



COUNTY OF PLACER
Community Development Resource Agency

**ENVIRONMENTAL
COORDINATION
SERVICES**

Michael J. Johnson, AICP
Agency Director

Crystal Jacobsen, Coordinator

**NOTICE OF INTENT
TO ADOPT A MITIGATED NEGATIVE DECLARATION**

The project listed below was reviewed for environmental impact by the Placer County Environmental Review Committee and was determined to have no significant effect upon the environment. A proposed Mitigated Negative Declaration has been prepared for this project and has been filed with the County Clerk's office.

PROJECT: West End Parking Lot (Kings Beach Commercial Core Improvement Project) (PLN14-00092)

PROJECT DESCRIPTION: The project proposes a Minor Use Permit and Variance to develop the 21,875 square-foot parcel for the use as a 29-space public parking lot and a Design Review for the site design of the parking lot.

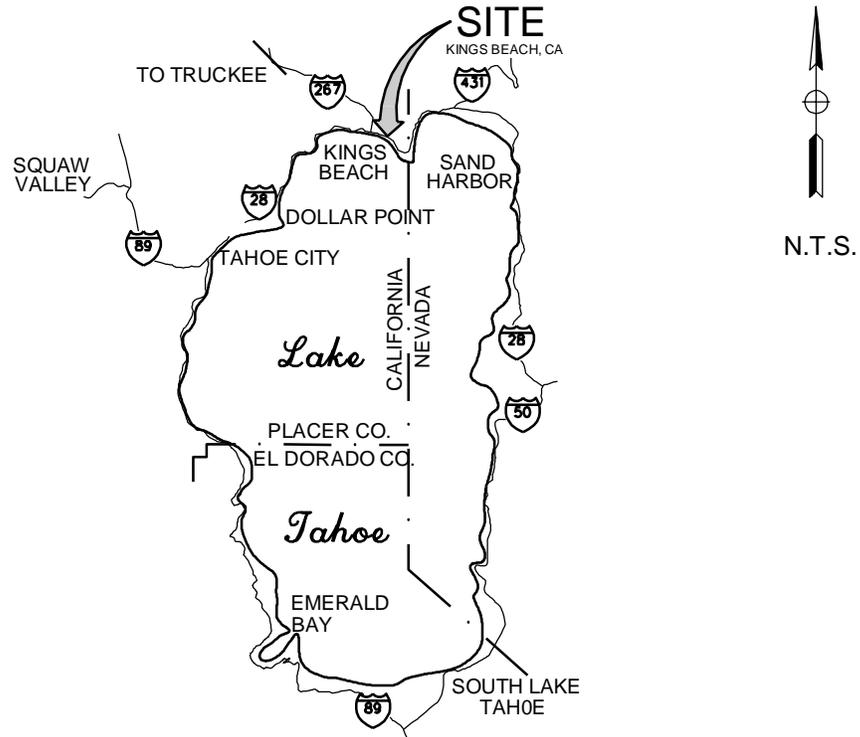
PROJECT LOCATION: 8200, 8220, 8230 Rainbow Avenue, between Secline and Deer Streets in Kings Beach, Placer County

APPLICANT: Auerbach Engineering, PO Box 5399, Tahoe City, CA 96145

The comment period for this document closes on **April 28, 2015**. A copy of the Mitigated Negative Declaration is available for public review at the County's web site <http://www.placer.ca.gov/Departments/CommunityDevelopment/EnvCoordSvcs/NegDec.aspx> Community Development Resource Agency public counter, and at the Kings Beach Public Library. For Tahoe area projects, please visit our Tahoe Office, 775 North Lake Blvd., in Tahoe City. Property owners within 300 feet of the subject site shall be notified by mail of the upcoming hearing before the Zoning Administrator. Additional information may be obtained by contacting the Environmental Coordination Services, at (530)745-3132, between the hours of 8:00 am and 5:00 pm. Comments may be sent to cdraecs@placer.ca.gov or 3091 County Center Drive, Suite 190, Auburn, CA 95603.

Published in Sierra Sun, April 1, 2015

VICINITY MAP



KEY MAP

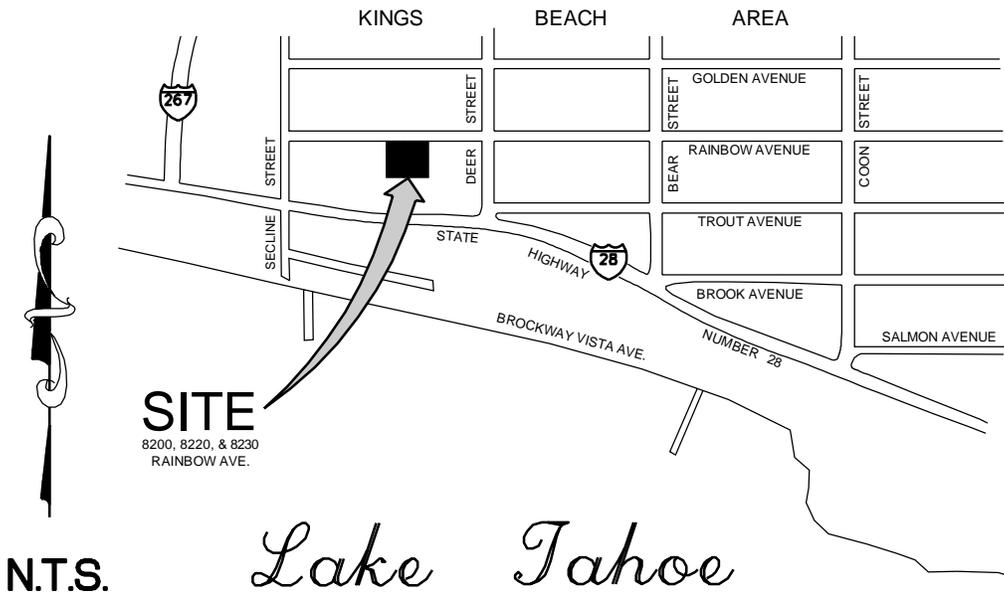


Figure 1
Project Location
 KBCCIP - West End Parking Lot
 Dokken Engineering



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MITIGATED NEGATIVE DECLARATION

In accordance with Placer County ordinances regarding implementation of the California Environmental Quality Act, Placer County has conducted an Initial Study to determine whether the following project may have a significant adverse effect on the environment, and on the basis of that study hereby finds:

- The proposed project will not have a significant adverse effect on the environment; therefore, it does not require the preparation of an Environmental Impact Report and this **Negative Declaration** has been prepared.
- Although the proposed project could have a significant adverse effect on the environment, there will not be a significant adverse effect in this case because the project has incorporated specific provisions to reduce impacts to a less than significant level and/or the mitigation measures described herein have been added to the project. A **Mitigated Negative Declaration** has thus been prepared.

The environmental documents, which constitute the Initial Study and provide the basis and reasons for this determination are attached and/or referenced herein and are hereby made a part of this document.

PROJECT INFORMATION

Title: West End Parking Lot (Kings Beach Commercial Core Improvement Project)	Project # PLN14-00092
Description: The project proposes a Minor Use Permit and Variance to develop the 21,875 square-foot parcel for the use as a 29-space public parking lot and a Design Review for the site design of the parking lot.	
Location: 8200, 8220, 8230 Rainbow Avenue, between Secline and Deer Streets in Kings Beach, Placer County	
Project Owner: Placer County	
Project Applicant: Auerbach Engineering, PO Box 5399, Tahoe City, CA 96145	
County Contact Person: Stacy Wydra	530-581-6288

PUBLIC NOTICE

The comment period for this document closes on **April 28, 2015**. A copy of the Negative Declaration is available for public review at the County's web site (<http://www.placer.ca.gov/Departments/CommunityDevelopment/EnvCoordSvcs/NegDec.aspx>), Community Development Resource Agency public counter, and at the Kings Beach Public Library. Property owners within 300 feet of the subject site shall be notified by mail of the upcoming hearing before the Decision Makers. Additional information may be obtained by contacting the Environmental Coordination Services, at (530)745-3132 between the hours of 8:00 am and 5:00 pm at 3091 County Center Drive, Auburn, CA 95603. For Tahoe projects, please visit our Tahoe Office, 775 North Lake Blvd., Tahoe City, CA 96146.

If you wish to appeal the appropriateness or adequacy of this document, address your written comments to our finding that the project will not have a significant adverse effect on the environment: (1) identify the environmental effect(s), why they would occur, and why they would be significant, and (2) suggest any mitigation measures which you believe would eliminate or reduce the effect to an acceptable level. Regarding item (1) above, explain the basis for your comments and submit any supporting data or references. Refer to Section 18.32 of the Placer County Code for important information regarding the timely filing of appeals.

