



COUNTY OF PLACER
Community Development Resource Agency

**ENVIRONMENTAL
COORDINATION
SERVICES**

Michael J. Johnson, AICP
Agency Director

E. J. Ivaldi, 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: Alpine Meadows Hot Wheels Chairlift Replacement (PCPA 20120038)

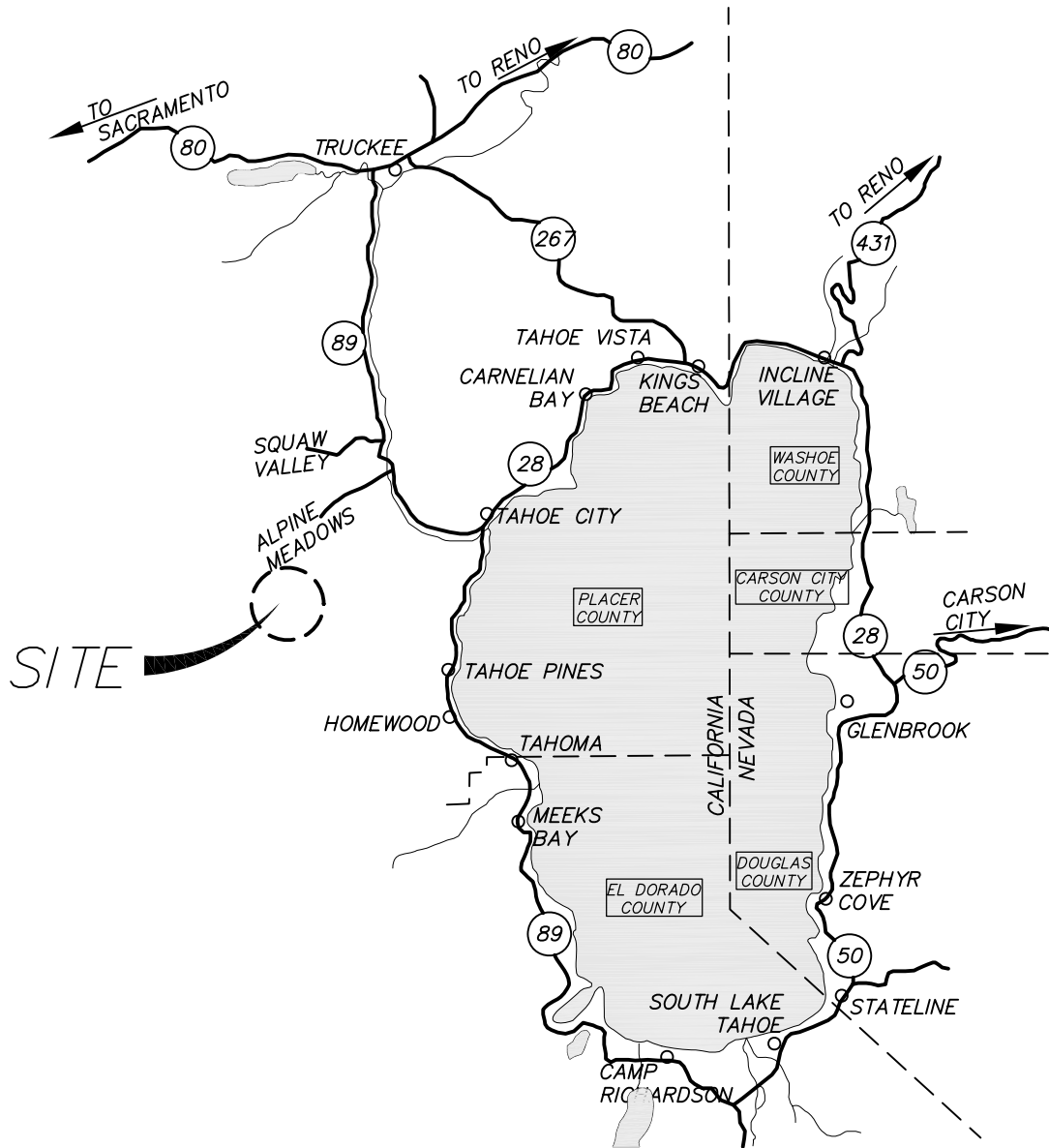
PROJECT DESCRIPTION: The project proposes the approval of a Conditional Use Permit to upgrade and lengthen the Hot Wheels Chairlift to improve the recreational experience and facilitate access to its Sherwood Bowl area.

PROJECT LOCATION: Ski Hill of Alpine Meadows Ski Resort, Alpine Meadows, Placer County

APPLICANT: Alpine Meadows Ski Resort LLC., PO Box 2874, 1901 Chamonix Place, Olympic Valley CA 95146

The comment period for this document closes on **July 9, 2012**. 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 Tahoe City 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 Planning Commission. 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.

Published in Sierra Sun on Wednesday, June 13, 2012

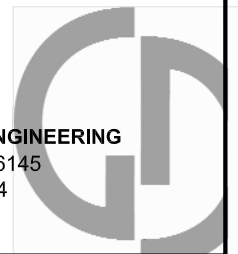


VICINITY MAP

NOT TO SCALE

GARY DAVIS GROUP **DESIGN AND ENGINEERING**
 post office box 7409 tahoe city, ca 96145
 tel 530.583.9222 fax 530.583.9294

garydavisgroup.com





COUNTY OF PLACER
Community Development Resource Agency

**ENVIRONMENTAL
COORDINATION
SERVICES**

Michael J. Johnson, AICP
Agency Director

E. J. Ivaldi, Coordinator

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: Alpine Meadows Hot Wheels Chairlift Replacement	Plus# PCPA 20120038
Description: The project proposes the approval of a Conditional Use Permit to upgrade and lengthen the Hot Wheels Chairlift to improve the recreational experience and facilitate access to its Sherwood Bowl area.	
Location: Ski Hill of Alpine Meadows Ski Resort, Alpine Meadows, Placer County	
Project Owner: Alpine Meadows Ski Resort LLC., PO Box 2874, 1901 Chamonix Place, Olympic Valley CA 95146	
Project Applicant: Adrienne Graham, 4533 Oxbow Drive, Sacramento, CA 95864, (916)206-0135	
County Contact Person: Stacy Wydra	530-581-6288

PUBLIC NOTICE

The comment period for this document closes on **July 9, 2012**. A copy of the Negative Declaration is available for public review at the County's web site <http://www.placer.ca.gov/Departments/CommunityDevelopment/EnvCoordSvcsvs/NegDec.aspx>, Community Development Resource Agency public counter, Tahoe City Library and Truckee Public Library. Property owners within 300 feet of the subject site shall be notified by mail of the upcoming hearing before the Planning Commission. 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.

