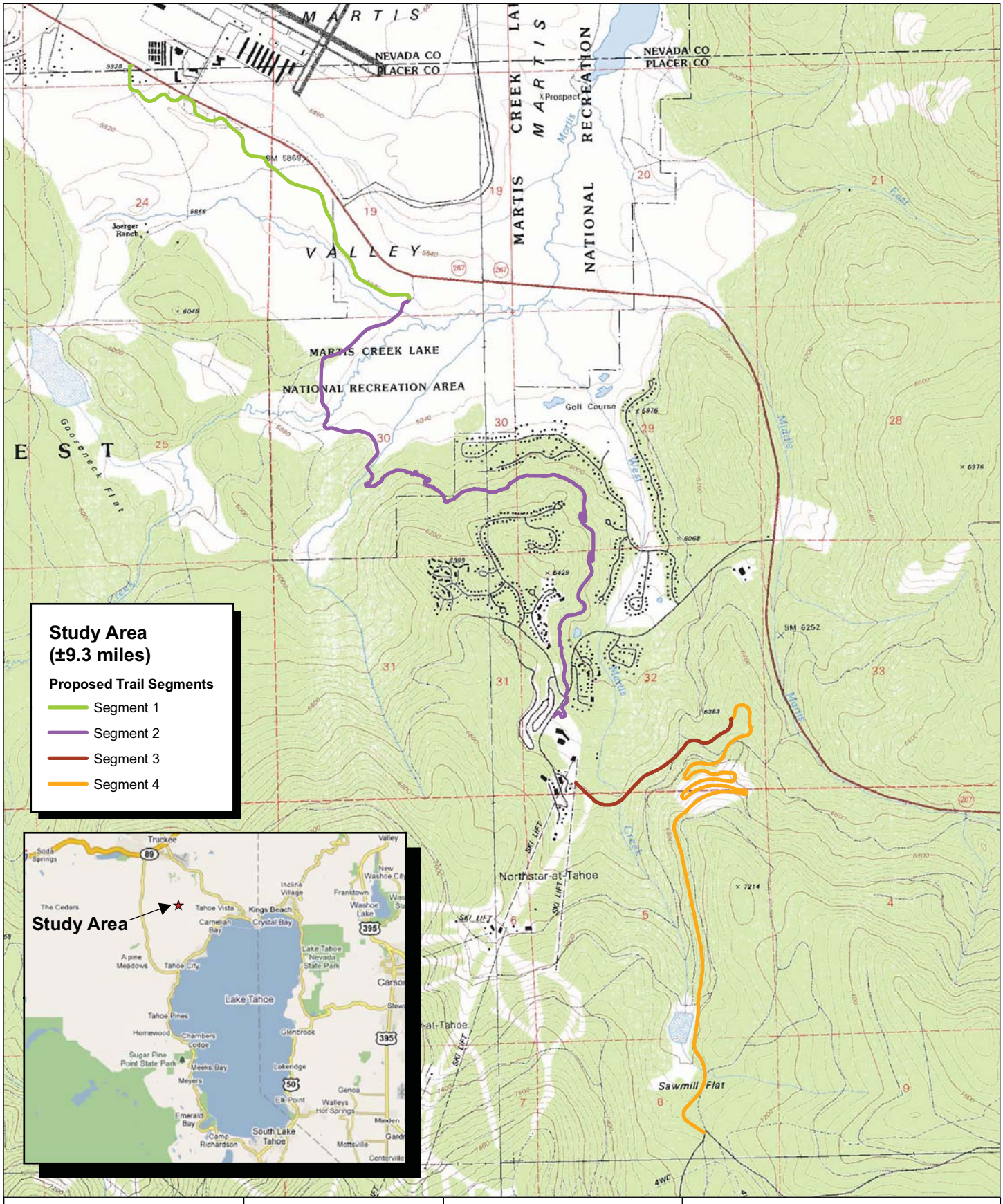
MARTIS VALLEY REGIONAL TRAIL
INITIAL STUDY
December 2010

PROJECT TITLE:	Martis Valley Regional Trail
LEAD AGENCY:	Northstar Community Services District 908 Northstar Drive Northstar, CA 96161
CONTACT PERSON:	Mike Staudenmayer, General Manager (530) 562-0747
PROJECT LOCATION:	The proposed trail is located in the Martis Valley in eastern Placer County. The trail is proposed to begin at the Nevada/Placer County line near the intersection of Shaffer Mill Road and State Route 267, then meander on the west side of the state highway for approximately 1.75 miles, turning south at the Wildlife Viewing Area then crossing Martis Creek and climbing out of the valley to Northstar Village and continuing eastward through the Northstar at Tahoe resort 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 the "Four Corners." The proposed trail alignment is shown on USGS maps in Figure 1 and an aerial photograph of the project area is shown in Figure 2.
APPLICANT:	Northstar Community Services District 908 Northstar Drive Northstar, CA 96161
GENERAL PLAN:	See Table 1
ZONING:	See Table 1
EXISTING LAND USE:	Land uses in the vicinity of the trail alignment include residential and commercial uses at the eastern end of the Town of Truckee, existing trails on the U.S. Army Corps of Engineers (Corps) property, two golf courses, an airport, residential uses throughout the Northstar at Tahoe property, commercial uses in Northstar Village, and Northstar at Tahoe recreation uses. Uses in the higher elevations, above the Village at Northstar, primarily consist of recreation and resource management (logging).



N

0 750 1,500 3,000

Scale in Feet

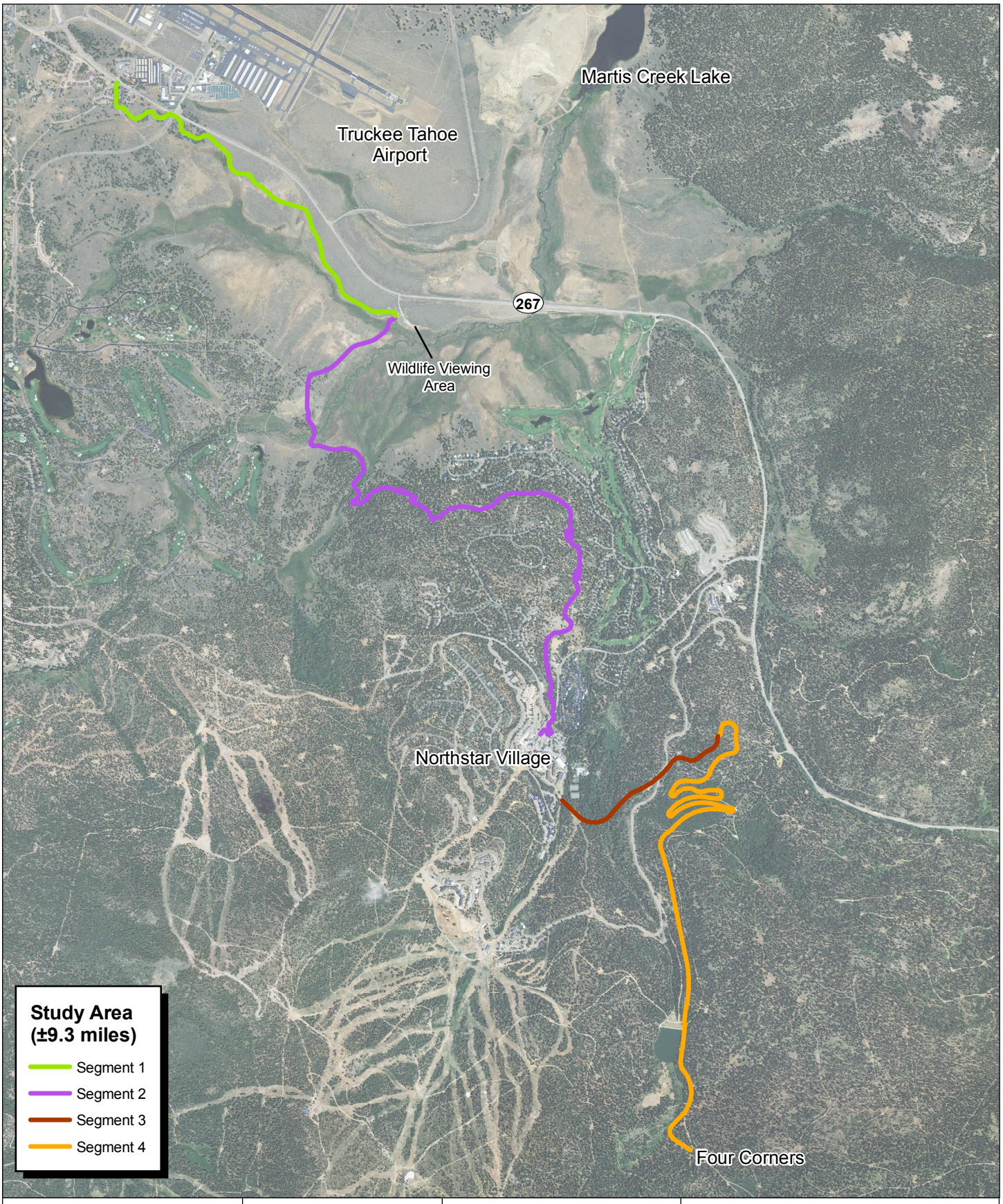
USGS Base Map:
Truckee & Martis Peak, CA
7.5 minute topographic quadrangle
Sections:
5,8,13,19,24,29,30,32
Township: 16N,17N
Range: 16E,17E

Figure 1

SITE & VICINITY MAP

Martis Valley Regional Trail

Placer County, California



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0 750 1,500 3,000

Scale in Feet

Aerial Photo: NAIP 2009

Figure 2

AERIAL PHOTO

Martis Valley Regional Trail

Placer County, California

PROJECT BACKGROUND

Local agencies and advocacy groups have supported a regional multi-use trail system to connect the communities of Truckee, Northstar, Kings Beach, and Tahoe City. Segments of trail are currently being planned along the Truckee River between Squaw Valley and Truckee, and between Tahoe City and Kings Beach. In addition, the Town of Truckee is in the process of implementing their Trails Master Plan, one element of which will connect their downtown core to the Placer County line near the Truckee-Tahoe Airport. The proposed Martis Valley Trail would provide another key connection in this regional system, linking the Town of Truckee to Northstar and Northstar to trails that access Kings Beach and Tahoe City.

When completed, the overall trail system will not only connect the communities mentioned, but will provide access to many existing recreational trail networks throughout the eastern portions of Placer and Nevada counties.

STUDY AREA – ENVIRONMENTAL SETTING

The proposed trail alignment is located on the eastern side of the Sierra Nevada Mountains, north of Lake Tahoe and southeast of the Town of Truckee. The topography is gently rolling to generally flat within Martis Valley, and steep outside of the valley through Northstar and towards the Tahoe Basin. Adjacent land uses include the Northstar Resort (including Northstar-at-Tahoe golf course, Northstar Village, residential areas of Northstar, and the Northstar-at-Tahoe ski area), Lahontan Golf Club, Truckee-Tahoe Airport, Martis Creek Lake, and undeveloped areas of Tahoe National Forest.

The proposed trail alignment crosses through four distinct habitat types in an area that supports several drainages, including Martis Creek, and known cultural resource sites. The climate in the area is characterized by mild, dry summers and cold, wet winters. Annual temperatures range from -28 degrees F to 101 degrees F.