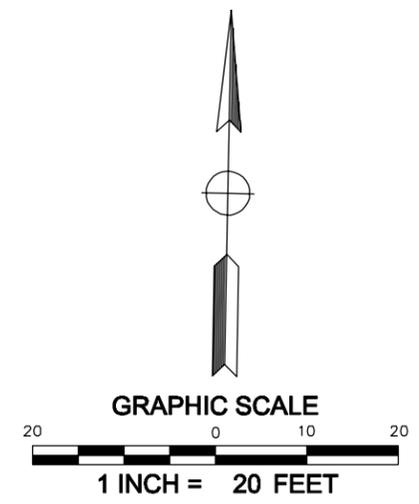
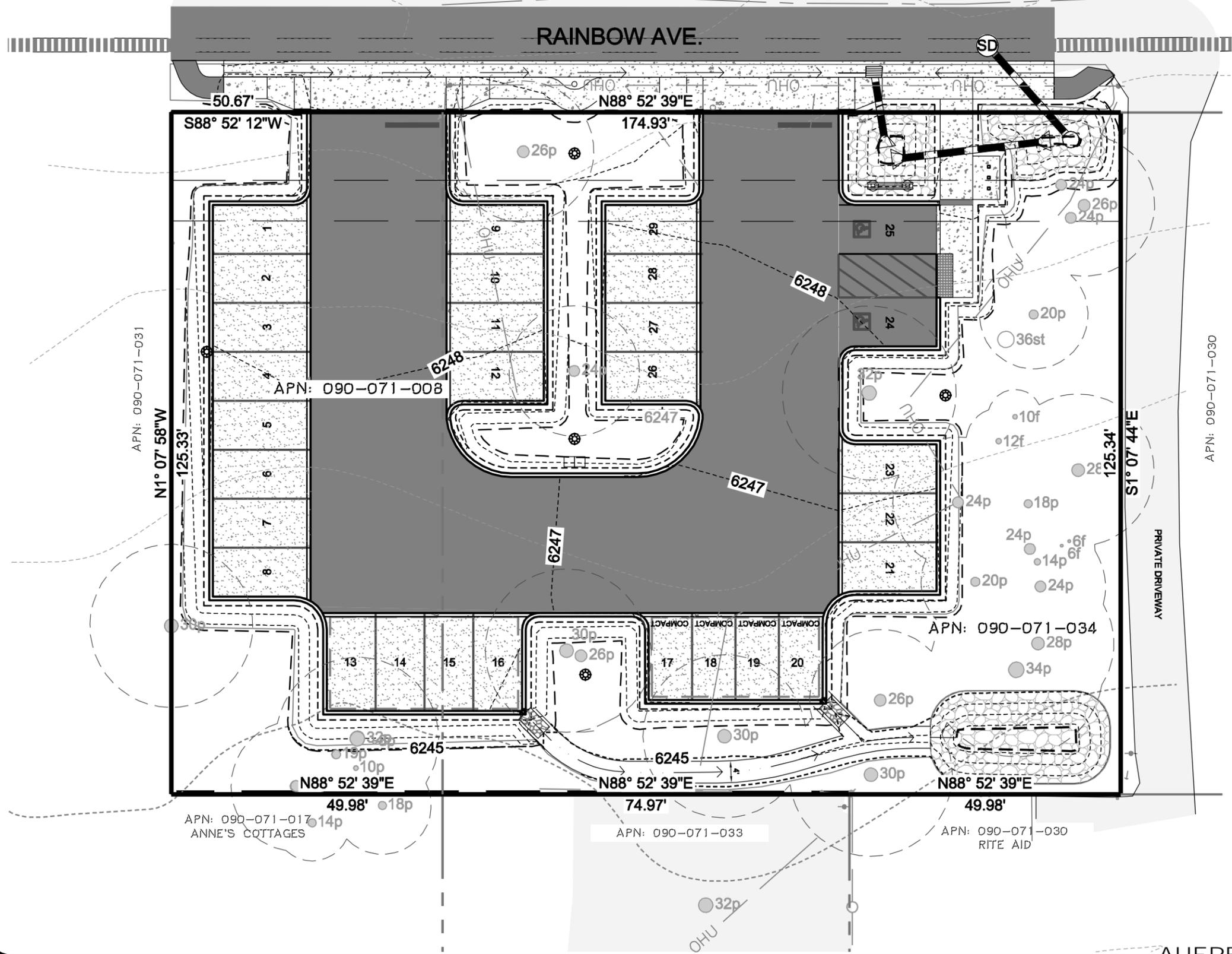


Figure 2
Proposed Parking Lot Layout
 KBCCIP - West End Parking Lot
 Dokken Engineering
 800.10B October 2014



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INITIAL STUDY & CHECKLIST

This Initial Study has been prepared to identify and assess the anticipated environmental impacts of the following described project application. The document may rely on previous environmental documents (see Section C) and site-specific studies (see Section I) prepared to address in detail the effects or impacts associated with the project.

This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Public Resources Code, Section 21000 et seq.) and the State CEQA Guidelines (14 CCR 15000 et seq.) CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects.

The Initial Study is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to prepare an EIR, use a previously-prepared EIR and supplement that EIR, or prepare a Subsequent EIR to analyze the project at hand. If the agency finds no substantial evidence that the project or any of its aspects may cause a significant effect on the environment, a Negative Declaration shall be prepared. If in the course of analysis, the agency recognizes that the project may have a significant impact on the environment, but that by incorporating specific mitigation measures the impact will be reduced to a less than significant effect, a Mitigated Negative Declaration shall be prepared.

Project Title: West End Parking Lot (Kings Beach Commercial Core Improvement Project)	
Entitlement(s): Minor Use Permit, Variance, Design Review	Project # PLN14-00092
Site Area: 0.5 acres / 21,875 square feet	APN: 090-071-008, 090-071-034
Location: 8200, 8220, 8230 Rainbow Avenue, between Secline and Deer Streets in Kings Beach, Placer County	

A. BACKGROUND:

Project Description:

The applicant is requesting approval of a Minor Use Permit and Variance to develop the 21,875 square foot parcel for the use as a 29-space public parking lot; and to allow for the reduction to the 40-foot setback from the edge of Rainbow Avenue to the first parking spaces to be a 26-foot setback. The project also includes Design Review approval for the site design of the parking lot. The project area includes seven (7) lots, two (2) of which make up Assessor's Parcel Number (APN) 090-071-008 and the remaining five (5) in APN 090-071-034. Of the 29 parking spaces two (2) spaces will be designated handicapped and four (4) will be compact parking spaces. The parking lot will be constructed using pervious concrete for 27 parking spaces with the handicapped parking space and the drive aisles being asphalt. The parking lot will be accessed from Rainbow Avenue. Ultimately, a four foot sidewalk will connect the parking lot with Secline Street to the west and Deer Street to the east. These frontage improvements will be constructed as result of the County's Kings Beach Commercial Core Improvement Project (KBCCIP) which will include the sidewalk, curb, and gutter. Hours of operation of the parking lot will be between 7 A.M. and 10 P.M. There will be no charge for parking.

The site will be revegetated to establish native drought-tolerant vegetation. A six-foot wooden fence will be added along the southern lot line where it is adjacent to two motels. The remaining southern portion of the property

boundary, adjacent to a Rite Aid parking lot, will remain fenced with the existing two-foot high brown chain link fence. The fence along the western property boundary is to remain.

The proposed parking lot is designed to treat all storm water collected from impervious surfaces with pervious pavement. The six-inch pervious concrete with 12 inches of drain rock provides the required storage capacity of one-inch of rainfall over all impervious surfaces on site that is required by the Regional Water Quality Control Board – Lahontan Region (LRWQCB). The drainage design also includes a vegetated swale to convey storm water runoff from the 100-year storm event to a rock lined retention basin. The proposed basin is proposed to be located near the rear of the lot and at its deepest location will be 2 ½ to 3-feet deep.

The Tahoe Regional Planning Agency (TRPA) soils-hydro approval (January 31, 2007) showed two borings; one on the northwest corner and one on the northeast corner. The first, Boring 7, showed seasonal high groundwater estimated at 11.5 feet. The second, Boring 8, indicated the level to be 12.5 feet borings.

Signage will include one project sign located at the Rainbow Avenue entrance, which will indicate hours of operation and parking lot name. Handicap signs will depict the appropriate handicap spaces.

Security lighting will be used to illuminate the parking area and will be directed downward to prevent spillover onto neighboring properties and streets. Lighting will be consistent with that which is proposed for the KBCCIP.

Maintenance of the lot will be carried out by the Placer County Department of Public Works. Trash will be picked up weekly by the Tahoe Truckee Sierra Disposal Company as part of their routine route.

The intended use of the proposed parking lot is to serve patrons of nearby shops, restaurants, special events, and the beach. As King Beach transforms into a walkable town center with less highway parking, additional off street parking will be needed for those wanting to park and walk/bike. In addition, a Tahoe Area Regional Transportation (TART) bus stop is located near the corner of the Deer Street/State Route 28 (SR 28) intersection, one block from the proposed parking facility

Project Site (Background/Existing Setting):

The KBCCIP area extends along the portion of North Lake Boulevard or also known as SR 28 located between Chipmunk Street on the east and State Highway 267 on the west, in downtown Kings Beach. The KBCCIP was approved to provide needed public infrastructure and rehabilitation in its commercial core area and to bring existing facilities up to current standards. The KBCCIP proposes improvements in four phases: Phase 1 includes neighborhood traffic calming improvements; Phase 2 includes on highway and off highway improvements, including the construction of one parking lot (Core of the Core Plan Set); Phase 3 includes the construction of two additional parking lots and two bus shelters along the highway; Phase 4 includes on highway and off highway improvements (Gateway to the Core) that will complete all improvements outlined for the Kings Beach Commercial Core Improvement Project. The proposed West End public parking lot project will assist in achieving parking needs for the Kings Beach Commercial Core area.

The project area is located at 8200, 8220, and 8230 Rainbow Avenue and is governed by the North Lake Tahoe General Plan and is currently zoned Kings Beach Community Plan, Special Area #2, West Entry Commercial. The overall square footage of the project area is 21,875 square feet, of which 11,209 square feet is proposed coverage. Existing coverage of the area is 13,421 square feet. The two parcels are side by side and are located on Rainbow Avenue between Secline and Deer Streets. Currently, there is a two-story cabin on the eastern parcel. Previously, this parcel contained two cabins on it, however in 2007 one cabin was destroyed by fire. There is currently a fence along the southern portion of the property boundary adjacent to commercial uses and there is also a two-foot high brown chain link fence along this area. The western property boundary is also currently fenced. The project site is surrounded by existing single-family residences, motel, commercial properties and properties containing mixed-uses consisting of both commercial and residential.