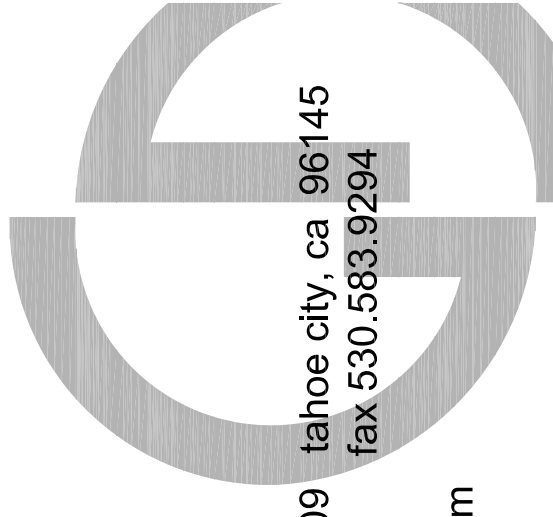
If you wish to appeal the appropriateness or adequacy of this document, address your written comments to our finding that the project will not have a significant adverse effect on the environment: (1) identify the environmental effect(s), why they would occur, and why they would be significant, and (2) 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.

ALPINE MEADOWS HOT WHEELS/ REPLACEMENT/ EXTENSION

ALPINE MEADOWS SKI RESORT LLC
ALPINE MEADOWS, CA
PLACER COUNTY
19-010-008 83-010-062

**GARY DAVIS GROUP
DESIGN AND ENGINEERING**

post office box 7409 tahoe city, ca 96145
tel 530.583.9222 fax 530.583.9294
garydavisgroup.com



Issues and Revisions	No.	Date	Issue & Revision	By	Check

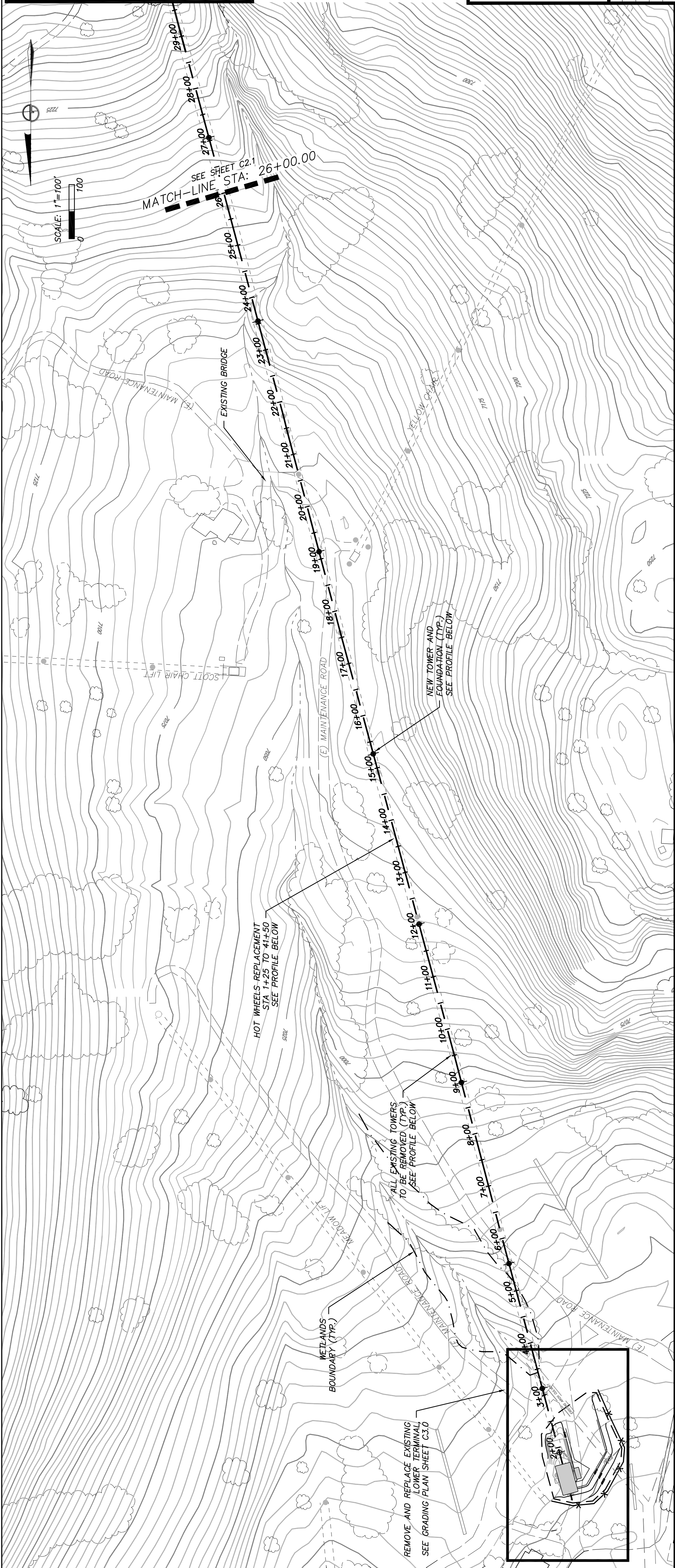
Designed By	GD
Drafted By	SMD
Checked By	JB
Client Information	
ALPINE MEADOWS SKI RESORT LLC	
ATTN: ANDY WIRTH	
P.O. BOX 2007	
OLYMPIC VALLEY ,CA 96146	
Project Number	(530)452-7150
	767.74

All drawings and written material appearing herein constitute original and unpublished work of the engineer and may not be duplicated, used or disclosed without written consent of the engineer. © GDC2012

