
<u>Mitigation Measure 5.1b:</u> The limits of the area of disturbance in the vicinity of all known archeological resource sites shall be flagged or otherwise demarcated in the field prior to commencement of construction.	Northstar CSD	Northstar CSD	Prior to construction commencement	▪ Boundaries of area of disturbance are flagged and construction equipment and crews do not disturb cultural resources outside those boundaries
<u>Mitigation Measure 5.1c:</u> A Research Design and Testing Treatment Plan shall be prepared by a qualified	Northstar CSD	Northstar CSD	Research Design and	▪ Data recovery is conducted on any

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Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing	Performance Evaluation Criteria
<p>archaeologist in advance of project construction. The Research Design and Testing Treatment Plan shall address affected resources that are eligible for listing or qualify as as unique archeological resources for which capping the resource (as required in <i>Mitigation Measure 5.1c</i>) is determined to be infeasible, must be approved by the U.S. Army Corps of Engineers if the excavation will occur within the Martis Creek Lake project area. The Research Design and Testing Plan shall include the following components:</p> <ul style="list-style-type: none"> A. Summarize background information, field reconnaissance, and site recordation that has already occurred within the project area; B. Discuss the archeological sensitivity of the region; C. Identify the important questions that could be addressed by the kind of data that is likely to be contained at each affected site and could not be addressed using data from other sources alone; D. Describe the cultural context of each affected site; E. Present a Testing Plan that identifies specific areas for subsurface exploration, identifies specific methods—such as extracting soil cores, surface scraping, trenching, or excavating test pits—for conducting that exploration, identifies security measures to protect resources during implementation of the program, and describes handling and inventorying procedures for any resources and artifacts found during exploration; F. Outline methods for evaluation of affected sites (including assessing the integrity and research potential of each affected site); and <p>-Provide a Treatment Plan for affected resources that are</p>		and USACE	<p>TestingTreatment Plan prepared and implemented prior to project construction within 100 feet of identified resource sites</p>	resource site that would be affected by project construction

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Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing	Performance Evaluation Criteria
eligible for listing or qualify as unique archeological resources. The Treatment Plan shall identify specific mitigation measures for each site that ensure resources are avoided where feasible. Where avoidance is not feasible, mitigation may include interpretation and/or data recovery sufficient to provide meaningful public education and extraction of pertinent scientific knowledge. Any data recovery excavation shall include recovery of a statistically-significant sample of the archeological deposit. During the excavation, any features identified shall be drawn and photographed. Recovered cultural material (artifacts) shall be cleaned and catalogued, and a professional analytical report shall be prepared on the findings. The report shall be filed with appropriate agencies and the NCIC of the CHRIS. The recovered artifact collection and catalogue shall be placed in a permanent curation facility for use by future researchers.				
<u>Mitigation Measure 5.1e: The limits of the area of disturbance in the vicinity of all known archeological resource sites shall be flagged or otherwise demarcated in the field prior to commencement of construction.</u>	<u>Northstar CSD</u>	<u>Northstar CSD</u>	<u>Prior to construction commencement</u>	▪ <u>Boundaries of area of disturbance are flagged and construction equipment and crews do not disturb cultural resources outside those boundaries</u>
Mitigation Measure 5.1d: Heritage Resource Inventories shall be completed for potential staging areas located outside boundaries of previous survey areas. Staging areas are prohibited where significant cultural resources are identified.	Northstar CSD	Northstar CSD	Staging areas identified on Improvement Plans	▪ Staging areas are located where no significant cultural resources occur
Mitigation Measure 5.1e: Heritage Resource Inventories	Northstar CSD	Northstar CSD	Prior to construction	▪ Resources within