The project site is fairly flat with a slope of approximately two percent. There are 48 pine trees located on the project site, some boulders and additional vegetation is sparse.

The KBCCIP Environmental Impact Report (EIR) has stated that a parking deficit would have to be mitigated through increased parking facilities located within a reasonable walking distance of the specific subareas of impact. The proposed 29-parking space lot intends to alleviate that deficit in parking districts 3,4,5, and 6 (north and south sides of SR 28 between Secline and Bear Streets). Traffic studies within the Final EIR describe existing parking facilities to be in short supply during peak periods. As is intended with the removal of much of the existing public

spaces along SR 28, off street parking should be provided to alleviate conflicts with street parking associated with SR 28 movements. Parking demand changes will also likely occur as a result of the additional development allowed by the Kings Beach Community Plan.

B. ENVIRONMENTAL SETTING:

Location	Zoning	General Plan/Community Plan Designations	Existing Conditions and Improvements
Site	Plan Area Statement (PAS) 029 Kings Beach Special Area #2:East & West Entry Commercial	North Tahoe / Kings Beach Community Plan	Developed with an existing residential cabin, parking areas, ground disturbance
North	PAS 028 Kings Beach Residential	North Tahoe General Plan	Developed with Single-Family Residences
South	Same as project site	Same as project site	Developed with primarily Commercial uses
East	Same as project site	Same as project site	Developed with Residential uses
West	Same as project site	Same as project site	Developed with mixed-uses consisting of both commercial and residential uses, including a motel

C. PREVIOUS ENVIRONMENTAL DOCUMENT:

The County has determined that an Initial Study shall be prepared in order to determine whether the potential exists for unmitigatable impacts resulting from the proposed project. Relevant analysis from the County-wide General Plan and Community Plan Certified EIRs, and other project-specific studies and reports that have been generated to date, were used as the database for the Initial Study. The decision to prepare the Initial Study utilizing the analysis contained in the General Plan and Specific Plan Certified EIRs, and project-specific analysis summarized herein, is sustained by Sections 15168 and 15183 of the CEQA Guidelines.

Section 15168 relating to Program EIRs indicates that where subsequent activities involve site-specific operations, the agency would use a written checklist or similar device to document the evaluation of the site and the activity, to determine whether the environmental effects of the operation were covered in the earlier Program EIR. A Program EIR is intended to provide the basis in an Initial Study for determining whether the later activity may have any significant effects. It will also be incorporated by reference to address regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole.

The following documents serve as Program-level EIRs from which incorporation by reference will occur:

- ➔ Placer County General Plan EIR
- ➔ North Tahoe Community Plan EIR
- ➔ Kings Beach Community Plan EIR

Section 15183 states that “projects which are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified shall not require additional environmental review, except as may be necessary to examine whether there are project-specific significant effects which are peculiar to the project or site.” Thus, if an impact is not peculiar to the project or site, and it has been addressed as a significant effect in the prior EIR, or will be substantially mitigated by the imposition of uniformly applied development policies or standards, then additional environmental documentation need not be prepared for the project solely on the basis of that impact.

The above stated documents are available for review Monday through Friday, 8am to 5pm, at the Placer County Community Development Resource Agency, 3091 County Center Drive, Auburn, CA 95603. For Tahoe projects, the document will also be available in our Tahoe Division Office, 565 West Lake Blvd., Tahoe City, CA 96145.

D. EVALUATION OF ENVIRONMENTAL IMPACTS:

The Initial Study checklist recommended by the State of California Environmental Quality Act (CEQA) Guidelines is used to determine potential impacts of the proposed project on the physical environment. The checklist provides a list of questions concerning a comprehensive array of environmental issue areas potentially affected by the project (see CEQA Guidelines, Appendix G). Explanations to answers are provided in a discussion for each section of questions as follows:

- a) A brief explanation is required for all answers including "No Impact" answers.
- b) "Less Than Significant Impact" applies where the project's impacts are insubstantial and do not require any mitigation to reduce impacts.
- c) "Less Than Significant with Mitigation Measures" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The County, as lead agency, must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from earlier analyses may be cross-referenced).
- d) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- e) All answers must take account of the entire action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts [CEQA Guidelines, Section 15063(a)(1)].
- f) Earlier analyses may be used where, pursuant to the tiering, Program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration [CEQA Guidelines, Section 15063(c)(3)(D)]. A brief discussion should be attached addressing the following:
 - ➔ **Earlier analyses used** – Identify earlier analyses and state where they are available for review.
 - ➔ **Impacts adequately addressed** – Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards. Also, state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - ➔ **Mitigation measures** – For effects that are checked as "Less Than Significant with Mitigation Measures," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- g) References to information sources for potential impacts (i.e. General Plans/Community Plans, zoning ordinances) should be incorporated into the checklist. Reference to a previously-prepared or outside document should include a reference to the pages or chapters where the statement is substantiated. A source list should be attached and other sources used, or individuals contacted, should be cited in the discussion.

I. AESTHETICS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect on a scenic vista? (PLN)			X	
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway? (PLN)			X	
3. Substantially degrade the existing visual character or quality of the site and its surroundings? (PLN)			X	
4. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (PLN)			X	

Discussion- Item I-1:

The KBCCIP West End parking lot proposes to develop an undeveloped site with a public parking lot. The site is located in the Kings Beach grid which has historically been one of the primary commercial and recreational centers of the Tahoe Basin and is expected to continue in that role. Being one of the oldest communities in the Basin, Kings Beach is a community in need of public infrastructure and rehabilitation in its commercial core area to bring existing facilities up to current standards and to comply with the mitigation of the EIR for the KBCCIP project. The site is surrounded by existing commercial and residential development and therefore the project would not result in significant impacts to a scenic vista. No mitigation measures are required.

Discussion- Item I-2:

The proposed project is located on Rainbow Avenue, which is two blocks north of SR 28 and two blocks from State Highway 267. All state highways which lie within the Tahoe Region are designated as a Scenic Highway. The project site is not within either of the two nearby scenic state highway corridors. No mitigation measures are required.

Discussion- Item I-3:

The project site contains numerous large trees. The proposed project would grade the project site and will result in the removal of approximately 19 trees. The arborist report dated September 3, 2007 provided a number of recommendations including, but not limited to, the removal of a juniper tree which is unique to the area, dead wood maintenance, and removal of trees due to their hazard potential for failure, thinning and removal of signs on trees. In addition to the standard and appropriate “Temporary Best Management Practices” will be implemented during the construction phase of this development to protect all remaining trees from damage to retain the scenic character of the trees. The site will be revegetated to establish native drought-tolerant vegetation. No mitigation measures are required.

Discussion- Item I-4:

Security lighting is proposed with this project and will be used to illuminate the parking area and be directed downward to prevent spillover onto neighboring properties and streets. Lighting will be consistent with that which is proposed for the KBCCIP. The project will be subject to Design Site Review by the Tahoe Basin Design Review Committee which will address items including, but not limited to, exterior lighting, architectural features, colors, signage, landscaping and lighting. Exterior lighting will be reviewed and conditioned in the permit to ensure that the lighting will be diffused and directed downward and directed to specific areas within the project area as appropriate. No mitigation measures are required.

II. AGRICULTURAL & FOREST RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide or Local 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? (PLN)				X
2. Conflict with General Plan or other policies regarding land use buffers for agricultural operations? (PLN)				X
3. Conflict with existing zoning for agricultural use, a Williamson Act contract or a Right-to-Farm Policy? (PLN)				X
4. 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))? (PLN)				X
5. Involve other changes in the existing environment which, due to their location or nature, could result in the loss or conversion of Farmland (including livestock grazing) or forest land to non-agricultural or non-forest use? (PLN)				X

Discussion- Items II-1,2:

The proposed project site does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, Department of Conservation. As such, the proposed project will not convert any farmland designated as “Important” farmland to a non-agricultural use. In addition, the project site and surrounding properties do not contain agricultural operations and will not require land use buffers. As such, the project will not conflict with any policies regarding land use buffers for agricultural operations and there is no environmental impact.

Discussion- Items II-3,4,5:

The project site is located in a Downtown Commercial Area zone with a commercial land use designation and is surrounded by commercial and residential uses. It does not contain farmlands or timber resources or any agricultural uses on the site or around the project site and the project is not proposing any agricultural or timber uses. There are no agricultural or timber resource impacts associated with the project. The project does not propose to rezone the property. Parking lots are an allowed use with approval of a Minor Use Permit. Therefore, there is no impact.

III. AIR QUALITY – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plan? (PLN, Air Quality)		X		
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (PLN, Air Quality)		X		
3. Result in a cumulatively considerable net increase of any criteria for which the project region is non-attainment under an applicable federal or state ambient air quality standard		X		

(including releasing emissions which exceed quantitative thresholds for ozone precursors)? (PLN, Air Quality)				
4. Expose sensitive receptors to substantial pollutant concentrations? (PLN, Air Quality)			X	
5. Create objectionable odors affecting a substantial number of people? (PLN, Air Quality)			X	

Discussion- Items III-1,2,3:

The project is located within the Lake Tahoe Air Basin (LTAB) portion of Placer County within the jurisdiction of the Placer County Air Pollution Control District (District). The LTAB is designated as nonattainment for the state particulate matter standard (PM₁₀). The project proposes construction of an 29-space public parking lot on an approximately 0.4 acre parcel in Kings Beach. The parking lot would replace the existing improvements, including one small residence, driveways and fencing.