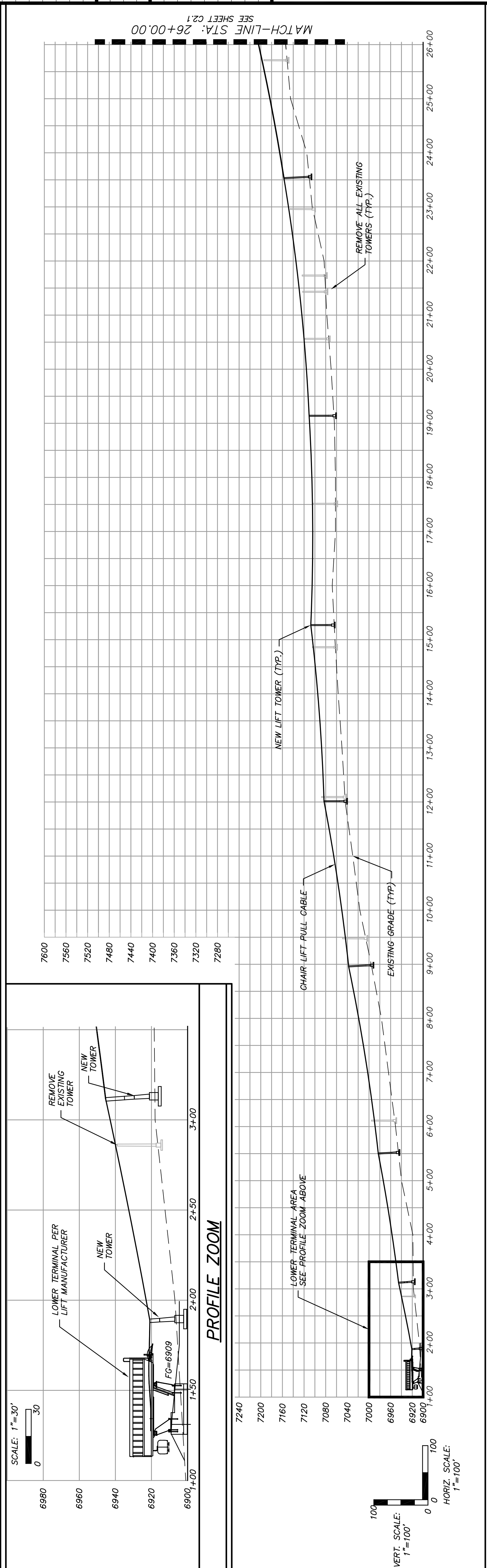
HOT WHEELS CHAIR (1+00 - 26+00)

Scale AS NOTED
File 767.74-EQ PLAN.dwg
Plot Date 2/8/12

C2.0



PLAN



PROFILE



COUNTY OF PLACER
Community Development Resource Agency

**ENVIRONMENTAL
COORDINATION
SERVICES**

Michael J. Johnson, AICP
Agency Director

E. J. Ivaldi, Coordinator

3091 County Center Drive, Suite 190 • Auburn • California 95603 • 530-745-3132 • fax 530-745-3080 • www.placer.ca.gov

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: Alpine Meadows Hot Wheels Chairlift Replacement	Plus# PCPA 20120038
Entitlement(s): Conditional Use Permit	
Site Area: 848 acres / 36,938,880 square feet	APN: 083-010-062
Location: Ski Hill of Alpine Meadows Ski Resort, Alpine Meadows, Placer County	

A. BACKGROUND:

Project Description:

The applicant is requesting approval of a Conditional Use Permit to improve the recreational experience for Novice and Low Intermediate skiers and snowboarders, and facilitate access to its Sherwood Bowl area, Alpine Meadows ski resort is proposing to upgrade and lengthen the Hot Wheels Chairlift. Specially, the project proposes to replace the existing triple Hot Wheels Chairlift with a new detachable quad chairlift operating at an hourly capacity of 2,400 skiers per hour. The proposed Chairlift would replace the existing fixed-grip chairlift that operates at an hourly capacity of 1,800 skiers per hour. The existing lift is approximately 4,000 feet long – the lower 3,300 feet of the lift's alignment is located on National Forest Service (NFS) land and the upper 700 feet of the lift's alignment is on Alpine Meadows private land. The Hot Wheel bottom terminal and towers 1-13 site on NFS land, and the top terminal and towers 14-16 are on private land. This environmental document prepared by Placer County only pertains to the portions of the project that are located on private land. The United States Forest Service will review the portions of the project located on the NSF lands and will process the environmental review and make the appropriate environmental determinations.

In order for the proposed Hot Wheels chairlift to deliver both improved lift service for lower level skiers on Alpine's front-side and enhance overall mountain circulation, the new lift would be extended by approximately 1,000 feet to the Sherwood Bowl ridge and would be equipped with a mid-unload station, for lower level access to the front-side, that would be located at the existing Hot Wheels top terminal (on private land). The lift's new top terminal would be

located near the Sherwood Bowl ridge, allowing direct access to Sherwood Bowl ski terrain. The proposed location of the new Hot Wheels top terminal would be on private land just to the north of and outside of the Lake Tahoe Basin and California Tahoe Conservancy boundary.

It is estimated that, on average, about three quarters of the proposed lift capacity (1,800 skiers per hour) would unload at the mid-station for repeat-skiing back to the base of the lift. The remaining 600 skiers per hour would ride through the mid-station to the top terminal for access to Sherwood Bowl and other areas of the upper mountain. Based upon these use patterns, the portion of the new Hot Wheels lift hourly capacity that would influence Alpine’s daily skier capacity is the number of skiers that would disembark from the lift at the mid-unload station for repeat-skiing on the front side of the mountain, 1,800 skiers per hour, the same hourly capacity as the existing Hot Wheels chairlift. The remaining 600 skiers per hour would be using the lift for access and circulation to other repeat-ski lift pods elsewhere on the mountain (Sherwood Bowl, Lake View, etc.). The access and circulation role of a lift’s hourly capacity does not contribute to a ski area’s at-one-time daily capacity. Accordingly, the Hot Wheels Lift Replacement Project is designed to maintain the existing resort-wide lift and terrain capacity such that peak-day visitation would not increase, while improving the operational efficiency of the lift network and enhancing the overall resort appeal and performance. Alpine is not proposing any expansion of its parking lots or day lodge space to accommodate an increase in its design-day or peak-day capacity.

For the removal of the existing Hot Wheels terminal structures, construction equipment would utilize existing work roads to access the top and bottom terminals to the lift. The top and bottom steel terminal structures would be removed from the site by truck. Concrete footings at both terminal stations would require demolition and removal to make way for the new terminal footings, which would be located in approximately the same location. The earthen unload ramp at the existing lift’s top terminal location, as well as the remnants from the demolished existing concrete footing, would be stockpiled on site and reused for the unload ramp of the new lift.