PROJECT DESCRIPTION

The existing trail along Martis Creek through the Martis Creek Wildlife Area is one of the most popular trails in the Truckee/North Tahoe 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). The Watershed Council and Corps are involved in ongoing 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).

The proposed project is 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 trail would provide a regional connection between existing trails in the Town of Truckee and trails in the Lake Tahoe Basin. The trail would accommodate pedestrians, bicyclists, and other non-motorized transportation, and would be constructed to meet the standards of the Americans with Disabilities Act (ADA). The trail grade would provide for maximum accessibility in accordance with ADA requirements. The width of the trail would generally be ten feet, with two-foot unpaved shoulders on either side.

Trail Segments

The proposed Martis Valley Trail has been divided into five segments, as described below, from north to south. Phase 1 of the project includes construction of Segment 1 of the trail. Phase 2 includes construction of Segments 2A and 2B of the proposed trail. Segments 3E and 4 would be constructed during future construction phases as funding becomes available.

Segment 1: Nevada/Placer County line, just North of Schaffer Mill Road, to the Martis Creek Wildlife Viewing Area (±1.8 miles, 9,244 linear feet)

The trailhead would be located at the County line, and would allow a connection with the Town of Truckee trail system. The trail would head south and east. The crossing of Schaffer Mill Road would be accomplished with a pedestrian signal system integrated into the existing intersection signal controls. The trail would meander adjacent and roughly parallel to the highway but with the design intent to remain well-separated from the highway corridor for aesthetic and safety reasons. This segment of trail would be constructed following topographic and other natural features, as there are no existing trails to follow in this area.

Segment 2A: Martis Creek Wildlife Viewing Area southwest to junction with Segment 2B (±1.6 miles, 8,614 linear feet)

This segment would head southwest across Martis Valley on existing dirt roads and trails. The trail would turn south near a historic quarry site, following an old access road through the quarry site. A bridge crossing of Martis Creek would be required nearby an old concrete diversion structure. On the south side of Martis Creek, the trail would again follow in the alignment of existing dirt roads and trails to the south and east. Segment 2A would terminate where it meets Segment 2B at the property boundary between the Martis Creek Lake Recreation Area and Northstar Resort. Known resources in this segment consist of cultural sites, wetlands, floodplain associated with Martis Creek, and potentially special status species.

Segment 2B: Martis Creek Lake Recreation Area / Northstar at Tahoe Resort property boundary south to Northstar Village (±1.9 miles, 10,486 linear feet)

This segment would junction with Segment 2A at the property boundary between the Northstar Resort and Martis Creek Lake Recreation Area and ascend through a conifer forest east and then south to its termination near the existing bus loop at Northstar Village.

Segment 3E: Northstar Village east to junction with Segment 4 (±0.8 miles, 4,398 linear feet)

This segment would include one at-grade crossing of Highlands View Road and a crossing of West Martis Creek. The southern end of this segment would also cross areas currently in use as downhill ski trails. The trail would extend easterly from the Village at Northstar to an elevation of approximately 6,500 feet on a forested ridgeline where it would junction with Segment 4. It should be noted that this segment is designated *3E* rather than *3* as a result of segment designations used during project planning.

Segment 4: Terminus of Segment 3E to Four Corners (±3.1 miles, 16,451 linear feet)

Segment 4 would head generally south from its junction with Segment 3E and ascend the forested slope via a series of switchbacks following existing dirt roads to the extent possible. The southern terminus of Segment 4 would be its junction with a paved Forest Service road just south of Sawmill Flat. This junction is known locally as the "Four Corners" area. The paved road is known locally as the "Fibreboard Freeway," and extends to the west and the east for several miles along the ridgeline defining the Lake Tahoe Basin. Segment 4 travels through heavily forested slopes previously disturbed by logging activities.

The approximate alignment of the trail is shown on Figure 3. The general alignment was developed to meet the primary objectives of providing a regional connection between trails in the Town of Truckee, the Village at Northstar, and trails in the Lake Tahoe basin.

The Northstar CSD used standard procedures for identifying the trail alignment. CSD staff and consulting engineers delineated the alignment by traveling the length of the trail on foot to identify the most suitable route. GPS units were used to map the trail alignment as well as potential constraints, including rock outcrops, wet areas and drainages, and trees. Biologists also walked the entire length of the trail to conduct a Wetland Delineation, Biological Resources Assessment, and rare plant mapping. Topographic surveys of the alignment have been completed, and available data regarding cultural resource sites was reviewed. In addition, visibility and noise exposure related to SR 267 was also considered in developing the proposed alignment. To provide accessibility, wherever feasible, the trail surface has a grade of less than five percent. Minor adjustments may be made to the final proposed trail alignment to avoid sensitive resources, make use of natural features, and incorporate grade reversals.

At this time, the Northstar CSD is proposing to construct the first two segments, connecting the Town of Truckee with the Village at Northstar. The remaining two segments would be constructed as funding becomes available. The first segment travels over relatively flat terrain within Martis Valley, generally parallel to SR 267. The second segment travels southward through Martis Valley, moving away from SR 267, and begins to climb steeper terrain within the Northstar area. This segment crosses Martis Creek and one tributary to Martis Creek. To the extent possible, the proposed trail alignment would follow existing topographic contours to minimize grades, discourage erosion from water velocity on steep profiles, and protect natural resources. Portions of both of these segments follow existing unpaved roads. This would also minimize impacts to natural resources during trail construction.

Photo 1 – View from Highway 267 / Wildlife Viewing Area parking lot looking southwest to existing gravel road along the proposed trail alignment in this area.

Photo 2 – View from Highway 267 southwest to Northstar at Tahoe golf course. Ski runs on Lookout Mountain, homes at the edge of the golf course, and power poles are visible. No existing trails are visible within conifer forest area.

Photo 3 – View southeast from shoulder of Highway 267 toward sagebrush in area proposed for new trail.

Photo 4 – View northeast from Schaffer Mill Road to area proposed for new trail. Trail alignment would run along forested knoll.

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Photo Date: September 20, 2009

Figure 3

Site Photos

Martis Valley Regional Trail

Placer County, California

The trail would cross through the parcels identified in Table 1, below, which also identifies the zoning and land use designation applied to each parcel. Definitions of each designation are provided at the end of the table.

Table 1
Zoning and Land Use Designations for Parcels Crossed by Trail Alignment

APN	Size (Ac.)	Zoning	Land Use Designation
110-030-012-000	12.8711	FOR-B-X 160 AC MIN	FOREST 40-640 AC MIN
110-010-014-000	14.1922	O, W	WATER, OS
110-010-013-000	18.5447	O, W	WATER
110-081-015-000	176.9873	O, TPZ	FOREST 40-640 AC MIN
107-030-021-000	0.3752	RS-B-20 PD=6	MDR 5-10 DU/AC
080-270-006-000	0.2479	RM-B-43-Ds	MDR 5-10 DU/AC
110-050-054-000	226.5826	TPZ	FOREST 40-640 AC MIN
110-081-014-000	45.7632	FOR-B-X 160 AC MIN, TPZ, O	FOREST 40-640 AC MIN, OS, HDR 10-15 DU/AC
110-030-022-000	70.2936	TPZ, O	FOREST 40-640 AC MIN, OS
110-081-028-000	22.3347	RESIDENTIAL	FOREST 40-640 AC MIN, LDR 1-5 DU/AC
110-010-030-000	102.2126	O	OS
110-050-026-000	34.4523	TPZ	PLACER CO. GP
110-081-011-000	6.5943	RM PD=15	HDR 10-15 DU/AC
080-270-058-000	0.6690	O	OS
110-081-009-000	1.4819	RS PD=3	MDR 5-10 DU/AC
110-081-008-000	3.8007	O	OS
110-081-010-000	6.0042	RM PD=15, O, FOR-B-X 160 AC MIN	FOREST 40-640 AC MIN
110-081-007-000	0.9345	RS PD=3	MDR 5-10 DU/AC
110-081-026-000	1.7638	FOR-B-X 160 AC MIN	FOREST 40-640 AC MIN
110-081-027-000	29.6133	FOR-B-X 160 AC MIN	FOREST 40-640 AC MIN
110-081-006-000	4.2706	FOR-B-X 160 AC MIN	FOREST 40-640 AC MIN
110-081-004-000	11.5637	RS PD=3, O, FOR-B-X 160 AC MIN	MDR 5-10 DU/AC, OS, FOREST 40-640 AC MIN
110-030-001-000	472.6349	W, O	OS, WATER
080-270-057-000	4.4735	O	OS
110-081-001-000	3.1949	RES-Ds	TOURIST/RESORT COMMERCIAL

Table 1 Zoning and Land Use Designations for Parcels Crossed by Trail Alignment			
APN	**Size (Ac.)**	**Zoning**	**Land Use Designation**
110-030-069-000	229.7506	RES-UP-Ds, FOR-B-X 160 AC MIN, RS-B-43, O	OS, FOREST 40-640 AC MIN, LDR 1-5 DU/AC, TOURIST/RESORT COMMERCIAL
110-010-009-000	114.3029	W, O	OS, WATER
080-270-057-000	1.4927	O	OS
080-270-025-000	242.2512	O, OP-Ds	OS, OFFICE PROFESSIONAL, LDR 1-5 DU/AC, MDR 5-10 DU/AC
110-100-001-000	2.4881	RS PD=3	MDR 5-10 DU/AC
110-081-021-000	41.0396	FOR-B-X 160 AC MIN, RES-Ds PD=15	FOREST 40-640 AC MIN, TOURIST/RESORT COMMERCIAL
110-010-020-000	6.2119	O	OS
110-010-019-510	0.7947	O	OS
110-010-016-000	3.8288	O	OS
110-050-007-000	11.2419	TPZ	FOREST 40-640 AC MIN
110-081-016-000	8.8138	TPZ	FOREST 40-640 AC MIN
110-030-067-000	156.5722	FOR-B-X 160 AC MIN, RS	LDR 1-5 DU/AC, FOREST 40-640 AC MIN
110-400-002-000	17.5816	RM-Ds PD=5.8, RES-Ds PD=15	MDR 5-10 DU/AC, TOURIST/RESORT COMMERCIAL
110-050-058-000	117.1763	FOR, RM-B-X-Ds 20 AC MIN PD=5.8, FOR-B-X 160 AC MIN	MDR 5-10 DU/AC, FOREST 40-640 AC MIN
110-050-006-000	437.9576	TPZ	FOREST 40-640 AC MIN
110-081-017-000	1.8409	FOR-B-X 160 AC MIN	FOREST 40-640 AC MIN
110-400-005-000	28.3528	FOR-B-X 160 AC MIN, RES-UP-Ds, RM-B-X-Ds 20 AC MIN PD=5.8	FOREST 40-640 AC MIN, TOURIST/RESORT COMMERCIAL, MDR 5-10 DU/AC
110-250-010-000	1.9241	RES-Ds PD=15	TOURIST/RESORT COMMERCIAL
110-250-003-000	0.2663	RES-Ds PD=15	TOURIST/RESORT COMMERCIAL
Zoning Designation Acronym Definitions: FOR = Forestry		Land Use Designation Acronym Definitions: OS = Open Space FOREST 40-640 AC MIN = Forestry, minimum	

Table 1 Zoning and Land Use Designations for Parcels Crossed by Trail Alignment			
APN	**Size (Ac.)**	**Zoning**	**Land Use Designation**
B-X = Building Site Minimum O = Open Space W = Water TPZ = Timber Production Zone RS = Residential Single-Family RM = Residential Multi-Family RES = Residential PD = Planned Development Ds = Design Review UP = Use Permit Required OP = Office Professional		parcel sizes between 40 and 640 acres LDR = Low Density Residential MDR = Medium Density Residential DU/AC = Dwelling Units per Acre	

Trail Construction Techniques

Both hand and mechanical construction techniques would be used to build the proposed trail and to build ancillary features such as retaining walls, creek fords, scenic bulb outs, and bridges.