OPERATIONAL EMISSIONS:

The project is limited to demolition, grading and paving to facilitate construction of a new parking lot in Kings Beach. As the parking lot will use little to no energy (only for potential lighting), and because there is no other primary use for the site beyond public parking that has the potential to result in air emissions, the project impacts to air quality are considered less than significant and no mitigation is required.

CONSTRUCTION RELATED EMISSIONS:

Construction of the project will include on-site improvements which may result in short-term diesel exhaust emissions from on-site heavy-duty equipment and would generate diesel PM emissions from the use of off-road diesel equipment required for site grading. In order to reduce construction related air emissions, associated grading plans shall list the District’s Rules and State Regulations. No Dust Control Plan is required as the project site is less than one acre in size.

With the implementation of Mitigation Measure below, including notes on the grading/improvement plans to ensure compliance with PCAPCD Rules and Regulations, construction related emissions would not result in a cumulatively considerable net increase of any non-attainment criteria or violate air quality standards or substantially contribute to existing air quality violations.

Mitigation Measures- Items III-1,2,3:

MM III.1 Include the following standard notes on the Grading Plan:

- a. The prime contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are excessive and dust is impacting adjacent properties.
- b. In order to minimize wind driven dust during construction, the prime contractor shall apply methods such as surface stabilization, establishment of a vegetative cover, paving, (or use another method to control dust as approved by the individual jurisdiction).
- c. The contractor shall suspend all grading operations when fugitive dust exceeds Placer County APCD Rule 228 (Fugitive Dust) limitations. The prime contractor shall be responsible for having an individual who is CARB-certified to perform Visible Emissions Evaluations (VEE). This individual shall evaluate compliance with Rule 228 on a weekly basis. It is to be noted that fugitive dust is not to exceed 40% opacity and not go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading areas shall not exceed Placer County APCD Rule 228 Fugitive Dust limitations. Operators of vehicles and equipment found to exceed opacity limits will be notified by APCD and the equipment must be repaired within 72 hours.
- d. 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.
- e. A person shall not discharge into the atmosphere volatile organic compounds (VOC's) caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance, unless such manufacture or use complies with the provisions of Rule 217.
- f. During construction 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.
- g. During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment.

- h. During construction, no open burning of removed vegetation shall be allowed unless permitted by the PCAPCD. 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.
- i. The contractor shall apply water or use other method to control dust impacts offsite. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site.

Discussion- Items III-4,5:

The project includes minor grading operations which would result in short-term diesel exhaust emissions from on-site heavy-duty equipment and would generate diesel particulate matter (PM) emissions from the use of off-road diesel equipment required for site grading. However, the site is less than one acre in size, and construction will be limited to less than one construction season. Therefore, the project would not substantially contribute to pollution concentrations affecting sensitive receptors, nor would it create odors impacting substantial numbers of people. No mitigation measures are required.

IV. BIOLOGICAL RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. 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 & Game, U.S. Fish & Wildlife Service or National Oceanic and Atmospheric Administration Fisheries? (PLN)			X	
2. 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, substantially reduce the number of or restrict the range of an endangered, rare, or threatened species? (PLN)			X	
3. Have a substantial adverse effect on the environment by converting oak woodlands? (PLN)				X
4. Have a substantial adverse effect on any riparian habitat or other sensitive natural community, including oak woodlands, identified in local or regional plans, policies or regulations, or by the California Department of Fish & Game, U.S. Fish & Wildlife Service, U.S. Army Corps of Engineers or National Oceanic and Atmospheric Administration Fisheries? (PLN)				X
5. Have a substantial adverse effect on federal or state protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) or as defined by state statute, through direct removal, filling, hydrological interruption, or other means? (PLN)			X	
6. Interfere substantially with the movement of any native resident or migratory wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nesting or breeding sites? (PLN)				X
7. Conflict with any local policies or ordinances that protect biological resources, including oak woodland resources? (PLN)			X	
8. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (PLN)				X

Discussion- Item IV-1:

A reconnaissance survey was prepared for the project by Dokken Engineering in December of 2011. As part of the survey the entire site was walked in December 2011 by Angela Scudiere, an engineering biologist. The plants and animals observed on site were recorded. Habitats on site are cismontane conifer community dominated by Jeffrey pine and interspersed with incense cedar and a varied, open understory. The habitats on site were considered disturbed, fractured, and surrounded by development and several domesticated dogs, of varying sizes, were observed roaming off leash within and adjacent to the survey area likely precluding sensitive wildlife from entering the project site. Therefore, the impact is considered less than significant and no mitigation measures are required.

Discussion- Item IV-2:

Because special status species were not observed on the relatively small project site, and because land surrounding the project site is developed with residential and commercial uses, the project will not substantially reduce the habitat of a wildlife species, cause a wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or restrict the range of an endangered, rare, or threatened species. Therefore, the impact is considered less than significant and no mitigation measures are required.

Discussion- Item IV-3:

The project will not result in the conversion of oak woodlands as oak woodland does not occur on or around the project site. Therefore, there is no impact.

Discussion- Item IV-4:

As described in the reconnaissance survey, habitat onsite is cismontane conifer community dominated by Jeffrey pine and interspersed with incense cedar and a varied, open understory. This habitat type is very common in the vicinity and the loss will be incremental but not cumulatively significant and consequently the impact to the habitat is considered less than significant. The site does not contain riparian habitat or any other sensitive natural community, and there are no project impacts to such communities. Therefore, there is no impact.

Discussion- Item IV-5:

As described in the reconnaissance survey, no hydraulic features or wetland vegetation was observed within or adjacent to the project site. No mitigation measures are required.

Discussion- Item IV-6:

The project will not result in the conversion of oak woodlands due to their absence on or around the project site. Therefore, there is no impact.

Discussion- Item IV-7:

Sinnott Consulting, Certified Arborist, conducted a field survey of the site in September of 2007 to inventory the trees on the site and to evaluate the overall health of these trees. The arborist ascertained that there are approximately 49 trees on the property and that some of these trees are diseased, some are considered potential hazardous and some required thinning and maintenance (i.e. removal of nails, signage) in order to maintain the health of the trees. Nineteen (19) trees have been identified for removal to allow for the construction of the parking area. The KBCCIP provides for replacement of trees that have been impacted/or removed due to construction of the proposed public improvements. For the trees proposed for removal for this project, the larger KBCCIP will provide for their replacement. Therefore, the impact is considered less than significant and no mitigation measures are required.

Discussion- Item IV-8:

The proposed project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan as there are no such plans in place in the project area. Therefore, there is no impact.

V. CULTURAL RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Substantially cause adverse change in the significance of a historical resource as defined in CEQA Guidelines, Section 15064.5? (PLN)		X		
2. Substantially cause adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines, Section 15064.5? (PLN)		X		
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (PLN)		X		
4. Have the potential to cause a physical change, which would affect unique ethnic cultural values? (PLN)				X
5. Restrict existing religious or sacred uses within the potential impact area? (PLN)				X
6. Disturb any human remains, including those interred outside of formal cemeteries? (PLN)		X		

Discussion- Items V-1,2,3,6:

An archaeological survey was conducted by Dokken Engineering (Namat Hosseinion) in December 2011, and included cultural records search performed by the California State North Central Information Center which indicated that there are no known historic, archaeological, or paleontological resources located on the project site.

Although the report prepared by Dokken Engineering did not identify the presence of any significant cultural remains, the proposed project may result in adverse cultural impacts related to the discovery of such remains. The following mitigation measure will ensure that impacts to cultural resources, including inadvertent discoveries of human remains, will be less than significant.

Mitigation Measures- Items V-1,2,3,6:

MM V.1 If an inadvertent discovery of cultural materials is made during project-related construction activities, ground disturbances in the area of the find shall be halted and a qualified professional archaeologist will be notified regarding the discovery. The archaeologist shall determine whether the resource is potentially significant as per the California Register of Historical Resources (CRHR) and develop appropriate mitigation.

In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, the contractor and/or the project proponent shall immediately halt potential damaging excavation in the area of the burial and notify the Placer County Coroner and a professional archeologist to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or state lands (Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours of making that determination. Following the coroner's findings, the property owner, contractor, or project proponent, an archeologist and the NAHC-designated Most Likely Descendent (MLD) shall ensure that additional human interments are not disturbed.

Upon the discovery of Native American remains, the procedures above regarding involvement of the County Coroner, notification of NAHC and identification of MLD shall be followed. The landowner shall ensure that the immediate vicinity is not damaged or disturbed by further development activity until consultation with the MLD has taken place. The MLD shall have 48 hours to complete a site inspection and make recommendations after being granted access to the site. A range of possible treatments for the remains may be discussed; concerned parties may extend discussion beyond the initial 48 hours to allow for the discovery of additional remains.

The landowner shall comply with one or more of the following:

- Record the site with the NAHC or the appropriate Information Center,
- Utilize an open-space or conservation zoning designation or easement,

- o Record a document with the County in which the property is located.

The landowner or its authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further disturbance in the NAHC if the landowner is unable to identify a MLD or the MLD fails to make a recommendation within 48 hours after being granted access to the site. The landowner or their authorized representative may also re-inter the remains in a location not subject to further disturbance if they reject the recommendation of the MLD and mediation by the NAHC fails to provide measures acceptable to the landowner.

Discussion- Items V-4,5:

The project site is currently undeveloped and the project proposes the development of a public parking lot. Because the site is currently developed and disturbed and is not currently used for sacred or religious purposes, the proposed project will not result in negative impacts to unique cultural values, nor will it restrict existing religious or sacred uses. Therefore, there is no impact.