It is anticipated that some of the existing towers may be reused, but until this can be confirmed, this project description assumes that all of the existing intermediate line towers could be removed and replaced with new towers in different locations. If necessary, and where existing work roads do not exist, construction access for removal of intermediate line towers would be by ATV, for transporting cutting torches and tools. Line towers and tower cross arms would be removed from the site by helicopter, or by crane and truck where road access is possible. Abandoned concrete tower footings would be left in place. Intermediate tower footings extend just above the ground and little or no backfilling would be required. Excavated material would be stabilized in accordance with the measures contained in a project Storm Water Pollution Prevention Plan (SWPPP). Excess material would be utilized for new terminals to make for a balanced project. Disturbed areas would be revegetated immediately following construction activities. Equipment storage would be in a previously disturbed area in close proximity to the project site areas and stabilized after construction activities.

The following table summarizes anticipated lift removal projects that would occur on private land and those that would occur on NFS land.

Project	On Private Land	On NFS Land	Total
Lift terminal structure removal (includes drive and tension equipment and operator’s huts)	Removal and Replacement of the Hot Wheels upper, unloading terminal structure	Removal and Replacement of the Hot Wheels lower, loading terminal structure	Two lift terminal structures and two operators’ huts removed
Lift tower removal	3 towers removed (existing towers #14-16)	13 towers removed (existing towers #1 – 13)	16 towers to be removed
Lift tower cross arms removal	3 tower cross arms removed	13 tower cross arms removed	16 tower cross arms removed

The new Hot Wheels lift would be installed in two sections. The lower section – from the bottom terminal to the mid-unload station – would be in the same corridor as the existing chairlift (minimal tree removal required) and all of the existing towers would be replaced with new towers in different locations. The upper section – from the mid-unload station to the top terminal – would require tree removal for the lift corridor and all new tower installation.

The new lower loading terminal of the proposed lift would be located at approximately 6,905 feet in elevation (at the current site of the bottom terminal of the existing Hot Wheels lift), and excavation and grading would disturb an area estimated at 0.5 acres. The mid-unload station of the proposed lift would be located at approximately 7,555 feet in elevation (at the current site of the top unloading terminal of the existing Hot Wheels lift), and excavation and

grading would disturb an area estimated at 1.0 acres. The new top unloading terminal would be located at approximately 7,945 feet in elevation, and excavation and grading would disturb an area estimated less than 0.5 acres. The amount of grading at each terminal would be minimized to the extent that is practical.

According to preliminary design calculations by the lift manufacturer, 13 new towers would be installed on the lower section. The new tower footings would require approximately 600 square feet of ground disturbance each.

For the upper section, the preliminary design indicated the need for six (6) lift towers. Each tower footing would require approximately 600 square feet of ground disturbance. A total of 19 new towers will be required to be installed for the new Hot Wheels Chairlift.

Construction equipment for lift installation would access the top and bottom terminals and mid-unload station of the proposed lift via existing work roads. Excavation equipment, including but not limited to track hoe excavator to dig foundation holes, would access each new tower location over undisturbed ground, and care would be taken to minimize disturbance to the surface soil mantle and vegetation. Where necessary, tower footing holes may be dug by hand. Excavated material would be stored onsite and used for backfill, to blend with surrounding ground contours and/or utilize for terminal stations to make for a balance project. Excavated material would be stabilized in accordance with the measures contained in the project SWPPP, final Construction Documents, and BMP plans.

Concrete for tower and terminal footings would be hauled in by truck, or flown in and poured by helicopter where road access does not exist. Towers and cross arms would be transported and set by helicopter or by crane and vehicles and/or by track hoe excavator to each new tower location over undisturbed ground where road access is possible. Terminal components would be transported to the site by truck, although it may be preferable in certain cases to transport some components by helicopter.

The following table summarizes anticipated lift installation projects that would occur on private land and those that would occur on NFS land.

Project	On Private Land	On NFS Land	Total
Lift terminal structure installation (includes drive and tension equipment and operators' huts)	Install mid-unload station and top terminal structures with operators' huts (2 total)	Install bottom terminal structure with operators' hut, chair storage rail and access gates	Three lift terminal structures, three operators' huts, chair storage rail and access gates
Lift terminal excavation and grading	Mid-unload station – 1.0 acre max.; top terminal – 0.5 acres max. (max 1.5 acres disturbance)	Bottom terminal – 0.5 acres maximum disturbance	Total disturbance for lift terminal excavation / grading – 2.0 acres
Lift tower installation	8 towers installed	11 towers installed	19 towers installed
Lift tower excavation and grading	4,800 square feet of disturbance	6,600 square feet of disturbance	11,400 square feet of disturbance (0.26 acres)
Tree removal	141 trees (of which 114 trees are diseased or dead)	Up to 11 trees	Up to 153 trees

The new Hot Wheels chairlift will be driven by an electric motor for primary operations and a diesel auxiliary motor for operation in the event of a power failure. The chairlift would also be equipped with a diesel evacuation motor that would be used in the event of a mechanical failure.

Project Site (Background/Existing Setting):

The Alpine Meadows ski resort (Alpine) is located within Placer County on United State Forest Service, State of California and private land 42 miles west of Reno in the Sierra Nevada mountain range. Alpine maintains approximately 45 formal ski trails and 14 chairlifts across two (2) mountains and eight (8) bowls on approximately 2,100 acres.

The existing Hot Wheels Chairlift is used primarily by Novice and Low Intermediate skiers. The terrain served by Hot Wheels is an important “next step” in the skier’s learning progression after graduating from the beginners’ surface lifts and Meadow and Subway chairlifts in the base area. However, the low rope speed of this fixed-grip chairlift results in a ride time that can exceed ten (10) minutes. This project proposes to replace the existing lift with a high-speed detachable quad chairlift, which would shorten the ride time by one half and provide an easier loading

process that would reduce chairlift slow-downs and stoppages. The upgrade would cause the Hot Wheels Chairlift to be more popular for learning skiers and ski school classes.