Vegetation removal adjacent to the paved trail section and shoulders would be minimized to the extent possible; however, additional vegetation removal would be required in areas where vegetation would limit safe lines of sight for trail users. The trail corridor would be cleared of vegetation to a height of 10 feet to accommodate bicycle use, and would require trees to be removed from within the alignment. To the extent possible, larger trees adjacent to the trail alignment would be retained. During trail clearing, limbs would be cut flush with the tree trunk. All cut vegetation would be chipped and broadcast, or lopped and scattered, within the project area.

It is estimated that construction of Phase 2 (Segments 2A and 2B) would occur between September and November 2011. Construction of Phase 1 is planned for May to November of 2012. Except for the specific areas under construction, public areas around the site would remain open during construction, where possible, subject to public health and safety considerations. Restricted areas would be secured or fenced to deter unauthorized entry. Equipment used in trail construction, road removal, revegetation, and boardwalk installation will include the following: SWECO trail dozer (small bulldozer), rubber-tired backhoes, motorized wheelbarrows, hand operated compactors, hand-held power augers, small front-end loader, small tracker, hand-held power tools and hand tools (e.g. Pulaskis, Mcleods, shovels, hammers, saws). Staging areas for this project would be located within areas that are proposed to be disturbed by trails construction, existing disturbed areas, or paved areas as may be available. Work would generally be performed between the hours of 7:00 a.m. and 6:00 p.m., Monday through Saturday.

The tread width of the proposed trail alignment (i.e., the actual surface on which trail users actively place feet and wheels) would generally be ten feet, but may vary as needed based on

geologic and safety considerations. Shoulders on each side of the trail would generally be two feet wide. Full-bench construction techniques would be used, meaning that soil generated by excavation would not be considered part of the tread width. The trail tread would be excavated using a SWECO trail dozer, mini excavator, hand construction, and/or other machinery capable of conforming to the dimensional requirements of the trail. Dips and undulations in the design would follow the natural drainage patterns to facilitate effective surface flow of water off the trail tread.

Creek Crossing and Drainage Features

No creek crossings would occur within Segment 1. Segment 2A would cross Martis Creek and two stream tributaries to Martis Creek. Bridges or raised boardwalks would be used for each crossing within Segment 2A. Based on the preliminary alignments for Segments 3E and 4, it is expected that each of these segments would include one crossing of West Martis Creek and may include crossings of unnamed drainageways. The Segment 4 crossing of West Martis Creek would occur south of Sawmill Flat. The trail in this area would use the existing roadway alignment and the existing creek crossing.

Best Management Practices for Prevention of Erosion and Siltation

Northstar CSD will implement a storm water pollution prevention plan (SWPPP) to minimize potential impacts from soil transportation, erosion, and siltation during trail construction. The SWPPP will be prepared in accordance with Lahontan Regional Water Quality Control Board (RWQCB) procedures. The SWPPP will provide the plans and specifications for best management practices intended to prevent and control erosion and siltation to the extent feasible.

Interpretative Program

As the trail will pass through an area rich in cultural, biological and scenic resources, opportunities will be available for the inclusion of interpretive panels and displays, combined with seating at overlooks and rest areas. These will be developed through the design process working closely with property owners, the Corps, the Washoe Tribe, and local historians and residents. Interpretive design features could include self-guided informational signage to inform area visitors of natural, cultural, and physical features encountered along the proposed trail alignment. Final design elements of the interpretive program have not been determined.

Public Access

Primary access to the northern section of the trail would be from existing trails within the Town of Truckee, residential and commercial areas in Truckee and Northstar, and the existing parking lot for the Martis Creek Wildlife Viewing Area. Access to the southern segments of the trail would be from trails and roadways in the Village at Northstar and from the existing paved road known as the Fibreboard Freeway. No improvements to these existing access points are proposed.

Signs, Fences, and Gates; Control of Access to Private Property

Final signage design has not been determined, but signage would be in accordance with Caltrans Highway Design Manual Section 1000 and would likely incorporate a local design theme.

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 near the Northstar Village. 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.

The first segment of the trail would cross through private property in some locations. Placer County and the Northstar CSD have obtained access easements from the property owners allowing the trail use. Access to the private property from the trail would be prohibited by fencing along both sides of the trail. Fencing would be of an open design (such as split-rail) to allow for wildlife movement.

Construction Schedule

As noted above, the Northstar CSD currently proposes to construct Segments 1 and 2. Construction is expected to occur in 2011 and 2012. Phase 1 construction (Segment 2B) would begin in September of 2011 and continue until the end of the construction season in October. Phase 2 construction (Segment 1 and 2A) would begin in May of 2012 and extend through the end of October. Due to the short construction season in the area, construction may occur throughout the week (including weekends) and for extended work days (longer than seven or eight hours each day). Construction periods and activities may be limited in biologically and culturally sensitive areas as dictated by the results of surveys and mitigation measures identified by the EIR.

Segments 3E and 4 would be constructed at a future date, when funding for these segments becomes available. Construction periods for these segments would be similar to the construction periods described for Segments 1 and 2.

Long-Term Maintenance and Management

The Northstar CSD would be responsible for long-term maintenance of the trail. 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 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 acts of 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.

Disturbed grading areas would be revegetated where cut-slopes are required. Rock rip/rap areas would have pockets of vegetation to provide a more natural appearance to these bank stabilization features.

PROJECT OBJECTIVES

Objectives represent the overarching goals and purpose of a proposed project. The Northstar CSD has developed the following objectives for the proposed Martis Valley Regional Trail project.

- Provide a convenient, safe and accessible non-motorized connection between the Town of Truckee and 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.
- Ensure respect and protection for scenic, natural, and cultural resources in the area during trail construction and use.
- 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.

ENTITLEMENTS AND REQUIRED APPROVALS

Table 2 lists the entitlements, permits, and approvals required from the Northstar CSD and from other Responsible Agencies for the proposed project. Each entitlement and approval is described following the table.

Table 2
Required Approvals/Permits for Martis Valley Trail

Required Permit	Responsible Agency
Trail Authorization	Northstar CSD
Memorandum of Understanding (MOU) regarding trail alignment through Corps' 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
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

Trail Authorization. The Northstar CSD Board of Directors must authorize construction and maintenance of the trail.

Corps MOU: The proposed Martis Valley Regional Trail would cross lands owned and managed by the Corps. For Northstar CSD to construct and operate a trail through Corps'

lands, the CSD and Corps would need to establish an MOU identifying the responsibilities of each party regarding access and trail maintenance.

Clean Water Act Section 404: The Corps regulates the placement of fill or dredged material that affects waters of the United States, which include streams and wetlands. The Corps 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 Corps that may be impacted by trail crossings. Any discharge of dredged or fill materials to wetlands would require permitting pursuant to Section 401 of the federal Clean Water Act.

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 Corps' permit conditions of approval and may require the project to implement additional water quality protection measures.

Federal Endangered Species Act Section 7 Consultation: When a project may affect federally-listed endangered species and requires Corps' approval, the Corps 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.

National Historic Preservation Act Section 106 Consultation: When a project requires Corps' approval, the Corps must ensure that the project will not substantially affect historic or archeological resources. The Corps will consult with the State Historic Preservation Officer to ensure that appropriate mitigation measures are incorporated in the project to avoid such impacts.

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.

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.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards& Hazardous Materials	☒ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☐ Noise
☐ Population / Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Utilities / Service Systems	☐ Mandatory Findings of Significance
		☐ None with Mitigation

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☒ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature _____ Date 12/16/10

Printed Name Mike Staudenmayer For: Northstar Community Services District

EVALUATION OF ENVIRONMENTAL IMPACTS:

I. AESTHETICS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☒	☐	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☒	☐	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

A visual impact analysis was prepared by North Fork Associates to describe the existing visual characteristics of the project area and evaluate visual changes that would be caused by the proposed trail (NFA 2009). The analysis evaluated physical changes that would occur, considering both natural and constructed features, and considered the project in the context of planning guidance documents applicable to the project area, including the *Martis Valley Community Plan* (MVCP), *Placer County General Plan*, and the 1977 *Martis Creek Lake Master Plan*. Policy 4.C.1 of the MVCP designates SR 267, Schaffer Mill Road, and Northstar Drive as scenic routes and designates the Wildlife Viewing Area as a Scenic Overlook.

Important natural features identified by the analysis include the flat expanse of Martis Valley and the coniferous forest, sagebrush scrub, wet meadow, and riparian vegetation communities that occupy the valley and surrounding slopes. Constructed features that typify the area include SR 267, office/commercial development in the vicinity of Truckee-Tahoe Airport Road and Soaring Way, the Truckee-Tahoe Airport, recreational facilities and trails associated with Martis Creek Lake and Martis Creek Wildlife Viewing Area (portions of the Tomkins Memorial Trail system), Lahontan Golf Club and residential development, and the Northstar Community (including Northstar at Tahoe golf course, residential development, and public facilities).

a. Section VII "Recreation and Trails" of the MVCP identifies the Wildlife Viewing Area parking lot as a Scenic Overlook. Section I.E "Major Plan Area Findings" of the MVCP identifies the valley as moderately to highly scenic, but states that recreational and other development, if carefully sited, can be accommodated within the valley without significant negative impacts on the visual quality of the valley. Section I.E specifically states that "Any development within the open meadow and sagebrush flats of the Martis Valley visible from Highway 267, must be considered very carefully... Construction of roads and trails within the open valley or even recreational uses could result in substantial visual impacts and such facilities, although permitted, should be carefully sited."

   The 1977 *Martis Creek Lake Master Plan* prepared by the U.S. Army Corps of Engineers identifies portions of the Martis Valley north and south of SR 267 as a wildlife management area and includes resource use objectives for the area. Resource use objectives include preserving the aesthetics of the area for the recreating public.

Primary scenic qualities of the valley cited in the Master Plan include open grassy meadows along Martis Creek and its tributaries, sagebrush covered alluvial terraces, and densely forested hillsides, as well as distant views of "often snow-covered granite peaks."

From the Wildlife Viewing Area scenic overlook, an existing double-track gravel-surfaced trail is clearly visible leading southwest across a meadow area and continuing onto a bench of sagebrush scrub. The trail remains visible until gaining slightly in elevation on a sparsely forested knoll, as shown in Figure 4 Site Photographs. The trail in this location appears as a small dirt and gravel road and is wide enough for motor vehicle access. The light color of the bare soil and gravel surface of the trail contrasts with the appearance of the natural meadow and sagebrush vegetation in the valley and is a visually prominent constructed feature in the landscape. Other single-track portions of the Tompkins Memorial Trail in the valley are visible from SR 267 and the Wildlife Viewing Area.