VI. GEOLOGY & SOILS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Expose people or structures to unstable earth conditions or changes in geologic substructures? (ESD)			X	
2. Result in significant disruptions, displacements, compaction or overcrowding of the soil? (ESD)		X		
3. Result in substantial change in topography or ground surface relief features? (ESD)		X		
4. Result in the destruction, covering or modification of any unique geologic or physical features? (ESD)			X	
5. Result in any significant increase in wind or water erosion of soils, either on or off the site? (ESD)		X		
6. Result in changes in deposition or erosion or changes in siltation which may modify the channel of a river, stream, or lake? (ESD)		X		
7. Result in exposure of people or property to geologic and geomorphological (i.e. Avalanches) hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards? (PLN, ESD)			X	
8. Be located on a geological 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? (ESD)			X	
9. Be located on expansive soils, as defined in Chapter 18 of the California Building Code, creating substantial risks to life or property? (ESD)			X	

Discussion- Items VI-1,4,9:

According to the United States Department of Agriculture (USDA) Soil Survey of Placer County and the United States Department of Agriculture ~ Natural Resources Conservation Service Web Soil Survey, the proposed project is located on Kings Beach stony sandy loam, two to 15 percent slopes. The limitations identified for the soils are the potential for low soil strength, a moderate potential for frost, a low potential for slopes of eight to 15 percent, and a moderate potential for expansive soils. The soils survey does not identify any unique geologic or physical features for the existing soil types. No known unique geologic or physical features exist on the site that will be destroyed or modified. The site is not known to be located on a geological unit or soil that is unstable or that will become unstable as a result of the project. The project does not include the construction of any buildings or habitable structures, only pavement for parking and circulation areas and drainage/water quality features. Construction of the

project will not create any significant unstable earth conditions, destroy any significant unique geologic feature, expose people or property to significant geologic hazards, result in liquefaction or change any significant geologic substructure resulting in unstable earth. Therefore, these impacts are less than significant. No mitigation measures are required.

Discussion- Items VI-2,3:

This project proposal will result in the construction of a parking lot. To construct the improvements proposed, potentially significant disruption of soils on-site will occur, including excavation/compaction for the roadway improvements and drainage facilities. Approximately 17,000 square feet will be disturbed by grading activities. Approximately 300 cubic yards of material will be moved on site with approximately 200 cubic yards of fill imported and no export of soil. In addition, there are potential impacts that may occur from the proposed changes to the existing topography. The project proposes maximum soil cuts of up to approximately two and a half feet and soil fills of up to approximately three feet as shown on the preliminary grading plan and in the project description. The slopes of the graded areas are proposed to be a maximum of approximately two to one. The project's site specific impacts associated with soil disruptions and topography changes can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Items VI-2,3:

MM VI.1 The applicant shall prepare and submit Improvement Plans, specifications and cost estimates (per the requirements of Section II of the Land Development Manual [LDM] that are in effect at the time of submittal) to the County for review and approval. The plans shall show all conditions for the project as well as pertinent topographical features both on and off site. All existing and proposed utilities and easements, on site and adjacent to the project, which may be affected by planned construction, shall be shown on the plans. All landscaping and irrigation facilities within the public right-of-way (or public easements), or landscaping within sight distance areas at intersections, shall be included in the Improvement Plans. The applicant shall pay any required plan check and inspection fees and Placer County Fire Department improvement plan review and inspection fees with the 1st Improvement Plan submittal. (NOTE: Prior to plan approval, all applicable recording and reproduction cost shall be paid). The cost of the above-noted landscape and irrigation facilities shall be included in the estimates used to determine these fees. It is the applicant's responsibility to obtain all required agency signatures on the plans and to secure department approvals. If the Design/Site Review process and/or Development Review Committee (DRC) review is required as a condition of approval for the project, said review process shall be completed prior to submittal of Improvement Plans. Record drawings shall be prepared and signed by a California Registered Civil Engineer at the applicant's expense and shall be submitted to the County in both hard copy and electronic versions in a format to be approved by the County prior to acceptance by the County of site improvements.

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

Prior to the County's final acceptance of the project's improvements, submit to the County two copies of the Record Drawings in digital format (on compact disc or other acceptable media) in accordance with the latest version of the Placer County Digital Plan and Map Standards along with two blackline hardcopies (black print on bond paper) and two PDF copies. The digital format is to allow integration with Placer County's Geographic Information System (GIS). The final approved blackline hardcopy Record Drawings will be the official document of record.

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

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

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

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

Discussion- Items VI-5,6:

The disruption of the soil discussed in Items 2 and 3 above increases the risk of erosion and creates a potential for contamination of storm runoff with disturbed sediment or other pollutants introduced through typical grading practices. In addition, this soil disruption has the potential to modify the existing on site drainage ways by transporting erosion from the disturbed area into local drainage ways. Discharge of concentrated runoff after construction could also contribute to these impacts in the long-term. Erosion potential and water quality impacts are always present and occur when soils are disturbed and protective vegetative cover is removed. It is primarily grading for the parking and circulation areas that are responsible for accelerating erosion and degrading water quality. The project would increase the potential for erosion impacts without appropriate mitigation measures. The project's site specific impacts associated with erosion can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Items VI-5,6:

Refer to text in MM VI.1, MM VI.2

MM VI.3 The Improvement Plans shall show that water quality treatment facilities/Best Management Practices (BMPs) shall be designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment, and for Industrial and Commercial (or other similar source as approved by the County such as the Stormwater Quality Design Manual for the Sacramento and South Placer Regions.

Construction (temporary) BMPs for the project include, but are not limited to: Fiber Rolls (SE-5), Straw Bale Barrier (SE-9), Straw Wattles, Storm Drain Inlet Protection (SE-10), Hydroseeding (EC-4), Silt Fence (SE-1), Stabilized Construction Entrance (TC-1), Wind Erosion Control (WE-1), Velocity Dissipation Devices (EC-10), and revegetation techniques.

Discussion- Items VI-7,8:

The California Department of Mines and Geology classifies the project site as a low severity earthquake zone. The project site is considered to have low seismic risk with respect to faulting, ground shaking, seismically related ground failure and liquefaction. The site is located in a relatively quiet seismic area when compared to other more active areas of California. The project site is considered to have low seismic risk with respect to faulting, ground shaking, seismically related ground failure and liquefaction. There are no structures proposed with the construction of this parking lot project. Therefore, these impacts are less than significant. No mitigation measures are required.

VII. GREENHOUSE GAS EMISSIONS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant and/or cumulative impact on the environment? (PLN, Air Quality)			X	
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (PLN, Air Quality)			X	

Discussion- All Items:

Greenhouse gas (GHG) emissions of primary concern from land use projects include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Construction related activities resulting in exhaust emissions may come from fuel combustion for heavy-duty diesel and gasoline-powered equipment, portable auxiliary equipment, material delivery trucks, and worker commuter trips. Operational GHG emissions would result from motor vehicles parking on the project site and off-site emissions generated by utility providers associated with the project's electricity demands.

The construction and operational related GHG emissions resulting from the project would not substantially hinder the State's ability to attain the goals identified in AB 32 (i.e., reduction of statewide GHG emissions to 1990 levels by 2020; approximately a 30-percent reduction from projected 2020 emissions), because the project is limited in scale and consists of a static land use that will produce insignificant GHG emissions. Thus, the construction and operation of the project would not generate substantial greenhouse gas emissions, either directly or indirectly, which may be considered to have a significant impact on the environment, nor conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases and is therefore considered to have a less than significant impact. No mitigation measures are required.

VIII. HAZARDS & HAZARDOUS MATERIALS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine handling, transport, use, or disposal of hazardous or acutely hazardous materials? (EHS)			X	
2. 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? (EHS)			X	
3. Emit hazardous emissions, substances, or waste within one-quarter mile of an existing or proposed school? (PLN, Air Quality)			X	
4. 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? (EHS)				X
5. 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? (PLN)				X
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing in the project area? (PLN)				X
7. 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? (PLN)			X	
8. Create any health hazard or potential health hazard? (EHS)				X
9. Expose people to existing sources of potential health hazards? (EHS)				X

Discussion- Items VIII-1,2:

The use of hazardous substances during normal construction activities is expected to be limited in nature, and will be subject to standard handling and storage requirements. Accordingly, impacts related to the handling, use,

disposal, or release of hazardous substances, are considered to be less than significant. No mitigation measures are required.

Discussion- Item VIII-3:

The project does not propose a use that would typically emit hazardous substances or waste that would affect a substantial number of people and is therefore considered to have a less than significant impact. No mitigation measures are required.

Discussion- Items VIII-4,9:

The project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and will not create a significant hazard to the public or the environment. Therefore, there is no impact.

Discussion- Item VIII-5:

The proposed project is not located within an airport land use plan or within two miles of a public airport or public use airport and would not result in a safety hazard for people residing or working in the project area. The closest airport or air strip to the project site is the Truckee Tahoe Airport, approximately ten miles northwest of the project site and no safety hazard will occur as a result of the proposed project. Therefore, there is no impact.

Discussion- Item VIII-6:

The proposed project is not located within the vicinity of a private airstrip and would not result in a safety hazard for people residing in the project area. Therefore, there is no impact.

Discussion- Item VIII-7:

The project site appears on the CAL Fire “Fire Hazard Severity Zones in State Responsibility Area” map. The area of the project is mapped as a “Very High” fire danger. The surrounding area is moderately forested with residential and commercial uses dominate and maybe subject to destruction by wildfire. The project will be required to conform to the current fire safe building codes including the Placer County Fire Safe ordinance and section 4290 of the California Public Resource Code. The project will also require a review from the North Tahoe Fire Protection District. No mitigation measures are required.