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Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing	Performance Evaluation Criteria
shall be completed for Segments 3e 3E and 4 prior to approval of Improvement or Grading Plans for those segments.			of Segment 3E or 4	Segment 3E or 4 are identified, impacts are avoided or data recovery is completed
<p>Mitigation Measure 5.2a: If artifacts, exotic rock, unusual amounts of shell or bone, or other buried archeological resources are encountered during earth-disturbance associated with the proposed project, all soil-disturbing work shall be halted within 100 feet of the discovery until a qualified archeologist completes a significance evaluation of the finds pursuant to Section 106 of the NHPA.</p> <p>If the finds are determined to be culturally significant materials (i.e., unique archeological resources or historical resources), subsurface testing shall be conducted. Subsurface testing procedures shall involve shovel testing, augering, or other such techniques designed to identify and/or characterize subsurface cultural deposits. If a resource is determined to be important under CEQA (i.e., because it is a unique archeological or historical resource or it is eligible for inclusion in either the NRHP or CRHR), a qualified professional archeologist shall be retained to conduct data recovery excavation.</p> <p>If data recovery excavation is required, a qualified archeologist shall prepare a data recovery plan that provides for recovering the scientifically consequential information from and about the resource. The data recovery plan must be prepared prior to commencing any excavation activities within 100 feet of the resource discovery. The data recovery plan must be approved by the U.S. Army Corps of Engineers if the excavation will occur within the Martis Creek Lake project area. The data recovery</p>	Northstar CSD	Northstar CSD	Throughout construction	<ul style="list-style-type: none"> Impacts to any previously unknown resources are avoided or data recovery is completed

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Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing	Performance Evaluation Criteria
Foothills and Mountains. In addition, BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff in accordance with "Attachment 4" of Placer County's NPDES Municipal Stormwater Permit (State Water Resources Control Board NPDES General Permit No. CAS000004), pursuant to the NPDES Phase II program.			throughout project life	
<p>Mitigation Measure 6.1b: Northstar CSD shall prepare a SWPPP and obtain coverage under the SWRCB's NPDES General Permit for Storm Water Discharges Associated with Construction Activities. The project applicant shall provide to Placer County ESD evidence of a state-issued WDID number or filing of a Notice of Intent and fees prior to issuance of a grading permit/approval of a grading or improvement plan. The SWPPP and project Grading or Improvement Plans shall identify specific construction BMPs for all components of the construction project, including equipment and material staging areas. <u>Any Request for Proposals for future construction phases shall include applicable BMP checklists recommended by the California Invasive Plant Council.</u> For each BMP, the SWPPP shall identify provisions for design, implementation, management and monitoring. BMPs are expected to include the following or equally effective measures:</p> <ul style="list-style-type: none"> A. Fiber wattles, silt fences, and or water bars; B. Sediment basins; C. Mulching of disturbed soil areas; D. Channel linings and drainage inlet protection; E. Staging areas perimeter barriers; F. Temporary stabilized construction entrances; 	Northstar CSD	Northstar CSD and Lahontan RWQCB	SWPPP prepared and incorporated in Improvement Plans	<ul style="list-style-type: none"> ▪ BMPs implemented as proscribed in SWPPP ▪ Post-construction water quality generally meets pre-project conditions

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Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Timing	Performance Evaluation Criteria
G. Covering exposed materials stockpiles; and H. Leak or spill response plans.				
<p>Mitigation Measure 6.1c: Permanent BMPs shall be identified in the SWPPP and included on project Grading or Improvement Plans which are subject to approval by Placer County. BMPs shall be designed to mitigate (minimize, infiltrate, filter, or treat) stormwater runoff. Flow or volume based post-construction BMPs shall be designed at a minimum in accordance with the Placer County Guidance Document for Volume and Flow-Based Sizing of Permanent Post-Construction Best Management Practices for Stormwater Quality Protection. Post-construction BMPs for the project may include, but are not limited to: rock slope protection, vegetated swales, rain gardens, detention basins, rock energy dissipaters, vegetation of disturbed soil areas. <u>Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed water quality features to entrap sediment, debris, oils/greases, and other pollutants. All BMPs must be approved by Placer County.</u></p> <p><u>BMPs implemented as part of the project must provide adequate retention or treatment as specified in the Statewide Construction General Permit. BMPs must also comply with the Placer County Stormwater Management Plan.</u> Northstar CSD shall provide monitoring, irrigation where necessary, and remedial actions to ensure that vegetation in vegetated swales, rain gardens, and revegetated disturbed areas becomes established within three years following construction. All BMPs, <u>including those required to prevent the spread of invasive weed species,</u> shall be maintained as required to insure effectiveness. Northstar CSD shall maintain records</p>	Northstar CSD	Northstar CSD	BMPs included on Improvement Plans, BMPs implemented during construction, permanent BMPs maintained throughout project life	<ul style="list-style-type: none"> Post construction BMPs are maintained to protect water quality

CHAPTER 4

REFERENCES

CHAPTER 4 REFERENCES

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