The proposed trail would follow the alignment of the existing gravel track leading southwest from the Wildlife Viewing Area until the proposed alignment departs from the existing path on the forested knoll, where it would turn south and descend along a deteriorated paved roadway through the former borrow pit area to a proposed new crossing of Martis Creek. The proposed new crossing of Martis Creek and the proposed new trail alignment leading to the crossing area would be screened from view by vegetation and topography and would not be visible from the Wildlife Viewing Area. Segments 3E and 4 would also be screened by vegetation, topography and existing development in the Village at Northstar and would not be visible from the Wildlife Viewing Area.

The primary viewshed from the Wildlife Viewing Area overlook is generally to the southwest, south, and southeast and is characterized by views of the natural valley features of meadow, riparian, conifer, and sagebrush vegetation. From the Wildlife Viewing Area, existing constructed features at the eastern edge of the valley, including the Northstar at Tahoe golf course, homes at the valley edge, the sewer lift station, and powerpoles are in the distance and do not represent prominent landscape features. Recreational use of the valley, in the form of existing trails, is evident in the view from the Wildlife Viewing Area. The proposed trail would replace the existing gravel and soil surfaced path visible from the overlook with a path surfaced with asphalt pavement. The asphalt pavement would have a greater visual contrast with vegetation in the valley. Therefore, the project would increase the visibility of the trail as viewed from the Wildlife Viewing Area and would potentially degrade the scenic quality of the area. Long distance views west to Castle Peak and the Sierra Crest would not be affected by the proposed trail.

To minimize the impact of the constructed trail feature, ***Mitigation Measure AES.1*** 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 meadow and sagebrush visual component of the valley as viewed from the overlook. This would ensure that the contrast in pavement and the addition of this constructed feature would result in a less than significant impact in the view of Martis Valley enjoyed from the Wildlife Viewing Area scenic overlook.

Photo 1 – Looking west across the valley floor from existing Tomkins Memorial Trail approximately 500 feet north of Basque Drive. View is to forested knoll and riparian vegetation in area of proposed new crossing of Martis Creek.

Photo 2 – Example of dense conifer forest along TMT in Northstar Community.

Photo 3 – Looking southeast from existing Tomkins Memorial Trail to area proposed for new crossing of tributary to Martis Creek.

Photo 4 – Looking northeast to area of riparian and meadow area in vicinity of proposed new crossing of Martis Creek. Existing use trail crossing is visible in this photo.

north fork associates

Photo Date: September 20, 2009

Figure 4

Site Photos

Martis Valley Regional Trail

Placer County, California

Construction Phase

Construction phase trail-building activities would temporarily place vehicles and construction equipment, construction materials stockpiles, and construction fencing within the scenic viewsheds identified and discussed above. The presence of construction equipment, materials, and fencing would present a limited, temporary adverse visual impact to the existing view available from the Scenic Overlook and from Highway 267. ***Mitigation Measure AES.2*** requires that construction material staging areas be identified on project plans and placed within existing disturbed areas located, to the extent possible, to screen views of staging areas from the Wildlife Viewing Area and Highway 267. Implementation of ***Mitigation Measure AES.2*** would ensure that temporary construction period effects to scenic viewsheds remain less than significant.

b. The project would result in no impacts to any resources adjacent to or within the viewshed of a state scenic highway. None of the roadways in the vicinity of the proposed trail are designated as state scenic highways. However, Policy 4.C.1 of the MVCP designates SR 267, Schaffer Mill Road, and Northstar Drive as scenic routes.

As shown in Figure 4, the view of the project area for passersby on SR 267 includes development in the vicinity of the airport, Martis Creek Dam to the north, wide expanses of sagebrush and meadow areas with trails on the valley floor and ski runs on forested slopes above the valley, and a golf course and homes at the eastern edge of the valley. Existing portions of the Tompkins Memorial Trail recreational trail system are visible to motorists traveling SR 267, particularly westbound lanes. These trail segments ranging from approximately 3 to 12 feet in width and are located between the entrance to the Wildlife Viewing Area and the sewer lift station building on the south side of SR 267 at the eastern edge of the valley floor. These trails generally appear as light areas of bare soil contrasting with slightly darker surrounding vegetation. 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. 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 *a* above. Trail Segments 3E and 4 would be screened from view from SR 267 by topography and vegetation. These segments pass through heavily forested areas and, as shown on Figure 3, a ridgeline separates most of Segment 4 from SR 267.

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.

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, shown in Figure 4. 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. However, 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 result in no substantial impact to scenic views from Schaffer Mill Road.

Views from Northstar Drive in the vicinity of the trail alignment are 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. 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 *a* above, use of standard asphalt paving for the trail (rather than the gravel and dirt surfaces used for existing trails) could visually degrade the natural visual landscape component represented by the open meadow and sagebrush area on the valley floor, particularly the view from SR 267.

Mitigation Measure AES.3 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 as viewed from SR 267, and requires implementation of the Design Review process by Placer County. 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.

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 AES.3*** requires that construction materials stockpiles and staging areas be

located to minimize visibility of these areas from the Wildlife Viewing Area and Highway 267. ***Mitigation Measure AES.4*** 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.

c. The proposed trail alignment crosses through four distinct habitat types, including coniferous forest, sagebrush scrub, wet meadow, and riparian. The floor of Martis Valley is characterized by wide and relatively flat meadows associated with Martis Creek and its tributaries. Riparian vegetation, primarily willows, occurs as a distinct feature along the meandering courses of Martis Creek and its tributaries and contrasts in color and relief with adjacent meadow vegetation. Sagebrush scrub vegetation is generally adjacent to and at a slightly higher elevation than meadow vegetation, occurring on flat to gently rolling topography in the vicinity of SR 267. Dense conifer forest occupies higher elevations, dominating the slopes east and south of the valley and the terrain in the vicinity of the Village at Northstar. When under snow cover, the valley is characterized by flat expanses of snow distinctly contrasting with the darker conifer forest on the slopes east and south of the valley floor.

   Constructed features in the valley are associated with the Truckee-Tahoe Airport, office/commercial land uses in the vicinity of Truckee-Tahoe Airport Road and Soaring Way, recreational and facilities development associated with Martis Creek Lake and Martis Creek Wildlife Viewing Area, Lahontan Golf Club and residential development, and the Northstar Community (including Northstar at Tahoe golf course, residential development, and public facilities).

   SR 267, a heavily traveled two lane highway connecting Interstate 80 to SR 28 in the Lake Tahoe Basin, bisects the valley floor on a slightly elevated west-east alignment and is a prominent constructed landscape feature through the valley. SR 267 also represents the primary viewpoint from which Martis Valley is viewed, as it provides a slightly elevated vantage point to many motorists crossing the valley daily. SR 267 is designated by Placer County as a scenic route.

   At the north end of the proposed trail alignment in the vicinity of the Schaffer Mill Road / Truckee-Tahoe Airport Road / SR 267 intersection, dominant constructed landscape features include office/commercial development on the north side of SR 267 where airplane hangars and rows of self-storage buildings are visually prominent. Ski runs in the Lookout Mountain portion of the Northstar ski area are visually prominent as a modified natural feature as linear swaths where trees have been removed. These linear swaths generally appear as an "N" shape when viewed from the valley or SR 267 to the north and are more distinct in winter as snow cover contrasts with the darker conifer forest. While existing unpaved multi-use trails exist on the slopes south of Martis Valley, including in the areas of proposed Segments 3E and 4, they are screened by dense forest and are not visible from the valley floor or SR 267.

   In the vicinity of the parking area for the Martis Creek Wildlife Viewing Area, portions of the unpaved multi-use Tompkins Memorial Trail are visible on the south side of SR 267, particularly the section leading southwest from the parking area through a bench of sagebrush scrub habitat, as discussed in *a,* above. Portions of the

existing Tompkins Memorial Trail in the vicinity of the crossing of West Martis Creek and running along Middle Martis Creek are also visible from the highway. Due to the speed of travel on SR 267, views of the existing trails are limited in duration. Snow cover obscures these portions of trail during much of winter and into spring. Martis Creek Dam is a visually prominent feature of the landscape north of SR 267, appearing as a level and elevated embankment when not under snow cover. At its present low pool elevation, Martis Creek Lake is not a prominent feature as viewed from SR 267.

When not under snow cover, the north end of the Northstar at Tahoe golf course is a prominent landscape feature at the east side of the valley, as the bright green of the course contrasts with the color of natural vegetation in the valley. Homes situated on the south and east edge of the golf course are visible from the valley and SR 267, but are somewhat screened by mature conifers and are not considered a primary visual component of the landscape. Other constructed landscape features visible in the valley include power poles at the east end of the valley floor, fencing, and a sewer lift station building south of SR 267, just north of the Northstar at Tahoe golf course.

Within the Northstar Community, the constructed landscape is characterized by residential development visually screened by dense conifer forest. Near Big Springs Drive, the Northstar CSD office is visible south and east of the proposed trail alignment and is visually characterized by a parking lot, cleared area, and several smaller buildings. The existing unpaved multi-use trail within the Northstar Community is largely obscured by conifer forest and shrubby vegetation and is not a prominent landscape feature in the vicinity of the Northstar Community or as viewed from Northstar Drive. The existing unpaved multi-use trail is likely visible from several condominium units at the end of Gold Bend Road in the Northstar Community, although vegetation screening would limit the prominence of this feature. In winter the trail surface is covered by snow and is not visible, although use for cross-country skiing or snowshoe recreation may be evident as tracks in the snow.

The project would construct a paved trail ten feet wide with two-foot unpaved shoulders on each side through Martis Valley and to the Northstar Village. As discussed in *a* and *b* above, the visual character of the valley includes commercial, residential, and passive and active recreational development, in addition to natural landscape features. As discussed above, sensitive views of the valley include those available from SR 267 and the Wildlife Viewing Area. From these viewpoints the proposed trail would be most visually prominent along its alignment through the open meadow and sagebrush areas leading southwest away from the Wildlife Viewing Area. The existing visual character and quality of the natural area of the Martis Valley is also observed by occupants of homes along the golf course, golfers, skiers at Northstar, and users of the existing Tompkins Memorial Trail system. Visual impacts to these viewer groups are discussed in the following paragraphs.

As shown in Figure 4 Site Photographs, views west and northwest to the area of the proposed trail alignment are distant from areas on the east side of the valley floor, including residences, the golf course, and portions of the Tomkins Memorial Trail on the east side of the valley. The primary constructed features visible from within the trail system and areas on the east side of the valley floor are the road surface leading

off of SR 267 to the Wildlife Viewing Area and the raised alignment of SR 267, although the surface of SR 267 is not visible. Existing trails within the valley are partially to fully screened by topography and vegetation from most viewing areas within and adjacent to the valley. The area of the proposed new crossing of Martis Creek along Segment 2 is obscured by topography and dense vegetation and would not be visually prominent from any primary viewpoints. The proposed new crossing of Martis Creek would place the proposed trail in a location that would screen it from views of and from Lahontan golf course (the existing Tompkins Memorial Trail alignment allows for views directly to and from the trail to a fairway on the golf course).