The proposed Hot Wheels replacement chairlift would also improve access to the desirable but remote Sherwood Bowl area. Currently, Sherwood Bowl can only be reached by hiking from the Alpine Bowl or Summit Six chairlifts, or following a long, flat skiway traverse (Ray's Rut) that is difficult to negotiate. Ray's Rut required significant snow to open for skiing and is difficult to maintain due to cross-slope conditions and snow drifting. The proposed Chairlift would be extended to the ridge that separates Alpine's front-side into Sherwood Bowl, and bypassing the current Ray's Rut and hiking access routes. The current difficult and limited access to Sherwood Bowl causes the areas to be underutilized, and the proposed lift replacement would improve utilization and allow more skiers to enjoy the area more frequently.

The watershed area encompasses the Hot Wheels Chairlift totaling approximately 370 acres. Runoff from this watershed is collected and conveyed by a natural drainage way constituting one of the tributaries to Bear Creek. Near the bottom terminal of the Hot Wheels Chairlift the natural drainage way enters a CMP arch culvert with a maximum height of five feet and bottom width of twelve feet with approximately three feet of head available over the top of the pipe prior to overflow. This arch culvert discharges to a much larger arch culvert a few hundred feet downstream.

The areas affected by the project are in already disturbed and natural terrain that is currently used for ski runs. The upper terrain traversed by the lift extension includes steeper terrain than that traversed by the existing lift alignment and some tree removal will be required. The steeper upper terrain is near the top of the watershed so the volume of runoff experienced in this area should be relatively small. The amount of tree removal anticipated with respect to a reduction in tree cover within the watershed is considered negligible. In addition, the area of work involved in the Chairlift replacement is small relative to the watershed to which it is tributary.

In addition to the well defined natural drainage way bisecting the watershed area other drainage courses that exist are intermittent drainage swales that are typically dry in the summer and convey spring runoff. There are no ponding areas within proximity of the chairlifts or structures that are vulnerable to flooding. Peak runoff events have numerous overland paths and flows discharge rapidly down the mountain. Much of the natural ground surface is hard and rocky and includes some solid granite outcroppings. For the purpose of this report there are no man made impervious areas that are included in the drainage calculations.

Infiltration trenches are proposed to be installed around the roof drip line of both the upper and lower terminals. In compliance with the requirements of the Lahontan Regional Water Quality Control Board, the infiltration BMPs will be able to store a volume equal to the 20-year, 1-hour storm event, which is equivalent to 0.7 inches of precipitation over all impervious surfaces.

The project area is located on the north facing slopes within the ski area adjacent to the primary natural drainage way that serves the watershed area, at an elevation ranging from approximately 6,900 to about 7,950 feet above sea level. Slopes within the watershed for the most part generally range from 20 to 50 percent. The primary natural drainage is defined by the topography though no 100-year flood limits are indicated.

The on-site vegetation consists of very limited stands of mixed conifer forest with a brush/grass under growth. Tree species include Jeffery pine, sugar pine and white fir. The limited predominant brush species include green-leaf Manzanita, tobacco brush, lupine, mule ears, and squaw carpet. This area has historically been utilized for skiing for decades. The canopy cover in most of the affected area is negligible. There are some trees within the lift extension alignment that will be removed. The watershed is currently used for summer and winter recreation such as alpine skiing, mountain biking and hiking. The access and maintenance roads have seen substantial use over the years and are generally stabilized with regards to their response to storm events.

B. ENVIRONMENTAL SETTING:

Location	Zoning	General Plan/Community Plan Designations	Existing Conditions and Improvements
Site	FOR-B-X 160 AC. MIN. (Forestry, combining minimum Building Site of 160 Acres)	Greenbelt	Ski Lifts / Ski Runs / Ski Trails
North	O (Open Space)	Open Space	Undeveloped Land
South	same as project site	same as project site	same as project site

East	same as project site	same as project site	same as project site
West	same as project site	same as project site	same as project site

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
- ➔ Alpine Meadows 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- Items I-1,2,3:

The proposed upper, unloading terminal is to be located approximately 1,000 feet above the existing upper, unloading terminal of the existing Hot Wheels Chairlift at 7,555 feet in elevation. The new upper, unloading terminal would be located at 7,945 feet in elevation, and excavation and grading would disturb an area estimated at less than 0.5 acres. The upper, unloading terminal is proposed to be located in an area that would require minimal disturbance in that it is fairly flat and the trees and vegetation to be removed is at the recommendation of the Forester to promote a healthy vegetative environment. Although the location of the upper, unloading terminal is not classified as a scenic vista, the terminal may be visible from higher elevations of the Sierras. However, there are other similar Chairlift terminals that are located at or above the elevation proposed for the Hot Wheels Chairlift. It can be determined that the proposed Chairlift is in keeping with existing operations and visual impacts. However, to further ensure there are no visual impacts a mitigation measure is recommended to ensure that the terminal is painted to blend with the natural environment it surrounds. The implementation of this mitigation measure will ensure that there are no significant visual impacts.

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

MM 1.1 To ensure there is no adverse effect on a scenic vista, the upper, unloading terminal shall be painted to blend with the natural environment. The color of the terminal shall be reviewed and approved by the Development Review Committee prior to the approval of the Improvement Plans.

Discussion- Item I-4:

The proposed Chairlift Replacement will not create a new source of substantial light or glare in that there is no lighting proposed and the terminal will be required to be painted with non-reflective paint to ensure there will be no glare from the proposed Chairlift.

Mitigation Measures- Item I-4:

MM 1.2 To ensure there is no glare created from the terminals, the terminals of the proposed Hot Wheels Chairlift shall be painted with non-reflective paint.

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- All Items:

There are no farmlands or agricultural operations on or in the vicinity of the project site. The approval of the project will not result in a need to rezone the property and the development of the site will not result in a significant loss or conversion of forest land to non-forest uses.

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 (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (PLN, Air Quality)		X		
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 Mountain County Air Basin (MCAB) portion of Placer County within the jurisdiction of the Placer County Air Pollution Control District (District). The MCAB is designated as nonattainment for federal and state ozone (O₃) standards, and nonattainment for the state particulate matter standard (PM₁₀).

The project proposes improvements to the Alpine Meadows ski lift network including the removal of an existing fixed-grip triple chairlift (Hot Wheels lift) and replacement of the lift section with a new quad lift. In addition, the existing top of the Hot Wheels lift will become a mid-mountain detachable lift that will continue 1,000 feet further up the mountain with new lift poles and a new top end terminal. Stationary source equipment (diesel powered back-up engines), will be replaced and upgraded.