Discussion- Item VIII-8:

The project will not create a health hazard or potential health hazard. Therefore, there is no impact.

IX. HYDROLOGY & WATER QUALITY – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Violate any federal, state or county potable water quality standards? (EHS)				X
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lessening of local groundwater supplies (i.e. 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)? (EHS)			X	
3. Substantially alter the existing drainage pattern of the site or area? (ESD)			X	
4. Increase the rate or amount of surface runoff? (ESD)		X		
5. Create or contribute runoff water which would include substantial additional sources of polluted water? (ESD)		X		
6. Otherwise substantially degrade surface water quality?(ESD)		X		

7. Otherwise substantially degrade ground water quality? (EHS)				X
8. 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? (ESD)			X	
9. Place within a 100-year flood hazard area improvements which would impede or redirect flood flows? (ESD)			X	
10. 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? (ESD)			X	
11. Alter the direction or rate of flow of groundwater? (EHS)				X
12. Impact the watershed of important surface water resources, including but not limited to Lake Tahoe, Folsom Lake, Hell Hole Reservoir, Rock Creek Reservoir, Sugar Pine Reservoir, French Meadows Reservoir, Combie Lake, and Rollins Lake? (EHS, ESD)		X		

Discussion- Item IX-1:

Potable water will not be required or used by this project, so this project will not rely on groundwater wells as a potable water source. Therefore, the project will not violate water quality standards with respect to potable water, and there is no impact.

Discussion- Item IX-2:

This project will not utilize groundwater; therefore, the project will not substantially deplete groundwater supplies or interfere with groundwater recharge. No mitigation measures are required.

Discussion- Item IX-3:

A preliminary drainage report was prepared by the applicant’s engineer.

Existing: The pre development drainage from the undeveloped site is divided into two sub-watersheds (Area E1 and E2). Area E1 is relatively flat, largely wooded with some minor under bush, and existing improvements including a shed and some AC paving. Runoff sheet flows south to the Snow Peak Lodge’s parking lot where it is channelized and directed south to SR 28. The runoff is then conveyed west along the edge of pavement to a drainage inlet located at the intersection of Secline Road. Area E2 is also relatively flat and existing improvements include a cabin, associated paved parking areas, paved access roads, and compacted dirt paths. Runoff sheet flows south across the site to the Rite-Aid parking lot where it is channelized in an asphalt drainage swale and directed south to SR 28. The runoff is then conveyed west along the edge of pavement, meeting up with the runoff from area E1, and then to a drainage inlet located at the intersection of Secline Road.

Proposed: Runoff from the project site is proposed to be divided into three sub-watersheds. Area P1 consists of the runoff from the improvements within the Rainbow Avenue right-of-way. This runoff will either be conveyed to the existing southeastern discharge point or will be connected to a storm drain collection system that will be constructed with the KBCCIP. Area P2 consists of the majority of the proposed parking lot area. The runoff from the impervious portions of the parking lot is directed to the pervious pavement in the parking spaces to infiltrate the storm water. Any runoff that is not infiltrated will be directed into a rock-lined swale designed to convey the flows to a rock-lined infiltration basin. If stormwater runoff exceeds the capacity of the infiltration basin, runoff will follow the existing drainage patterns via the Rite Aid parking lot. Area P3 consists of the remainder portion of the project area and will be conveyed to the existing drainage discharge point at the Snow Peak Lodges parking lot.

The project has analyzed a drainage system that will change the onsite drainage patterns due to the construction of the proposed project improvements. However, the change in direction from existing on site surface runoff is less than significant as the overall on site watershed runoff continues to be conveyed to the same existing discharge points as the pre development condition and ultimately into the same existing drainage facilities and watershed leaving the site. Therefore, this impact is less than significant. No mitigation measures are required.

Discussion- Item IX-4:

The proposed project has the potential to increase the stormwater runoff amount and volume. The potential for increases in stormwater runoff have the potential to result in downstream impacts. A preliminary drainage report was prepared for the project. Runoff from the project site will be routed to pervious pavement for infiltration. The pervious pavement is located on the majority of the parking stall spaces. The drainage analysis and project proposal concluded that after construction of the project, there would be no increase in post development peak flow from pre development levels at the discharge points from the site. The decrease in peak flow is attributed to the implementation of pervious pavement, storm water routing methods due to the proposed improvements, and on site detention.

The post development volume of runoff may be slightly higher due to the increase in proposed impervious surfaces; however, this is considered to be less than significant because drainage facilities are generally designed to handle the peak flow runoff.

A final drainage report will be prepared and submitted with the site improvement plans for County review and approval in order to monitor the preliminary report drainage calculations and results. The proposed project's impacts associated with increases in peak flow and volumetric runoff can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Item IX-4:

Refer to text in MM VI.1, MM VI.2

MM IX.1 The Improvement Plan submittal shall include a final drainage report in conformance with the requirements of Section 5 of the Land Development Manual and the Placer County Storm Water Management Manual that are in effect at the time of submittal. The report shall be prepared by a Registered Civil Engineer and shall, at a minimum, include: A written text addressing existing conditions, the effects of the improvements, all appropriate calculations, a watershed map, increases in downstream flows, proposed on- and off-site improvements and drainage easements to accommodate flows from this project. The report shall identify water quality protection features and methods to be used both during construction and for long-term post-construction water quality protection. "Best Management Practice" measures shall be provided to reduce erosion, water quality degradation, and prevent the discharge of pollutants to stormwater to the maximum extent practicable.

MM IX.2 The Improvement Plan submittal and Drainage Report shall provide details showing that storm water runoff shall be reduced to pre-project conditions (i.e. retention/detention facilities, pervious pavement, storm water routing methods, etc.). Retention/detention facilities shall be designed in accordance with the requirements of the Placer County Storm Water Management Manual that are in effect at the time of submittal, and to the satisfaction of the County and shall be shown on the Improvement Plans. The County may, after review of the project drainage report, delete this requirement if it is determined that drainage conditions do not warrant installation of this type of facility. In the event on-site detention requirements are waived, this project may be subject to payment of any in-lieu fees payable prior to Improvement Plan approval as prescribed by County Ordinance. No retention/detention facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.

Discussion- Items IX-5,6:

The construction of the proposed improvements has the potential to degrade water quality. Stormwater runoff naturally contains numerous constituents; however, urbanization and urban activities including development and redevelopment typically increase constituent concentrations to levels that potentially impact water quality. Pollutants associated with stormwater include (but are not limited to) sediment, nutrients, oils/greases, etc. The proposed urban type development has the potential to result in the generation of new dry-weather runoff containing said pollutants and also has the potential to increase the concentration and/or total load of said pollutants in wet weather stormwater runoff. The proposed project's impacts associated with water quality can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Items IX-5,6:

Refer to text in MM VI.1, MM VI.2, MM VI.3, and MM IX.1

MM IX.3 The Improvement Plans shall show that water quality treatment facilities/Best Management Practices (BMPs) shall be designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment, and for Industrial

and Commercial (or other similar source as approved by the County such as the Stormwater Quality Design Manual for the Sacramento and South Placer Regions.

Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed catch basins, vegetated swales, vaults, infiltration basins, water quality basins, filters, etc. for entrapment of sediment, debris and oils/greases or other identified pollutants, as approved by the County. BMPs shall be designed at a minimum in accordance with the Placer County Guidance Document for Volume and Flow-Based Sizing of Permanent Post-Construction Best Management Practices for Stormwater Quality Protection. Post-development (permanent) BMPs for the project include, but are not limited to: Vegetated Swales (TC-30), Infiltration (pervious pavement); Infiltration Trenches (TC-10), Storm Drain Signage (SD-13), Detention Basin (TC-30), etc. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.

All BMPs shall be maintained as required to insure effectiveness. The applicant shall provide for the establishment of vegetation, where specified, by means of proper irrigation. Proof of on-going maintenance, such as contractual evidence, shall be provided to the County upon request. Maintenance of these facilities shall be provided by the project owners/permittees unless, and until, a County Service Area is created and said facilities are accepted by the County for maintenance. Prior to Improvement Plan approval, easements shall be created and offered for dedication to the County for maintenance and access to these facilities in anticipation of possible County maintenance.

MM IX.4 The Improvement Plans shall include the message details, placement, and locations showing that all storm drain inlets and catch basins within the project area shall be permanently marked/embossed with prohibitive language such as "No Dumping! Flows to Creek." or other language /graphical icons to discourage illegal dumping as approved by the County. County-approved signs and prohibitive language and/or graphical icons, which prohibit illegal dumping, shall be posted at public access points along channels and creeks within the project area. The Property Owners and Property Owners' association are responsible for maintaining the legibility of stamped messages and signs.

Discussion- Item IX-7:

This project is not likely to otherwise degrade groundwater quality. Therefore, there is no impact.

Discussion- Items IX-8,9,10:

The project development area is not located within a 100-year flood hazard area as defined and mapped by the Federal Emergency Management Agency (FEMA). The project improvements are not proposed within a local 100-year flood hazard area and no flood flows would be redirected after construction of the improvements. The project development area is not located within any levee or dam failure inundation area. The proposed project does not include any permanent housing product. Therefore, these impacts are less than significant. No mitigation measures are required.

Discussion- Item IX-11:

The project will not alter the direction or rate of flow of groundwater. Therefore, there is no impact.

Discussion- Item IX-12:

The proposed project is located within the Lake Tahoe watershed. The proposed project's impacts associated with impacts to surface water quality within this watershed can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Item IX-12:

Refer to text in MM VI.1, MM VI.2, MM VI.3, MM IX.1, MM IX.3, and MM IX.4.