The proposed new crossing of the perennial stream that is tributary to Martis Creek along Segment 2 would also be well-screened by vegetation and would not be visible except in the immediate vicinity of the crossing. Hillside portions of existing trails are entirely obscured by conifer forest and are not visible from the valley. While some trees would be removed and small retaining walls would be built to construct the trail, it is unlikely that portions of the trail on forested slopes would be visible from the valley floor. The proposed trail would be consistent with existing visual elements associated with recreational and resort uses in and around the valley and would result in less than significant impacts to the existing visual character or quality of the area presently experienced by viewers in and adjacent to the valley.

As shown in Figure 4, views to the existing portions of the Tompkins Memorial Trail within the Northstar Community are nearly entirely obscured by conifers or shrubby vegetation in most places. The proposed alignment would follow a similar alignment to the existing Tompkins Memorial Trail and would travel through dense conifer forest. Similar to the existing trail, the proposed trail would be mostly obscured by understory vegetation and conifer forest. 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.

d. No lighting is proposed as part of the trail project. The proposed trail would be constructed using non-reflective materials and finishes for the surface of the pathway and retaining wall surfaces. Any reflective striping used for pathway markings would not result in substantial glare or adversely affect day or nighttime views in the area. Signage would be designed to be consistent with existing signs used for the Tompkins Memorial Trail and would be subject to the County's Design Review process and approval by the Corps of Engineers for portions of the trail on federal lands. Impacts resulting from glare would be less than significant.

Mitigation Measures

Mitigation Measure AES.1: Natural or earth tone surfacing shall be used for the portion of Trail Segment 2 extending from the present location of the Wildlife Viewing Area, southwest to the first crossing of Martis Creek. Surfacing colors shall be selected to minimize contrast with the natural colors of the vegetation and soils of the valley, as determined appropriate by a written recommendation from a landscape architect. Color and

materials for surfacing the trail shall be approved by the Northstar CSD and the U.S. Army Corps of Engineers, as well as by the Placer County Design Review Committee.

Mitigation Measure AES.2: Stockpiling of materials onsite shall be minimized during construction. Construction staging areas and stockpile storage locations shall be identified on project plans and located within existing disturbed areas or as close to or within the areas of construction as possible, and shall be located to screen views of staging areas from the Wildlife Viewing Area and Highway 267 to the extent feasible.

Mitigation Measure AES.3: Colored surfacing, as described in Mitigation Measure AES.1 shall be used for Trail Segment 1. Northstar CSD must obtain a use permit from Placer County for the trail. Northstar CSD must also obtain approval for the proposed trail design, fencing, signage, surface colors, and materials from the Placer County Design Review Committee.

Mitigation Measure AES.4: The Erosion and Sediment Control Plan prepared as required to obtain a grading permit shall include measures to revegetate areas disturbed by project construction activities.

II. AGRICULTURE AND FOREST RESOURCES –	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☒	☐
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a. & b. There is no prime or unique farmland, farmlands of statewide importance, or Williamson Act properties within the proposed trail alignment. Construction and use

of the trail will not result in conversion of farmland to non-agricultural use.

c. & d. Portions of Segments 3E and 4 of the proposed trail alignment cross lands zoned by Placer County as TPZ (Timberland Production Zone) and FOR (Forestry). Both zoning designations are intended to facilitate primary land uses related to the growing and harvesting of timber and other forest products, together with public and commercial recreational uses. Rural recreational uses are permitted on these lands subject to issuance of a Minor Use Permit by Placer County. The project would obtain a Minor Use Permit as required for the proposed trail by applicable zoning and would not require a rezone. The proposed trail would result in no significant conflicts with timber production, loss of forestland, or conversion of forestland to non-forest use.

e. The trail is proposed in an area that supports existing public trails. The proposed project would not result in conversion of farmland or forest land to non-agriculture or non-forest uses.

Mitigation Measures

No mitigation measures are necessary.

III. AIR QUALITY – *Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.* Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☒	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☒	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

The project site is located in the Mountain Counties Air Basin, and is under the jurisdiction of the Placer County Air Pollution Control District (APCD). Air quality in the project vicinity is generally good. The region is in non-attainment for State and federal ozone standards, and the State particulate matter (PM10) standard, but is unclassified or is in attainment for all other state and federal air quality standards. The Placer County APCD is the agency responsible for

guiding the region to compliance with ozone standards, focusing on reducing emissions of ROG and NO_X, as these pollutants are the precursors to ozone; and reducing dust emissions to bring the area into attainment for particulate matter standards.

Potential sensitive receptors in the vicinity of the proposed project include residential uses in the project vicinity. Placer County APCD Rule 228 applies to construction activities and requires that no visible dust emissions carry to offsite areas and requires implementation of minimum dust control measures specified in Section 400. Section 400 dust control requirements are typically included on project plans and specifications to ensure implementation. No ultramafic soils, or soils with potential to contain asbestos, are mapped near the project site (NRCS, 2009).

a. - c. To assess the project's potential to obstruct or interfere with air quality attainment goals and potential to contribute to violations of air quality standards, air pollutant emissions associated with construction and operation of the proposed project were modeled using the URBEMIS modeling program (Version 9.2.4). Phase 1 of the proposed project is scheduled for late 2012 and would construct Segment 1 of the proposed trail, which consists of 9,308 linear feet (±1.76 miles) of paved trail. Phase 2 of the proposed project is scheduled for 2011 and would construct Segment 2A and Segment 2B of the proposed trail, consisting of 19,100 linear feet (±3.5 miles) of trail. Segments 3E and 4 would be constructed as funding is obtained, and no anticipated construction dates for these phases have been established. Segment 3E includes 4,398 linear feet (0.83 miles) and Segment 4 includes 16,451 linear feet (3.1 miles). As these lengths are less than the lengths for Segments 1 and 2, air pollutant emissions from construction of Segments 3E and 4 are expected to be the same or less than the emissions from construction of Segments 1 and 2.

Modeling of the construction emissions for Segments 1 and 2 assumed a disturbance width along the corridor of 20 feet and a total paved width of ten feet. Since the proposed trail width is 14 feet, including 2-foot unpaved shoulders on each side, assuming a disturbance with of 20 feet provides a conservative estimate of project emissions. Paving was assumed to be asphalt for the entire length of Phase 1 and 2. Modeling assumed that grading would disturb up to one acre per day, or the equivalent of 0.4 mile of trail. Table 1 provides a summary of the results of modeling for unmitigated air pollutant emissions.

Table 1
Unmitigated Air Pollutant Emissions (pounds per day)

Emission Season and Source	Air Contaminant					
	ROG	NOX	CO	SO2	PM10	PM2.5
Phase 1 - 2011 Construction (maximum)	2.92	22.05	13.19	0.00	21.08	5.17
Phase 2 - 2012 Construction (maximum)	2.89	23.55	13.40	0.00	21.18	5.26

The Placer County APCD uses the air pollutant emission thresholds established in the New Source Review Rule to evaluate stationary and area source emissions. These thresholds, listed in Table 2, serve as air quality standards in the evaluation of air quality impacts associated with proposed development projects. If a project's emissions exceed these thresholds, then the project's impacts are potentially significant and implementation of mitigation measures is required.

Since the proposed trail project is expected to reduce vehicle trips over the existing condition, as it would be expected to replace some vehicle trips with bicycle trips, no emissions are expected to result from use of the trail. Operation of the trail would have less than significant impacts related to obstructing implementation of the applicable air quality plan, violating air quality standards, and contributing to cumulatively significant increases in air pollutants.

Table 2
Placer County APCD Thresholds (pounds per day)

Air Contaminant	Thresholds for Implementation of Mitigation Measures	Significance Thresholds
ROG	10	82
NOX	10	82
CO	550	550
SO2	10	82
PM (10, 2.5)	82	82

The project's construction emissions would exceed the APCD Thresholds for Implementation of Mitigation Measures for NOX during construction in both 2011 and 2012. The project's construction air pollutant emissions would result primarily from diesel-powered grading and paving equipment, trucks hauling building supplies, worker vehicle exhaust, and surfacing activities. With implementation of *Mitigation Measures AIR.1* through *AIR.3*, impacts related to construction activities would be reduced to a less than significant level. Mitigation measures provided for construction period impacts are consistent with measures recommended by Placer County APCD to ensure that project construction emissions would not obstruct implementation of the applicable air quality plan, result in violations of air quality standards, or contribute to cumulatively significant increases in air pollutants. As noted above, construction activities would be required to comply with Placer County APCD Rule 228, which requires that no visible dust emissions carry to offsite areas and requires implementation of minimum dust control measures specified in Rule 228 Section 400. While estimates of project emissions indicate that project construction emissions would not exceed Placer County APCD's Thresholds for Implementation of Mitigation Measures for PM_{10}, compliance with Rule 228 as required by *Mitigation Measure AIR.1,* would reduce dust particulate emissions from the site during construction.

d. Sensitive receptors for air pollutant emissions include residential areas and health care facilities. Residents of the Town of Truckee near the western terminus of the

proposed trail and residents within the Village at Northstar proximate to Segment 2A would be exposed to air pollutant emissions during construction of the trail.

As discussed above, operation of the proposed trail would not contribute to non-attainment status for any State or federal criteria pollutants. Construction activities of the proposed project would generate air pollutant emissions that exceed the APCD Thresholds for Implementation of Mitigation Measures. *Mitigation Measures AIR.1* through *AIR.3* include measures recommended by Placer County APCD to reduce construction phase air pollutant emissions to a less-than-significant level. Since construction emissions would be temporary, would be reduced with implementation of *Mitigation Measures AIR.1* through *AIR.3*, and would be subject to APCD rules applicable to control of fugitive dust and visible emissions, impacts related to exposure of sensitive receptors to emissions from construction activities would be less than significant.

e. The proposed trail project does not include any components that would generate objectionable odors. Construction activities associated with the proposed project, such as paving and striping, and diesel equipment operation could temporarily generate objectionable odors detectable in the immediate vicinity of project work. Since odor-generating construction activities would be temporary, and would only be detectable in the immediate vicinity of the work area, impacts from temporary project-related odors would be less than significant.

Mitigation Measures

Mitigation Measure AIR.1: Prior to approval of Grading/Improvement Plans, Northstar CSD shall submit a Construction Emission / Dust Control Plan to the Placer County APCD. Northstar CSD shall provide written evidence, provided by APCD, to Placer County that the plan has been submitted to APCD. It is the responsibility of Northstar CSD to deliver the approved plan to Placer County. Northstar CSD shall not break ground prior to receiving APCD approval of the Construction Emission/Dust Control Plan, and delivering that approval to Placer County

Mitigation Measure AIR.2: Prior to approval of the Grading Plan, the applicant shall provide a written calculation to the Placer County APCD for approval by the District demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project-wide fleet average 20 percent NOX reduction and 45 percent particulate reduction as required by CARB. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.

Mitigation Measure AIR.3: In order to control dust, operational watering trucks shall be onsite during construction hours. In addition, dry, mechanical sweeping is prohibited. Watering of a construction site shall be carried out in compliance with all pertinent APCD rules. All disturbed areas and unpaved haul routes shall be watered with adequate frequency to maintain soil moisture (a minimum of twice daily).