OPERATIONAL EMISSIONS:

Project improvements for the lift network include the replacement of stationary source equipment with new models which will be subject to the current U.S. Environmental Protection Agency (USEPA) engine standards. Hours of operation for the proposed equipment would not exceed 30 hours per year for maintenance and would be limited to occasional involuntary interruptions of electrical power.

Any engine greater than 50 brake horsepower, any boiler that produces heat in excess of 1,000,000 Btu per hour, or any equipment or process which discharges two pounds per day or more of pollutants is subject to the District's Rule 501 and is subject to the California Health & Safety Code, Section 39013. Stationary source equipment associated with this project shall obtain approval of an Authority to Construct (AC) permit from the Placer County Air Pollution Control District (District). With the implementation of Mitigation Measure III.1, the project would not generate a significant impact to regional air quality, as the related operational emissions would be mitigated below the District's criteria pollutant threshold. Operation of the project will, therefore, not result in a significant obstruction to the Sacramento Ozone Attainment Plan.

Because existing stationary source equipment cannot be relocated without the consent of the District, the project will be required to obtain written consent to relocate any chair lift engines or motors from the District, prior to construction.

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. A Dust Control Plan shall be submitted to the District for approval prior to the commencement of earth disturbing activities demonstrating all proposed measures to reduce air pollutant emissions. With the implementation of Mitigation Measures III.2 and III.3, including submission of a dust control plan and notes on the grading/improvement plans, 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 Stationary source equipment associated with this project shall obtain approval of an Authority to Construct (AC) permit from the Placer County Air Pollution Control District. Any engine greater than 50 brake horsepower, any boiler that produces heat in excess of 1,000,000 Btu per hour, or any equipment or process which discharges two pounds per day or more of pollutants is subject to the District's Rule 501 and also to the California Health & Safety Code, Section 39013. Existing equipment shall not be relocated or continue use without the consent of the District.

MM III.2 Prior to approval of Grading or Improvement Plans, (whichever occurs), on project sites greater than one acre, the applicant shall submit a Construction Emission / Dust Control Plan to the Placer County APCD. If APCD does not respond within twenty (20) days of the plan being accepted as complete, the plan shall be considered approved. The applicant shall provide written evidence, provided by APCD, to the local jurisdiction (city or county) that the plan has been submitted to APCD. It is the responsibility of the applicant to deliver the approved plan to the local jurisdiction. The applicant shall not break ground prior to receiving APCD approval, of the Construction Emission / Dust Control Plan, and delivering that approval to the local jurisdiction issuing the permit.

MM III.3 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. Operational emissions resulting from the stationary source equipment would be located at a distance from public areas. Because of the dispersive properties of diesel PM and proposed distances from the stationary source equipment from public areas, TAC emissions would not expose sensitive receptors to substantial pollutant concentrations and therefore would have a less than significant effect. The project does not include any uses or features that which would emit odors. 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 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- Items IV-1,2,3,4,7,8:

While it is the applicant’s intent to work around and preserve existing trees on the project site, the potential exists that some existing trees may need to be trimmed and/or removed to allow for the implementation of the proposed project. Based upon an on-site tree survey performed by *Under the Trees Forestry and Environmental Services*, approximately 142 trees will need to be removed along the upper alignment of the Hot Wheels Chairlift to provide necessary clearance for the lift. Of the 142 trees, 114 trees were determined to be diseased or dead and should be removed to promote forest health. Due to the extensive tree cover currently existing on-site and within the surrounding area, it has been determined that the project’s impacts to biological resources will be less than significant and no mitigation measures are required. As is currently required by the Placer County Code, any impacts to trees will need to be mitigated in accordance with Placer County requirements. Lastly, the proposed project would 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.

Discussion- Item IV-5:

For the replacement of the Hot Wheels Chairlift, sixteen (16) new towers are required to be installed and three new terminals for loading, mid-unload and upper unloading. According the Delineation of Clean Water Act Jurisdiction and Biological Evaluation prepared on January 15, 2012 by Marcus H. Bole and Associates, the 50-acre Wetland Study Area supports 0.10 acres of open water and 3.07 acres of riparian wetland habitat. According to the Wetland Delineation Map in Enclosure D of the Evaluation, it appears as though the majority of the designated open water and riparian wetland habitat are located on the USFS land. However, to ensure there are no significant impacts to the wetlands (if exist on the private land) mitigation shall require that prior to any grading and/or installation of towers or removal and/or installation of the new terminals, the mitigation of the wetland delineation shall be incorporated into the project’s design to ensure that any potential impacts are reduced to a less than significant level. If wetlands, would be affected on USFS/NFS property, the project will comply with federal policy.

Mitigation Measures- Item IV-5:

MM IV.1 Prior to any grading work and/or the installation of any towers or terminals and/or the approval of the improvement plans, the project shall incorporate and implement all mitigation measures of the wetland delineation as recommended by the wetland specialist and approved by Placer County Development Review Committee into the project’s design to ensure that the potential significant impact to wetlands are reduced to a less than significant level. If it is found that wetlands do exist, the areas of wetlands shall be designated on the submitted Improvement Plans for the project.

MM IV.2 Prior to Improvement Plan approval, the applicant shall provide to the Development Review Committee (DRC), a Vegetation Management Plan (VMP), prepared by a Registered Professional Forester, that evaluates tree/vegetation removal, and/or trees with disturbance to its critical root zone, addresses fuel load and fire hazard reduction, and identifies tree plantings designed to enhance wildlife habitat, aesthetic quality and forest health in the forest environment. The applicant shall provide to the DRC an implementation plan that demonstrates compliance with the recommendations of the VMP.

MM IV.3 Prior to Improvement Plan approval, the applicant shall furnish to the Development Review Committee (DRC), evidence that the California Department of Fish and Game, the U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service (if applicable) have been notified by certified letter in the event wetlands, streams, and/or vernal pools if exist on the property or within the general vicinity of the project site area. Prior to Improvement Plan approval, if permits are required, they shall be obtained and copies submitted to DRC. Any clearing, grading, or excavation work shall not occur until the Improvement Plans have been approved.

MM IV.4 Prior to the approval of the Improvement Plans, the wetlands report (if any wetlands are determined) shall be field verified by the U.S. Army Corps of Engineers, the U.S. Fish and Wildlife Service, and the California Department of Fish and Game as deemed necessary by the Development Review Committee (DRC). If significant discrepancies arise between the report and the field investigation of these agencies, the DRC shall schedule a hearing before the Planning Commission to consider modification of the project’s permit approvals.