X. LAND USE & PLANNING – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Physically divide an established community? (PLN)				X
2. Conflict with General Plan/Community Plan/Specific Plan designations or zoning, or Plan policies adopted for the purpose of avoiding or mitigating an environmental effect? (EHS, ESD, PLN)			X	
3. Conflict with any applicable habitat conservation plan or natural community conservation plan or other County policies, plans, or regulations adopted for purposes of avoiding or mitigating environmental effects? (PLN)				X
4. Result in the development of incompatible uses and/or the creation of land use conflicts? (PLN)				X
5. Affect agricultural and timber resources or operations (i.e. impacts to soils or farmlands and timber harvest plans, or impacts from incompatible land uses)? (PLN)				X
6. Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)? (PLN)				X
7. Result in a substantial alteration of the present or planned land use of an area? (PLN)				X
8. Cause economic or social changes that would result in significant adverse physical changes to the environment such as urban decay or deterioration? (PLN)				X

Discussion- Items X-1,4,6,8:

The site is within the Kings Beach Commercial zoning district. The Kings Beach Community Plan for the area allows vehicle parking with the approval of a Minor Use Permit. The project is consistent with surrounding land uses and designations and will not disrupt or divide a community or cause an economic or social change that would result in significant adverse physical changes to the environment such as urban decay. This is an infill project that will improve the existing parking needs for the Kings Beach area. In fact, it will improve walkable areas for the site inhabitants and surrounding uses by providing community plan improvements such as sidewalks, pavers, and drainage improvements. The intended use of the parking lot is to serve patrons of nearby shops, restaurants, and the beach. As King Beach transforms into a walkable commercial core with less highway parking, more off street parking will be needed for those wanting to park and walk/bike. In addition, a TART bus stop is located near the corner of the Deer Street/SR 28 intersection, one block from the proposed parking facility. Therefore, there is no impact.

Discussion- Item X-2:

The project is consistent with the Kings Beach Community Plan and County policies with regard to land use and parking for Kings Beach area. However, the project will require a Variance for a driveway throat depth less than 40 feet. The project proposes the first parking stall in the lot to be 26 feet from the curb line on Rainbow Avenue. The Placer County Zoning Ordinance requires that the first parking space within a parking lot shall be setback a minimum of 40 feet from the curb line. This parking lot is being constructed in support of a Kings Beach Community Plan policy requiring the provision of additional parking in this area. Other parking lots constructed in the Kings Beach commercial core area have been constructed with the reduced driveway throat setback. Kings Beach is a community in need of public infrastructure and rehabilitation in its commercial core area to bring existing facilities up to current standards. The KBCCIP provides these improvements including off highway improvements such as public parking lots. This parking lot and associated improvements are consistent with the approved KBCCIP improvements. The 20-foot setback does not present a significant health or safety impact to the public and reducing the setback requirement represents a less significant impact than the loss of additional parking spaces in this area that would occur if the more stringent 40 feet setback were applied. No mitigation measures are required..

Discussion- Item X-3:

The project site is not located within any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved conservation plan area. Therefore, there is no impact.

Discussion- Item X-5:

There are no agricultural or lumber resources on the project site and the project does not propose any such activities. Therefore, there is no impact.

Discussion- Item X-7:

The proposed project will not result in a substantial alteration of the present or planned land uses for the project area. Although the site is currently undeveloped, the proposed project is consistent with the underlying zoning and therefore, with the County plans for this site. Therefore, there is no impact.

XI. MINERAL RESOURCES – Would the project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. The loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (PLN)				X
2. 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? (PLN)				X

Discussion – All Items:

There are no known mineral resources of state or local significance at this site. Therefore, there is no impact.

XII. NOISE – Would the project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan, Community Plan or noise ordinance, or applicable standards of other agencies? (PLN)			X	
2. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (PLN)			X	
3. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (PLN)			X	
4. 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? (PLN)				X
5. 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? (PLN)				X

Discussion- Item XII-1:

The project site is located within the Kings Beach commercial core area. Operational hours for the public parking lot will be every day from 7:00AM. to 10:00PM. A six-foot wooden fence will be added along the southern property line,

and the existing fence to remain along the western boundary. As with other KBCIPP parking lots, which are comparable to the proposed parking lot, the traffic generation and associated noise levels will increase slightly. For the proposed West End parking lot, an estimated total daily turnover of 4.2, or each spaces generates 8.4 one-way vehicle-trips per day, and in the peak hour with six percent of spaces generate an inbound trip, and 24 percent generate an outbound trip (date provided by LSC Transportation Consultants as relevant parking scenarios). With the proposed traffic amounts, a calculated noise level of approximately 43 CNEL and 47 Peak Hour dB L_{eq} at a distance of 50 feet are projected for the proposed West End parking lot. Based on these calculated results, the Placer County daytime hourly L_{eq} standard (55 L_{eq}) and the TRPA CNEL standard (60dB CNEL) will not be exceeded by this project. Typical sound exposure level (SEL) due to automobile arrival/departure, includes car doors slamming and people conversing is approximately 71 dB at a distance of 50 feet. Maximum noise levels are generally assumed to be approximately 10 dB less than the measured SEL, or approximately 61 dB at 50 feet for this project. The nearest residence is 20 feet away from the nearest stall at the parking lot. Due to the reduced distance, the calculated L_{max} from activities at the parking spaces may be as-high-as 69 dB. This noise level complies with the County's 70 dB L_{max} daytime noise exposure criterion. No further noise reduction measures or mitigation measures are required.

Discussion- Item XII-2:

These noise levels will be less than significant as the noise impacts will be limited to the temporary construction activity and the typical noise associated with parking lots. No mitigation measures are required.

Discussion- Item XII-3:

The proposed project may result in a short term increase in the noise levels from construction activities for the residents within the general vicinity of this project. With the construction hour limitations (6:00AM. to 8:00PM, Monday through Friday and between the hours of 8:00Ma and 8:00PM. on Saturday and Sunday) imposed by the Placer County Noise Ordinance this impact will be less than significant and no mitigation measures are required.

Discussion- Items XII-4,5:

The proposed project is not located in the vicinity of an air strip, nor will the project result in a permanent increase to the ambient noise levels, as the noise impacts will be limited to the temporary construction activity and the typical noise associated with single and multiple-family residences. These noise levels will be less than significant. Therefore, there is no impact.

XIII. POPULATION & HOUSING – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Induce substantial population growth in an area, either directly (i.e. by proposing new homes and businesses) or indirectly (i.e. through extension of roads or other infrastructure)? (PLN)				X
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (PLN)				X

Discussion- All Items:

The proposed project will provide a public parking lot within the King Beach commercial core area on a developed parcel. The project, as proposed will not induce substantial population growth beyond what has been anticipated by the County, nor would it displace existing housing. Therefore, there is no impact.

XIV. PUBLIC SERVICES – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental services and/or 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?

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Fire protection? (ESD, PLN)				X
2. Sheriff protection? (ESD, PLN)				X
3. Schools? (ESD, PLN)				X
4. Maintenance of public facilities, including roads? (ESD, PLN)			X	
5. Other governmental services? (ESD, PLN)				X

Discussion- Item XIV-1:

No new fire protection facilities are proposed as part of this project. There is a fire hydrant located 0.1 miles of the project site with the nearest fire station 0.3 miles from the site. There is no impact.

Discussion- Item XIV-2:

No new sheriff protection facilities are proposed as part of this project. There is no impact.

Discussion- Item XIV-3:

No new school facilities are proposed as part of this project. There is no impact.

Discussion- Item XIV-4:

The proposed project will result in the creation of a parking lot accessed from a County maintained roadway. However, the project does not generate the need for more maintenance of public facilities than what was expected with the build out of the Community Plan. Trash will be picked up weekly by the Tahoe Truckee Sierra Disposal Company as part of their routine route. Operational hours for the public parking lot will be 7:00AM to 10:00PM. This impact is less than significant and no mitigation measures are required.

Discussion- Item XIV-5:

The proposed project is not expected to significantly impact any other governmental services. Therefore, there is no impact.

XV. RECREATION – Would the project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. 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? (PLN)			X	
2. 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? (PLN)				X

Discussion- Item XV-1:

The Kings Beach State Recreation Area is located ¼ mile south of the proposed parking lot project. The proposed public parking lot could provide for additional parking for public access to the State Park. This impact is less than significant and no mitigation measures are required.

Discussion- Item XV-2:

The proposed project does not include the construction or expansion of any recreational facilities that would have an adverse physical effect on the environment. Therefore, there is no impact.

XVI. TRANSPORTATION & TRAFFIC – Would the project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. An increase in traffic which may be substantial in relation to the existing and/or planned future year traffic load and capacity of the roadway system (i.e. result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? (ESD)			X	
2. Exceeding, either individually or cumulatively, a level of service standard established by the County General Plan and/or Community Plan for roads affected by project traffic? (ESD)			X	
3. Increased impacts to vehicle safety due to roadway design features (i.e. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (ESD)			X	
4. Inadequate emergency access or access to nearby uses? (ESD)				X
5. Insufficient parking capacity on-site or off-site? (ESD, PLN)			X	
6. Hazards or barriers for pedestrians or bicyclists? (ESD)			X	
7. Conflicts with adopted policies, plans, or programs supporting alternative transportation (i.e. bus turnouts, bicycle lanes, bicycle racks, public transit, pedestrian facilities, etc.) or otherwise decrease the performance or safety of such facilities? (ESD)				X
8. Change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (PLN)				X

Discussion- Items XVI-1,2:

The proposed project will result in the construction of parking lot improvements. The KBCCP was approved by Placer County. An EIR was approved for the KBCCIP which indicated parking facility shortages during peak periods as a result of improvements to SR 89. The proposed parking lot improvements will not generate any new vehicle trips for the existing plus project or cumulative traffic scenarios as the vehicles coming to the site would have been parking elsewhere in the area. The construction of the parking lot improvements will not decrease the Level of Service of area roadway segments or intersections for the existing plus project and cumulative traffic scenarios. Therefore, this impact is less than significant. No mitigation measures are required.