Mitigation Measure AIR.4: Any soil or materials transported onsite or offsite shall be covered or a minimum of two feet of freeboard on all haul trucks shall be maintained.

Mitigation Measure AIR.5: All soil stockpile areas shall be covered.

Mitigation Measure AIR.6: Northstar CSD shall ensure that at completion of each construction phase, all graded areas are revegetated or surfaced to minimize soil erosion.

Mitigation Measure AIR.7: Northstar CSD shall ensure that the Grading Plan for each construction phase includes the following notes:

a. The prime contractor shall submit to the District a comprehensive inventory (i.e., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used an aggregate of 40 or more hours for the construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact APCD prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the District with the anticipated construction timeline including start date, and name and phone number of the property owner, project manager, and onsite foreman.

b. Construction equipment exhaust emissions shall not exceed Placer County APCD Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by APCD to cease operations and the equipment must be repaired within 72 hours.

c. The prime contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are excessive and dust is impacting adjacent properties.

d. The contractor shall apply water or use another method to control dust impacts offsite. Grading vehicles and equipment are expected to remain onsite for the duration of the project. Any vehicle or equipment leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked offsite.

e. In order to minimize wind drive dust during grading, the prime contractor shall apply methods such as surface stabilization, establishment of a vegetative cover, paving, or another method approved by Placer County.

f. During grading, no open burning of removed vegetation shall be allowed unless permitted by Placer County APCD. All removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site.

g. During grading, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less.

h. During grading, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment.

i. During grading, the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (i.e., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.

j. The prime contractor shall be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall "wet broom" the streets (or use another method to control dust as approved by the individual jurisdiction) if silt, dirt, mud or debris is carried over to adjacent public thoroughfares.

IV. BIOLOGICAL RESOURCES – Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☒	☐	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☒	☐	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☒	☐	☐	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☒	☐	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

a. – e. The proposed trail alignment crosses through four distinct habitat types, including coniferous forest, sagebrush scrub, wet meadow, and riparian. Construction of the proposed trail could result in significant impacts to special-status species and sensitive habitats (including wetlands). Items a through e will be addressed in the EIR.

f. The trail corridor is not located within an area with an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other habitat conservation plan and therefore no conflict with adopted plans is expected.

Mitigation Measures

Mitigation measures for impacts to biological resources will be identified in the EIR.

V. CULTURAL RESOURCES – Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☒	☐	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☒	☐	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☒	☐	☐	☐

a., b., & d. The proposed trail alignment crosses through the Martis Valley, which 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 and logging. Field assessments in the project area have identified several historic period isolates and prehistoric sites. Construction of the proposed trail could result in significant impacts to cultural resources in the Martis Valley. Items a through d will be addressed in the EIR.

c. No paleontological resources or unique geologic features are known from within the project area. However, subsurface paleontological resources or unique geologic features could be discovered during excavation conducted for the proposed project. *Mitigation Measure CUL.1* would ensure that impacts to such resources discovered during excavation activities would be less than significant.

Mitigation Measures

Mitigation Measure CUL.1: Should any evidence of paleontological resources (e.g. fossils) be encountered during grading or excavation either onsite or offsite as a result of project construction, work shall be suspended within 100 feet of the find, and the Northstar Community Services District shall be immediately notified. At that time, the Northstar Community Services District shall coordinate any necessary investigation of the site with a qualified paleontologist as needed to assess the resource and provide management recommendations, such as avoiding the resource and/or excavating and recording data on the

resource. The contractor shall implement any measures deemed necessary by the Northstar Community Services District for the protection of the paleontological resource.

Additional Measures: Additional mitigation measures applicable to items *a, b,* and *d* will be identified in the EIR.

VI. GEOLOGY AND SOILS – Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

According to the geologic map, the site is underlain by Alluvium (lake, playa, and terrace deposits), Quaternary volcanic flow rocks, and Tertiary volcanic flow rocks (California Department of Conservation 1987). Sixteen soil units have been mapped within a 50-foot corridor surrounding the proposed trail alignment (USDA, NRCS 2007). Soil types identified within the study corridor include the following:

- AQB Aquolls and Borolls, 0 to 5 percent slopes
- EUB Euer-Martis variant complex, 2 to 15 percent slopes
- EUE Euer-Martis variant complex, 5 to 30 percent slopes

- FTE Fugawee-Tahoma complex, 2 to 30 percent slopes
- FUC Kyburz-Trojan-Sierraville complex, 2 to 9 percent slopes
- JSE Jorge-Cryumbrepts, wet-Tahoma complex, 2 to 30 percent slopes
- JTE Jorge-Tahoma complex, 2 to 30 percent slopes
- JTF Jorge very stony sandy loam, 30 to 50 percent slopes
- JUG Jorge-Rubble land complex, 30 to 75 percent slopes
- JWF Jorge-Waca-Tahoma complex, 30 to 50 percent slopes
- MEB Martis-Euer variant complex, 2 to 5 percent slopes
- PX Pits, borrow
- STG Rubble land-Jorge complex, 30 to 75 percent slopes
- UME Umpa stony sandy loam, 2 to 30 percent slopes
- UMF Umpa stony sandy loam, 30 to 50 percent slopes
- UOE Umpa-Rock outcrop complex, 2 to 30 percent slopes

Characteristics of these soil types are varied. Most of these soil types are well-drained, while the Aquolls soils are often saturated for much of the year. Base material and permeability varies among the soil types.

a. The project site is not located within an Alquist-Priolo Earthquake Fault Zone as designated by the California Geological Survey (CGS 2000). However, the trail project could be subject to seismic events generated on faults located in the project region including the Mohawk Valley Fault, the southern section of which lies approximately 25 miles to the northwest, and the Dog Valley Fault approximately 20 miles north of the project area. Other faults in the area include the North Tahoe fault and East Tahoe fault zone in Lake Tahoe, and the Mount Rose fault zone approximately 25 miles southeast of the site. Seismic events have occurred in the area in 1966, 1998, and 2004 (Town of Truckee 2006; USGS 2010). Retaining walls and other structures included in trail construction must comply with applicable construction standards and building codes, which would ensure that design, site preparation, and construction of the proposed trail is appropriate for local seismic and geologic/soil conditions as determined by geotechnical sampling and analysis of conditions in the project area. This would ensure that risks associated with seismic-related activity such as rupture of a fault, strong ground shaking, and ground failure, or associated with potential landslide would be less than significant. The proposed trail would result in less than significant risks to loss of life or property due to seismic events or landslides.

b. Ground disturbance that occurs during construction of each trail segment could result in a temporary increase in erosion. Grading Permits issued by Placer County to authorize construction activities would require that Best Management Practices (BMPs) for erosion control be implemented in accordance with Placer County Resource Conservation District's *Erosion and Sediment Control Guidelines for Developing Areas of the Sierra Foothills and Mountains*. Additionally, construction

activities would be subject to the requirements of the National Pollutant Discharge Elimination System (NPDES) because construction of each segment would require disturbance of an area of at least one acre. (The shortest segment is Segment 3E which is 4,398 linear feet. With a disturbance width of approximately 20 feet, the construction area for this segment would be approximately two acres). Obtaining an NPDES permit requires implementation of a Stormwater Pollution Prevention Plan (SWPPP), which must be approved by the local Regional Water Quality Control Board. The SWPPP must include BMPs for slope stabilization, dust control, and temporary and permanent erosion control devices. Implementation of required erosion control measures and BMPs would ensure that impacts from erosion and sedimentation would remain less than significant.

c. & d. The proposed trail alignment would be constructed through several different mapped soil types, including those identified above.

As discussed in *a,* above, the project would be constructed in compliance with local and State construction standards and building codes, which would ensure that design, site preparation, and construction of the proposed trail is appropriate for local seismic and geologic/soil conditions determined through geotechnical sampling and analysis of conditions in the project area. Compliance with applicable building codes and standards would ensure that the proposed trail project results in no unstable soil or geologic conditions and would not create substantial risks to life or property as a result of expansive soil conditions. Impacts associated with unstable soils or geologic conditions, including expansive soils, would be less than significant.

e. The proposed trail does not include any restrooms or septic systems.

Mitigation Measures

No mitigation measures are necessary.

VII. GREENHOUSE GAS EMISSIONS – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Significant changes in global climate patterns are associated with global warming, an increase in the average temperature of the atmosphere near the Earth's surface. This has been attributed to accumulation of greenhouse gases (GHGs) in the atmosphere. The most prevalent GHG is carbon dioxide; other GHGs include methane, ozone, water vapor, nitrous oxide, and chlorofluorocarbons. GHGs trap heat in the atmosphere, which in turn heats the surface of the Earth. While the greenhouse effect is a naturally occurring process that aids in maintaining the

Earth's climate, human activities, such as burning fossil fuels and clearing forests, generate additional GHG emissions which contribute to the greenhouse effect and result in increased average global temperatures. Global surface temperatures have increased 0.8°C (1.4°F) in the past century, and 0.6°C (1.1°F) in the past three decades. Temperatures are expected to continue to increase as a result of increasing concentrations of GHGs. The increased temperatures are anticipated to lead to modifications in the timing, amount, and form (rain vs. snow) of precipitation; changes in the timing and amount of runoff from storm events and from snowmelt; deterioration of water quality; and elevated sea levels. In turn, these changes could be associated with increased flooding and other weather-related events, increased salinity levels in coastal groundwater basins, changes in water supply availability, and changes in cropping patterns.

In order to reduce GHG emissions and associated climate changes, the State of California adopted the California Global Warming Solutions Act of 2006, widely known as AB 32. This act requires that statewide GHG emissions be reduced to 1990 levels by the year 2020, and requires the California Air Resources Board to adopt rules and regulations that will ensure this reduction target is met. The state has adopted other policies and regulations related to achieving reductions in GHG emissions, such as the Low Carbon Fuel Standard, a bill intended to reduce GHG emissions from motor vehicles, bills related to Land Use Planning, and energy conservation standards.

a. ***Construction GHG Emissions***

GHG emissions during construction of the proposed project would primarily be generated by worker vehicle trips to the site and by emissions from operation of gas and diesel-powered construction equipment. The URBEMIS computer modeling program estimates that construction of the proposed project would generate a maximum of 2,340 pounds per day of carbon dioxide. The URBEMIS modeling also estimates that Phase 2 construction would generate a total of 186 tons of CO_2 emissions during 2011 and that Phase 1 construction would generate a total of 60 tons of CO_2 emissions in 2012. As discussed in Section III Air Quality above, construction dates for Segments 3E and 4 have not been established. Segment 3E is shorter than Segment 1, and Segment 4 is shorter than Segment 2. Greenhouse gas emissions from construction of Segments 3E and 4 are expected to be the same or less than the emissions from construction of Segments 1 and 2. It is expected that the trail project would generate less than 200 tons of greenhouse has emissions in each year during which construction occurs, and a grand total of less than 500 tons of greenhouse gas emissions.

The Placer County APCD has not adopted a threshold of significance for GHG emissions. This analysis applies the GHG emissions threshold adopted by the Bay Area Air Quality Management District (AQMD), which states that GHG emissions of less than 1,100 metric tons would have a less than significant contribution to global climate change. Because the GHG emissions for each construction phase and the cumulative total GHG emissions for all four phases would remain below the Bay Area AQMD threshold, the project would have a less than significant impact.