MM IV.5 If wetlands are to be affected as a result of the project, prior to Improvement Plan approval, a Mitigation Monitoring Implementation Program (MMIP) for the replacement of wetlands/riparian vegetation which resembles the density and species composition of the existing wetland area shall be prepared by a qualified wetlands biologist. Said MMIP shall be submitted to the Planning Services Division and shall comply with Article 18.28 of the Placer County Environmental Review Ordinance. Where stormwater detention/retention is proposed in conjunction with wetlands replacement or enhancement, the monitoring program shall consider sediment removal and restoration within disturbed areas. Project construction and project monitoring shall comply with the criteria defined in the Mitigated Negative Declaration Mitigation Monitoring Implementation Plan and the requirements of the Department of Fish and Game.

An annual monitoring report for a minimum period of three (3) years from the date of installation, prepared by the above-cited professional, shall be submitted to the Development Review Committee (DRC) for review and approval.

Prior to the Improvement Plan approval, if applicable, a Letter of Credit, Certificate of Deposit, or cash deposit in the amount of 100 percent of the accepted proposal shall be deposited with the Placer County Planning Services Division to assure on-going performance of the monitoring program. Evidence of this deposit shall be provided to the satisfaction of the DRC prior to the approval of Improvement Plans. For the purposes of administrative and program review by Placer County, an additional 25 percent of the estimated cost of the Monitoring Program shall be paid to the County, in cash, at the time that the 100 percent deposit is made. With the exception of the 25 percent administrative fee, 100 percent of the estimated costs of implementing the monitoring program shall be returned to the applicant once the applicant has demonstrated that all three (3) years of monitoring have been completed to the satisfaction of the DRC. Refunds will only be available at the end of the entire review period.

It is the applicant's responsibility to ensure compliance with the MMIP. Violation of any components of the approved MMIP may result in enforcement activities per Placer County Environmental Review Ordinance, Section 18.28.080. If a monitoring report is not submitted for any one year, or combination of years, as outlined in these conditions, the County has the option of utilizing these funds and hiring a consultant to implement the MMIP. Failure to submit annual monitoring reports could also result in forfeiture of a portion of, or all of, the deposit. An agreement between the applicant and County shall be prepared which meets DRC approval that allows the County use of this deposit to assure performance of the MMIP in the event the developer fails to perform.

MM IV.6 Prior to Improvement Plan approval, a MMIP (Erosion Control/Water Quality) shall be prepared by a civil engineer or other Development Review Committee (DRC) approved erosion control specialist for review and approval by the DRC. The MMIP's shall evaluate the success rate of applicable conditions contained herein, as determined appropriate by the Engineering and Surveying Department.

An annual monitoring report for a minimum period of three (3) years from the date of installation, prepared by the above-cited professional, shall be submitted to the DRC for review and approval. Any corrective action shall be the responsibility of the homeowners' association.

Prior to Improvement Plan approval, a Letter of Credit, Certificate of Deposit, or cash deposit in the amount of 100 percent of the accepted proposal shall be deposited with the Placer County Planning Services Division to assure on-going performance of the monitoring program. Evidence of this deposit shall be provided to the satisfaction of the DRC prior to the approval of Improvement Plans. For the purposes of administrative and program review by Placer County, an additional 25 percent of the estimated cost of the Monitoring Program shall be paid to the County, in cash, at the time that the 100 percent deposit is made. With the exception of the 25 percent of the administrative fee, 100% of the estimated costs of implementing the monitoring program shall be returned to the applicant once the applicant has demonstrated that all three (3) years of monitoring have been completed to the satisfaction of the DRC. Refunds will only be available at the end of the entire review period.

It is the applicant's responsibility to ensure compliance with the MMIP. Violation of any components of the approved MMIP may result in enforcement activities per Placer County Environmental Review Ordinance, Section 18.28.080. If a monitoring report is not submitted for any one year, or combination of years, as outlined in these conditions, the County has the option of utilizing these funds and hiring a consultant to implement the MMIP. Failure to submit annual monitoring reports could also result in forfeiture of a portion of, or all of, the deposit. An agreement between the applicant and County shall be prepared which meets DRC approval that allows the County use of this deposit to assure performance of the MMIP in the event the Applicant and/or Contractor fails to perform.

Discussion- Item IV-6:

Based upon a wildlife assessment of the project area, several special status species could potentially occur in the project area. Based on previous surveys and the developed nature of the property, Marcus H. Bole and Associates

biologists and alpine botanists performed surveys between August 2, 2011 and November 20, 2011 to coincide with the blooming periods of the target plant species and movement times of the special-status wildlife species. All plants encountered during the surveys were identified to the highest taxonomic level necessary for a rare plant determination. It was determined that the special status plant species are not currently present on the project site. Additionally, no special-status wildlife or their specific micro-habitats were observed during onsite evaluations. There are no known aquatic or riparian habitats present in or near the project area. Implementation of the proposed project will not impact wetland, oak woodland, riparian or aquatic habitats. No federal or state listed plant or animal species were observed within the fifty-acre Wetland Study Area. Two special status animals have the potential to occur on-site, although during the summer/fall 2011 surveys, no individuals were observed. As the project area is already developed with ski chairlifts, the developed nature of the site is unlikely to result in impacts to migratory wildlife species within the project vicinity. For the stabilization of exposed soils following the completion of lift tower installation, terminal foundation work and construction, and utility line installation, an approved seed mix would be spread and covered with mulch. Detailed specifications for vegetation management guidelines would be detailed in the SWPPP. No mitigation measures are required for this discussion.

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-1,2,3,4,5:

An Archaeological Inventory Survey prepared by Marcus H. Bole and Associates did not identify any cultural resources in proximity to the proposed project area. No unique paleontological resource or geologic features have been identified on the site. There have been no unique ethnic cultural values associated or identified with the Chairlift project site.

Discussion- Item V-6:

Although no known resources were identified in the vicinity of the project site, there may be undiscovered resources on the site that could be unearthed during development activities. The following standard condition will be included for the project:

“If any archeological artifacts, exotic rock (on-native) or unusual amounts of shell or bone are uncovered during any on-site construction activities, all work must stop immediately in the area and a certified archeologist retained to evaluate the deposit in consultation with the Washoe Tribe. The Placer County Planning Department and Department of Museums must also be contacted for review of the archeological find(s).