Discussion- Item XVI-3:

The proposed project consists of the construction of parking lot improvements. The project is requesting to decrease the setback from the edge of travelled way of Rainbow Avenue from 40 feet to 22 feet. Because the parking lot encroachment is on Rainbow Avenue and not SR 89 (i.e. lower vehicle volumes and speeds), there are no significant circulation safety impacts resulting from the reduction in travelled way setback. The project and the KBCCP Project include the construction of the frontage improvement requirements along Rainbow Avenue that will

include curb, gutter, and sidewalk. The frontage improvements will be constructed to Placer County standards. Therefore, this impact is less than significant. No mitigation measures are required.

Discussion- Item XVI-4:

The proposed project is a parking lot and circulation area that is accessed off a County Maintained road, Rainbow Avenue. The proposed project does not include any permanent housing product or structure. The parking lot does not create any significant impacts to emergency access or access to nearby uses that would result in any physical change to the environment. Therefore, there is no impact.

Discussion- Item XVI-5:

The Kings Beach Community Plan Transportation Policies encourage public parking within the commercial areas. As part of the EIR that was completed for the KBCCIP, the traffic study portion indicates parking facility shortages during peak periods as a result of highway improvements that will deplete existing highway and informal parking. This is due to the implementation of curb and gutter as well as sidewalks and the approved SR 28 improvement for a three-land configuration. This 29-space parking lot is being proposed in order to provide parking for the existing parking shortfall. Furthermore, off-street parking is shown as a need in order to alleviate conflicts with street parking associated with SR 28 movements. This impact is less than significant and no mitigation measures are required.

Discussion- Item XVI-6:

The proposed project will be constructing site improvements that do not create any significant hazards or barriers for pedestrians or bicyclists to use the existing Rainbow Avenue improvements. Ultimately, Placer County will be constructing frontage improvements along Rainbow Avenue that will include sidewalk along the project site's frontage. Therefore, this impact is less than significant. No mitigation measures are required.

Discussion- Item XVI-7:

The proposed project will not conflict with any existing policies or preclude anticipated future policies, plans, or programs supporting alternative transportation. Therefore, there is no impact.

Discussion- Item XVI-8:

The proposed project will not change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. Therefore, there is no impact.

XVII. UTILITIES & SERVICE SYSTEMS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (ESD)				X
2. Require or result in the construction of new water or wastewater delivery, collection or treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (EHS, ESD)				X
3. Require or result in the construction of new on-site sewage systems? (EHS)				X
4. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (ESD)		X		
5. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (EHS)				X
6. Require sewer service that may not be available by the area's waste water treatment provider? (EHS, ESD)				X

7. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs in compliance with all applicable laws? (EHS)				X
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Discussion- Items XVII-1,2,6:

The proposed project will result in the construction of parking lot improvements. The proposed project does not create any wastewater and will not exceed any wastewater requirements of the Regional Water Quality Control Board and will not require any new or expanded wastewater services. Therefore, there is no impact.

Discussion- Item XVII-3:

The project will not require sewage disposal and will not require or result in the construction of a new septic system. Therefore, there is no impact.

Discussion- Item XVII-4:

The project proposes to construct drainage improvements consisting of new vegetated swales. The construction of the vegetated swales has the potential to create grading and drainage impacts. The proposed project's impacts associated with the construction of new drainage facilities can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Item XVII-4:

Refer to text in MM VI.1 through MM VI.3 and MM IX.1, MM IX.3, and MM IX.4

Discussion- Items XVII-5,7:

This project will not require water, sewer, or solid waste disposal services, as the project will not generate wastewater, solid waste or require treated water. Therefore, this project will not result in impacts associated with the provision of water, sewer, or solid waste disposal services. Therefore, there is no impact.

E. MANDATORY FINDINGS OF SIGNIFICANCE:

Environmental Issue	Yes	No
1. Does the project have the potential to degrade the quality of the environment, substantially impact biological resources, or eliminate important examples of the major periods of California history or prehistory?		X
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)		X
3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?		X

F. OTHER RESPONSIBLE AND TRUSTEE AGENCIES whose approval is required:

<input type="checkbox"/> California Department of Fish and Wildlife	<input type="checkbox"/> Local Agency Formation Commission (LAFCO)
<input type="checkbox"/> California Department of Forestry	<input type="checkbox"/> National Marine Fisheries Service
<input type="checkbox"/> California Department of Health Services	<input checked="" type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> California Department of Toxic Substances	<input type="checkbox"/> U.S. Army Corp of Engineers
<input checked="" type="checkbox"/> California Department of Transportation	<input type="checkbox"/> U.S. Fish and Wildlife Service
<input type="checkbox"/> California Integrated Waste Management Board	<input type="checkbox"/> _____

<input checked="" type="checkbox"/> California Regional Water Quality Control Board	<input type="checkbox"/> _____
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G. DETERMINATION – The Environmental Review Committee finds that:

Although the proposed project **COULD** have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because the mitigation measures described herein have been added to the project. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

H. ENVIRONMENTAL REVIEW COMMITTEE (Persons/Departments consulted):

- Planning Services Division, Stacy Wydra, Chairperson
- Planning Services Division, Air Quality, Gerry Haas
- Engineering and Surveying Division, Phillip Frantz
- Department of Public Works, Transportation
- Environmental Health Services, Justin Hansen
- Flood Control Districts, Andrew Darrow
- Facility Services, Parks, Andy Fisher

Signature  Date March 26, 2015
 Crystal Jacobsen, Environmental Coordinator

I. SUPPORTING INFORMATION SOURCES: The following public documents were utilized and site-specific studies prepared to evaluate in detail the effects or impacts associated with the project. This information is available for public review, Monday through Friday, 8am to 5pm, at the Placer County Community Development Resource Agency, Environmental Coordination Services, 3091 County Center Drive, Auburn, CA 95603. For Tahoe projects, the document will also be available in our Tahoe Division office, 775 North Lake Blvd., Tahoe City, CA 96145.

County Documents	<input checked="" type="checkbox"/> Air Pollution Control District Rules & Regulations	
	<input checked="" type="checkbox"/> Kings Beach Community Plan	
	<input checked="" type="checkbox"/> Environmental Review Ordinance	
	<input checked="" type="checkbox"/> North Tahoe General Plan	
	<input checked="" type="checkbox"/> Grading Ordinance	
	<input checked="" type="checkbox"/> Land Development Manual	
	<input type="checkbox"/> Land Division Ordinance	
	<input checked="" type="checkbox"/> Stormwater Management Manual	
	<input checked="" type="checkbox"/> Tree Ordinance	
	<input type="checkbox"/> _____	
Trustee Agency Documents	<input type="checkbox"/> Department of Toxic Substances Control	
	<input type="checkbox"/> _____	
Site-Specific Studies	Planning Services Division	<input checked="" type="checkbox"/> Wetlands and Biological Resources Assessment Update
		<input type="checkbox"/> Cultural Resources Pedestrian Survey
		<input checked="" type="checkbox"/> Archaeological Survey Report
		<input checked="" type="checkbox"/> Lighting & Photometric Plan
		<input type="checkbox"/> Paleontological Survey
		<input checked="" type="checkbox"/> Tree Survey & Arborist Report
		<input type="checkbox"/> Visual Impact Analysis
		<input type="checkbox"/> Wetland Delineation
		<input checked="" type="checkbox"/> Acoustical Analysis
<input type="checkbox"/> _____		

	Engineering & Surveying Division, Flood Control District	<input type="checkbox"/> Phasing Plan
		<input checked="" type="checkbox"/> Preliminary Grading Plan
		<input type="checkbox"/> Preliminary Geotechnical Report
		<input checked="" type="checkbox"/> Preliminary Drainage Report
		<input checked="" type="checkbox"/> Stormwater & Surface Water Quality BMP Plan
		<input type="checkbox"/> Traffic Study
		<input type="checkbox"/> Sewer Pipeline Capacity Analysis
		<input type="checkbox"/> Placer County Commercial/Industrial Waste Survey (where public sewer is available)
		<input type="checkbox"/> Sewer Master Plan
		<input type="checkbox"/> Utility Plan
	<input type="checkbox"/> Tentative Map _____	
	Environmental Health Services	<input type="checkbox"/> Groundwater Contamination Report
		<input type="checkbox"/> Hydro-Geological Study
		<input type="checkbox"/> Phase I Environmental Site Assessment
		<input type="checkbox"/> Soils Screening
		<input type="checkbox"/> Preliminary Endangerment Assessment
	<input type="checkbox"/> _____	
	Planning Services Division, Air Quality	<input type="checkbox"/> CALINE4 Carbon Monoxide Analysis
		<input type="checkbox"/> Construction Emission & Dust Control Plan
		<input type="checkbox"/> Geotechnical Report (for naturally occurring asbestos)
		<input type="checkbox"/> Health Risk Assessment
		<input type="checkbox"/> CalEEMod Model Output
	<input type="checkbox"/> _____	
	Fire Department	<input type="checkbox"/> Emergency Response and/or Evacuation Plan
		<input type="checkbox"/> Traffic & Circulation Plan
		<input type="checkbox"/> _____