Operational GHG Emissions

Use of the proposed trail is not expected to generate new GHG emissions.

b. No land use or regulatory agency within the project area has adopted any plans, policies, or regulations with the intent of reducing greenhouse gas emissions. The proposed project would facilitate bicycling between Truckee and Northstar when weather and snow cover conditions allow, and is not expected to generate new motor vehicle trips. The proposed project would therefore have no impact related to inconsistency with State or local plans, policies, or regulations for the reduction of GHG emissions.

Mitigation Measures

No mitigation measures are necessary.

VIII. HAZARDS AND HAZARDOUS MATERIALS – Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☒
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

a. – c. The proposed project would construct a trail through Martis Valley to Northstar Village and continuing eastward through the Northstar at Tahoe resort 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 the "Four Corners." No schools exist within one-quarter mile of the trail corridor.

Use and maintenance of the proposed trail would not result in the routine transport, use, or disposal of hazardous materials.

Construction activities would include the use of hazardous materials such as paint, hydraulic fluids, fuels, oils, or other materials associated with the operation and maintenance of vehicles and equipment. These materials are generally contained within vessels engineered for safe storage. Large quantities of these materials would not be stored at or transported to the construction site. However, spills, upsets, or other construction-related accidents could result in release of fuel or other hazardous substances into the environment. *Mitigation Measure HAZ.1* identifies measures to avoid spills and reduce the potential for adverse impacts should a spill occur. Implementation of *Mitigation Measure HAZ.1* would reduce risks associated with a release of hazardous materials during construction to a less than significant level.

d. A search of available environmental records conducted by Environmental FirstSearch in September 2009 found no listed hazardous materials sites within the proposed trail alignment. A search of available State databases of hazardous materials sites also found that there are no listed sites within the proposed trail alignment (DTSC, 2010; SWRCB, 2008). The nearest site identified by the records searches conducted is a leaking underground storage tank (LUST) cleanup site associated with the Northstar at Tahoe Gas Station, approximately 400 feet south of the trail alignment along Northstar Drive. The proposed project would result in no impacts related to disturbance of any listed hazardous materials site.

e. & f. Segments of the proposed trail alignment are within land use compatibility zones B1, C, D, and E of the Truckee Tahoe Airport (FALUC, 2004). Zone B1 is the most restrictive of the compatibility zones traversed by the proposed alignment (Zone A is more restrictive but the trail alignment would not traverse any of Zone A). Zone B1 compatibility standards include restrictions on highly noise sensitive land uses (e.g. outdoor theaters), height of structures, residential development densities, and uses that would result in high people-per-acre user densities. Trails are not identified as a prohibited use in any of the compatibility zones traversed by the proposed trail alignment and the proposed trail would not result in high user densities. No private airstrip is within two miles of the project site. Impacts associated with risks related to proximity to a public or private airport would be less than significant.

g. The proposed project could result in temporary traffic delays on Northstar Road for trail construction adjacent to the roadway or to construct trail / roadway intersections, but would result in no long-term change in traffic circulation or vehicular access routes in the project area and would not affect or impair implementation of any adopted emergency response plan or evacuation plan. Construction adjacent to Northstar Road could result in temporary delays of short duration to through traffic during work adjacent to the roadway section, but through access for all vehicles, including emergency vehicles, would be maintained at all times during project construction. The

construction contractor would be required to obtain an Encroachment Permit from the County prior to any work within the County right-of-way. The encroachment permit would require that appropriate traffic control be provided to manage circulation in the vicinity of work within the roadway and would require that emergency responders be notified in advance of any lane closures. Temporary traffic controls, including construction delays, lane closures, or temporary rerouting of traffic lanes around construction areas on Northstar Drive would result in a less than significant impact associated with impairment of the implementation of emergency response and evacuation plans.

h. 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. Construction activities associated with the project would temporarily introduce potential sources of fire ignition associated with equipment operation and other construction site activities, temporarily increasing the risk of wildfire during construction. However, construction crews would be required to adhere to California Building Code and Fire Code standards for fire prevention during construction activities, which require that fire prevention practices be followed and that basic fire suppression equipment is maintained onsite at all times. Additionally, *Mitigation Measure HAZ.2* requires preparation and implementation of a Fire Safety Plan to further reduce risk of fire. Through compliance with applicable fire safety codes and implementation of *Mitigation Measure HAZ.2,* risks associated with wildfire would be less than significant.

Mitigation Measures

Mitigation Measure HAZ.1*:* The following measures shall be implemented prior to and during construction.

- All equipment will be inspected by the contractor for leaks immediately prior to the start of construction, and regularly inspected throughout project construction.
- The Storm Water Pollution Prevention Plan (SWPPP) shall contain BMPs for spill prevention.
- A spill kit shall be maintained onsite throughout all construction activities.
- The SWPPP and project plans shall identify construction staging areas and designated areas where equipment refueling, lubrication, and maintenance may occur. Areas designated for refueling, lubrication, and maintenance of equipment shall be at least 50 feet from any spring/seep/wetland/marsh areas and 100 feet from creeks and shall be approved by the Northstar Community Services District.
- In the event of any spill or release of any chemical during construction, the contractor shall immediately notify the Northstar Community Services District.

Mitigation Measure HAZ.2*:* Prior to commencement of site disturbance for each construction phase, the Project Contractor shall prepare a Fire Safety Plan for construction, which shall include construction best management practices for fire prevention. The plan shall be reviewed and approved by the Northstar Community Services District and the Northstar Fire Department. The plan shall include emergency contact numbers for CAL FIRE and the Northstar Fire Department. The plan shall address appropriate hours of operation, fire safe equipment use guidelines, onsite fire suppression equipment requirements, and identify

appropriate vehicle parking areas away from flammable materials. The Fire Safety Plan shall be implemented during construction and shall be available onsite at all times during construction.

IX. HYDROLOGY AND WATER QUALITY – Would the project:	**Potentially Significant Impact**	**Less Than Significant With Mitigation Incorporated**	**Less Than Significant Impact**	**No Impact**
a) Violate any water quality standards or waste discharge requirements?	☒	☐	☐	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☒	☐	☐	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☒	☐	☐	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☒	☐	☐	☐
f) Otherwise substantially degrade water quality?	☒	☐	☐	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

The primary hydrologic feature in the project area is Martis Creek. This creek and several tributary drainages flow through Martis Valley. The Martis Creek Basin covers 26,204 acres (Truckee River Watershed Council). On the north side of SR 267, Martis Creek drains into the

dammed Martis Creek Lake. Martis Creek continues below the dam and drains into Truckee River south of Interstate 80. The Truckee River empties into Pyramid Lake in the Great Basin in Nevada. Other hydrological features in the area include wetland swales, wetland meadows, and ephemeral and intermittent streams. Martis Creek Lake was constructed by the U.S. Army Corps of Engineers to provide flood protection to downstream areas. However, the Corps has identified structural deficiencies in the dam that require the lake be kept at a minimum pool.

a., c. - f. The proposed trail alignment would cross several drainages, including bridge or boardwalk crossings of Martis Creek and a tributary to Martis Creek within the Martis Creek Lake Recreation Area, and would require grading and other construction work adjacent to and within delineated wetland areas. Due to the sensitivity of work conducted within these areas and the potential for significant impacts to water quality, Items *a* and *c* through *f* will be addressed in the EIR.

b. The proposed project would generate no new demand for groundwater, proposes no groundwater extraction operations, is not anticipated to result in depletion of groundwater supplies available in the area, lowering of the groundwater table, or a deficit in aquifer volume. The project would result in no impacts associated with reducing groundwater supplies. The addition of impervious surfaces proposed as part of the project would not interfere substantially with natural groundwater recharge.

g. & h. The gross pool elevation of Martis Creek Lake is 5,838 feet, which was intended as a flood control impoundment but is not serving that function as a result of structural deficiencies of the dam. Due to these deficiencies, there is currently a reservoir pool restriction elevation of 5,780 feet for normal conditions. A portion of the Segment 2A alignment south of the Wildlife Viewing Area is within the gross pool of Martis Creek Lake but above the pool restriction elevation. Other portions of Segment 2A in the vicinity of the crossing of Martis Creek would be within Flood Zone A, the 100-year floodplain associated with Martis Creek, while other portions of the trail near drainages could be subject to seasonal flooding. The proposed trail project includes no residential structures. Bridges or boardwalk structures constructed within Flood Zone A or within the gross pool of Martis Creek Lake would not represent a significant barrier to flood flows that would substantially impede or redirect flows. Impacts associated with placing proposed bridges or boardwalks in the floodplain would be less than significant.

i. A portion of the Segment 2A alignment south of the Wildlife Viewing Area is within the gross pool of Martis Creek Lake and other portions of Segment 2A in the vicinity of its crossing of Martis Creek are within the 100-year floodplain. As a result of deficiencies identified in Martis Creek Lake Dam, the Corps is not currently filling the lake to gross pool. The Corps currently has no plans to repair the dam, although studies are ongoing. If repairs to the dam are made in the future, portions of the proposed trail could be inundated during runoff periods when the lake is filled for flood control purposes. It is anticipated that periodic inundation of bridges or boardwalks and paved segments of trail as a result of potential future water impoundment or seasonal flooding would not result in substantial damage to these structures, but would increase maintenance requirements. Filling of the lake to gross pool would proceed slowly and would not expose trail users to flooding risks. Similarly, only short segments of the trail are within the 100-year floodplain, and risks

to trail users from flood would be minimal since there would be ample opportunity for users to remain outside the flood zone. In the current condition, both formal and informal trails occur within the 100-year floodplain in the Martis Valley. The proposed project would result in less than significant risks to structures and persons associated with flooding.

j. The project site is physically removed from potential risks related to inundation from seiche, tsunami, or mudflow.

Mitigation Measures

Mitigation measures for impacts to hydrology will be identified in the EIR.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING –- Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☒	☐	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

a. The proposed trail project would not divide an established community. The trail would connect the Town of Truckee with the Village at Northstar and to the trail system within the Tahoe Basin. The trail alignment follows a portion of the Tompkins Memorial Trail and is adjacent to other formal and informal trail corridors.

b. Trail construction is not in conflict with the MVCP, development and operation plans for Northstar at Tahoe, or the Placer County Zoning Ordinance. A minor use permit issued by Placer County will be required for the proposed trail. Policies in the MVCP include provisions requiring that new development be designed to fit and blend with the natural terrain, maintain the character and visual quality of the area, minimize grading, minimize visibility of graded areas, minimize erosion from trails and paths, and use natural landforms and vegetation for screening. Design Guidelines for recreational uses within the Northstar at Tahoe Community call for trail construction to include "minimal grading or disturbance of the natural terrain." These Design Guidelines state that recreational development may include various improvements "compatible with the natural setting and a year-round resort community." The trail does not conflict with Placer County land use guidance documents and will be required to comply with existing land use regulations and design guidelines.

A portion of the trail is proposed on land operated by the U.S. Army Corps of Engineers at the Martis Creek Lake Recreation Area. Land use within the Recreation Area is governed by the 1977 *Martis Creek Lake Master Plan*. 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 the "Operations: wildlife management" land use zone to the area. The Master Plan states that these lands are "continuously available for low density recreation activities," while "intensive recreation would cause habitat loss." The plan contemplates a "nature interpretive" trail system within the area, but does not specifically identify allowable uses or activities. The plan includes resource use objectives for the plan area. The plan states that these objectives "reflect the policy of the Corps of Engineers to provide the public with safe, healthful, and varied opportunities for outdoor recreation and to protect, enhance, and manage all project resources." The proposed trail through the Corps property would be subject to an agreement between the Corps and the NCSD. With an executed agreement to allow the trail use through the Recreation Area, no impacts associated with inconsistency with applicable land use plans would result from the proposed project. Corps' authorization for construction and operation of a trail on Corps' property would be subject to the environmental review requirements of the National Environmental Policy Act (NEPA).

c. There are no habitat conservation plans or natural community conservation plans in effect in the project area.

Mitigation Measures

Mitigation Measure LUP.1*:* The Northstar Community Services District shall enter into an agreement with the U.S. Army Corps of Engineers to allow construction, use, and maintenance of a segment of the Martis Valley Regional Trail within the Martis Creek Lake Recreation Area.

XI. MINERAL RESOURCES – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒

a. & b. No mineral extraction operations occur within the proposed alignment. The project area is not located in an area of known mineral resources and is not designated by the Placer County General Plan or MVCP as a mineral resource recovery site. The project would result in no impact associated with the loss of availability of mineral resources.

Mitigation Measures

No mitigation measures are necessary.

XII. NOISE Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Expose persons to or generate excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) Create a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) Create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

a. – d. The proposed project would construct a Class I ADA-accessible trail through Martis Valley to Northstar Village and continuing eastward through the Northstar at Tahoe resort 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 the "Four Corners." The proposed project does not include any components that would generate substantial noise in the operational phase. Use and maintenance of the trail would not generate substantial increases (temporary or permanent) in ambient noise levels in the vicinity and would not generate ground-borne vibration.

Use of construction equipment and construction activities would result in a temporary increase in noise levels in the vicinity and could generate noise that could temporarily exceed noise level limits specified in Article 9.36 of the Placer County Code. However, noises generated by construction activities occurring on days and hours specified by Placer County Code are exempt from noise level standards established by Article 9.36. The noises generated during construction would likely be noticeable from some residences in the area, particularly homes in residential areas accessed from Northstar Drive, and could disturb nearby residents. *Mitigation Measure NOISE-1* requires that construction activities be conducted only during days and hours when construction activities are exempt from noise standards, which would limit construction activities to periods during daylight hours when construction noise would result in the least

potential for disturbance to residents in the area. Since construction activities would be limited to hours during which construction noise is exempt from noise standards contained in the Placer County Code, and during daytime hours when the least disturbance would result from noise, impacts from construction noise would be less than significant.

Substantial ground-borne vibration typically occurs as a result of blasting or pile-driving activities, which would not be required for the proposed trail project. Grading and paving activities associated with the proposed project would generate minor ground-borne vibration intermittently during trail construction. Since low-level vibration would occur only temporarily and intermittently during construction, vibration impacts would be less than significant.

e. Segments of the proposed trail alignment are within land use compatibility zones B1, C, D, and E of the Truckee Tahoe Airport (FALUC 2004). Zone B1 is the most restrictive of the compatibility zones traversed by the proposed alignment and the zone in which noise levels related to airport use would be highest. A short segment of the trail south of Schaffer Mill Road would pass through Zone B1 and would be within the 60 – 65 CNEL (Community Noise Equivalent Level) noise contour identified by the airport land use compatibility plan (FALUC 2004). The Airport Land Use Compatibility Plan does not specifically identify the acceptability of trail uses within the 60-65 CNEL noise contour, but does identify other outdoor uses that are considered similar, such as golf course, water recreation, and parks. These uses are considered Normally Acceptable within the 60-65 CNEL contour, indicating that noise could be considered a slight interference with outdoor activities (FALUC 2004). Since only a short segment of the trail would pass through the 60-65 CNEL contour, and uses similar to trail use are considered subject to only slight interference due to noise, and Zone B1 compatibility standards include no restrictions trail uses, impacts associated with aircraft noise would be less than significant.

f. No private airstrip is within two miles of the project site. Impacts associated with excessive noise exposure related to proximity to a private airport would be less than significant.

Mitigation Measures

***Mitigation Measure NOISE-1*:** Construction contractors shall comply with the following measures:

- Construction activities shall be limited to between the hours of seven a.m. and six p.m. Monday through Friday, and between the hours of eight a.m. and six p.m. on Saturday. Noise-generating construction activities during the days and hours specified are exempt from noise standards by Section 9.36.030 of the Placer County Code.
- All construction vehicles, heavy equipment, and stationary noise sources (such as diesel generators) shall be equipped with mufflers.
- Equipment warm-up areas, water tanks, and equipment storage areas shall be located as far as practical from existing residences and in no cases closer than 50 to any existing residence.

XIII. POPULATION AND HOUSING – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a. The project proposes to construct a Class 1 ADA Accessible trail through Martis Valley to Northstar Village and continuing eastward through the Northstar at Tahoe resort 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 the "Four Corners." The trail is proposed in a region that supports a variety of active and passive recreation facilities. Construction of the proposed trail would not generate population growth in the area.

b. & c. The project would not demolish any existing housing and would not displace any people from existing housing.

Mitigation Measures

No mitigation measures are necessary.

XIII. PUBLIC SERVICES – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools	☐	☐	☐	☒
Parks	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

a. The project proposes to construct a Class 1 ADA Accessible trail through Martis Valley to Northstar Village and continuing eastward through the Northstar at Tahoe resort 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 the "Four Corners." The trail would connect to other trails in the region. The project would not directly increase the residential population of the project region and is not expected to induce residential growth that would increase need for services. The proposed trail would require annual maintenance consisting of pavement sealing and re-striping; maintenance, repair, and/or replacement of signs, benches, and other trail-side amenities; snow removal; pavement sweeping; and litter removal. These maintenance requirements would not result in the need to construct new facilities to provide appropriate maintenance to the trail and could be accommodated with existing facilities. All maintenance would be the responsibility of the Northstar CSD. No impacts would result from construction of new facilities to accommodate increased demands for services as a result of the proposed trail.

Mitigation Measures

No mitigation measures are necessary.

XV. RECREATION – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might, have an adverse physical effect on the environment?	☒	☐	☐	☐

a. The proposed project does not include any housing, and is not expected to increase the residential population of the region, and would therefore be anticipated to result in less than significant impacts associated with increased use of existing parks and recreational facilities.

b. The project would construct a recreational trail facility through the Martis Valley to Northstar Village and continuing eastward through the Northstar at Tahoe resort 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 the "Four Corners." The proposed project could result in potentially significant impacts as identified throughout this Initial Study. Potentially significant impacts of construction and operation of the trail, as identified in this Initial Study, will be

further evaluated in the EIR that will be prepared for the project.

Mitigation Measures

No mitigation measures are necessary.

XVI. TRANSPORTATION/TRAFFIC – Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

a. – b. The proposed trail project is expected to contribute limited new vehicle trips to area roadways for the purpose of accessing the trail. Trail usage is expected to include residents and visitors biking directly to the trail from home/lodging; residents and visitors walking directly to the trail from home/lodging; and residents and visitors driving to the trail to bike or walk. An analysis of trail use by each of these user groups was prepared by LSC Transportation Consultants, based on models and methodologies used to forecast trail use in the Tahoe region. The analysis found that individuals driving to the trail would generate a maximum of 172 one-way vehicle trips (or 86 round trips) on a peak summer day. The proposed project is not anticipated to result in any reduction in Level of Service on area roadways or intersections.

The proposed trail project would provide a link to trails identified by the Town of Truckee *Trails & Bikeways Master Plan* (Town of Truckee 2007), and would provide bicycle trail connectivity consistent with the *Placer County Regional Bikeway Plan* and the *Draft 2010 Lake Tahoe Bicycle and Pedestrian Plan*. In addition, there is a potential that the trail would result in some reduction in vehicle trips on Highway 267, since bicycle trips between Truckee and Northstar may replace some motor vehicle trips in the existing condition.

The proposed trail would result in no impacts associated with conflicts with applicable planning or regulatory measures for the performance of the circulation system in the project region.

c. The proposed trail would have no influence on air traffic patterns. The Truckee Tahoe Airport Land Use Compatibility Plan sets no restrictions on trail uses within Land Use Compatibility Zones through which the proposed trail would pass. No changes in air traffic patterns would result from the proposed project.

d. The proposed trail would have no affect on roadway hazards associated with roadway design features or user compatibility. Roadway/trail intersections require Placer County approval and would be constructed in accordance with Placer County design standards to ensure safety standards are met for roadway crossings. The proposed trail would be designed and constructed to meet ADA accessibility standards.

e. The proposed trail would allow for access by emergency vehicles through removable bollards at roadway/trail intersections. Emergency vehicle access through work areas during construction is addressed in Section VIII of this Initial Study. Impacts associated with emergency access would be less than significant.

f. The proposed project would provide new pedestrian and bicycle facilities in the area. It would not conflict with policies, plans, or programs related to public transit or bicycle and pedestrian facilities, as discussed in *a* above.

Mitigation Measures

No mitigation measures are necessary.

XVII. UTILITIES AND SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d) Have sufficient water supplies available to serve the	☐	☐	☐	☒

XVII. UTILITIES AND SERVICE SYSTEMS	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
project from existing entitlements and resources, or are new or expanded entitlements needed?				
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

a. - g. The proposed project would construct a Class 1 ADA accessible trail through Martis Valley to Northstar Village and continuing eastward through the Northstar at Tahoe resort 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 the "Four Corners." No new utility or service systems would be required or installed as part of the project. The proposed trail would not increase the residential population in the region and would therefore not contribute to an increase in the demand for utilities or service systems. The project is expected to have no impact related to provision of utilities and service in the project region.

Mitigation Measures

No mitigation measures are necessary.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE –	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current	☒	☐	☐	☐

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE –	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
projects, and the effects of probable future projects)?				
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

The analysis provided in this Initial Study identifies potentially significant impacts in *Section IV. Biological Resources, Section V. Cultural Resources*, and *Section IX. Hydrology and Water Quality.* A focused EIR will be prepared to evaluate impacts to Biological Resources, Cultural Resources, and Hydrology and Water Quality; in addition to the CEQA-required analysis, including cumulative impacts and project alternatives. The focused EIR will contain a program-level analysis of all proposed trail segments (from one-forth mile north of the intersection of Schaffer Mill Road/Airport Road and State Route 267 to Brockway Summit), and a project-level analysis of Segments 1 and 2 – the portion of the trail extending from one-forth mile north of Schaffer Mill Road to Northstar Village which is currently proposed for construction. The program-level analysis will be prepared consistent with the requirements of CEQA Guidelines Section (§) 15168, while the project-level analysis will be prepared in compliance with requirements set forth in CEQA Guidelines §15161. Mitigation measures identified in this Initial Study will be incorporated into the final Mitigation Monitoring Program prepared for the project following completion of the EIR.

PREPARERS

North Fork Associates prepared this Initial Study on behalf of the Northstar Community Services District.

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