If the discovery consists of human remains, the Placer County Corner, Native American Heritage Commission and the Washoe Tribe of Nevada and California and a representative from the Placer County Museums must also be contacted. Work in the area may only proceed after authorization is granted by the Placer County Planning Department. A note to this effect shall be provided on the Improvement Plans for the project.

Following a review of the new find and consultation with appropriate experts, if necessary, the authority to proceed may be accompanied by the addition of development requirements, which provide protection of the site, and/or additional mitigation measures necessary to address the unique or sensitive nature of the site.”

With the inclusion of this standard Condition of Approval, any potential cultural resources issues would be reduced to less than significant issues. No mitigation measures are required.

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? (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 Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property? (ESD)				X

Discussion- Item VI-1:

This project does not propose any features that would expose people or structures to unstable earth conditions or changes in geologic substructures.

Discussion- Items VI-2,5:

Implementation of the proposed project will result in the removal on private lands of the Hot Wheels top terminal structure, three existing towers, and three tower cross arms. On private lands, the project will construct a new mid-unload station and top terminal structure with operators’ huts as well as eight new towers installed for the additional 1,000 feet of ski lift to Sherwood Bowl ridge. Grading activities will be associated with the installation of the two terminals, new towers, footings, and earthen ramps. The total area of disturbance for both lift terminal structure installation (including drive and tension equipment and operator’s huts) and lift tower excavation and grading is approximately 1.61 acres. An additional 0.65 acres would be disturbed on National Forest Service lands (subject to United States Forest Service (USFS) approval) for a project total of 2.26 acres. The project involves cuts up to 20 feet and fills up to 20 feet in height with finished slopes at no more than 2:1. An estimated 5,000 cubic yards of soil will be moved within the project boundary, and the project is expected to balance on-site, although it is possible that 1,000 cubic yards of material could be imported. Any import will need to be identified, reviewed and approved with the project’s Improvement Plans. To construct the improvements proposed, potentially significant disruption of soils on site could occur, including excavation/ compaction for towers, ramps, and terminals. This disruption of soils on

the site has the potential to result in significant increases in erosion of soils. The proposed project's impacts associated with soil disruptions, displacements, and compaction of the soil as well as erosion of soils from the site can be mitigated to a less than significant level by implementing the Placer County General Plan and Alpine Meadows General Plan Goals and Policies as well as the following mitigation measures agreed to by the applicant:

Mitigation Measures- Items VI-2,5:

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 Engineering and Surveying Department (ESD) 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. The applicant shall pay plan check and inspection 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 ESD in both hard copy and electronic versions in a format to be approved by the ESD prior to acceptance by the County of site improvements.

Prior to the County's final acceptance of the project's improvements, submit to the Engineering and Surveying Department 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 Development Review Committee (DRC). All cut/fill slopes shall be at a maximum of 2:1 (horizontal: vertical) unless a soils report supports a steeper slope and the Engineering and Surveying Department (ESD) 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 Engineering and Surveying Department (ESD).

The applicant shall submit to the ESD 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 DRC/ESD for a determination of substantial conformance to the project approvals prior to any further work proceeding. Failure of the DRC/ESD to make a determination of substantial conformance may serve as grounds for the revocation/modification of the project approval by the appropriate hearing body.

MM VI.3 Water quality Best Management Practices (BMPs), shall be designed according to the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New

Development/Redevelopment, and/or for Industrial and Commercial, (and/or other similar source as approved by the Engineering and Surveying Department (ESD)).

Construction (temporary) BMPs for the project include, but are not limited to: silt fencing, straw wattles, staging areas, tree protection fencing, dust control and other miscellaneous provisions as shown on the BMP plan.

MM VI.4 There shall be no grading or other disturbance of ground between October 15 of any year and May 1 of the following year, unless a Variance has been granted by the RWQCB and the Placer County ESD.

MM VI.5 All grading operations shall occur after snow has melted and when conditions are dry.

MM VI.6 Truck routes are to be located across existing maintenance access roads.

MM VI.7 After completion of construction project, all surplus or waste earthen materials shall be removed from the site and deposited in an approved disposal location or stabilized onsite.

MM VI.8 Dewatering, if necessary, shall be completed in a manner so as to eliminate the discharge of earthen materials from the site.

MM VI.9 Prior to Improvement Plan approval, submit Proof of Contract with a State licensed contractor if blasting is required for the installation of site improvements. The developer shall comply with applicable County Ordinances that relate to blasting and use only State licensed contractors to conduct these operations.

MM VI.10 The Improvement Plan submittal shall include a geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer. The report shall address and make recommendations on the following:

- A) Structural foundations
- B) Grading practices;
- C) Erosion/winterization;
- D) Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.)
- E) Slope stability

Once approved by the Engineering and Surveying Department (ESD), two copies of the final report shall be provided to the ESD and one copy to the Building Services Division for its use. If the soils report indicates the presence of critically expansive or other soils problems that, if not corrected, could lead to structural defects, a certification of completion of the requirements of the soils report shall be required for subdivisions, prior to approval of the Improvement Plans. It is the responsibility of the developer to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report.

Discussion- Item VI-3:

The project proposes excavations for new towers, earthen ramps and terminal foundations with minimal contour grading as shown on the preliminary grading plan. Finished slopes for this project shall be no steeper than 2:1, unless otherwise supported by a Geotechnical Report and approved by ESD. The proposed changes to topography are consistent with typical development of this type and with the Placer County General Plan, Alpine Meadows General Plan, and the Grading Ordinance. Therefore, the projects impacts related to a substantial change in topography are considered less than significant. No mitigation measures are required.

Discussion- Item VI-4:

The mid-unload station is a previously disturbed site, and there are no unique geologic or physical features at this site that will be destroyed, covered or modified. While the proposed top mountain terminal is new and will be located near the Sherwood Bowl ridge at approximately 7,945 feet in elevation, only 0.5 acre will be disturbed with minimized disturbance to surrounding soils and vegetation. An additional 0.65 acres would be disturbed on NFS land (subject to USFS approval) for a project total of 2.26 acres. Therefore, the projects impacts related to the destruction, coverage, or modification to unique geologic or physical features at this site are considered less than significant. No mitigation measures are required.

Discussion- Item VI-6:

This project proposes removal of an existing fixed-grip triple chairlift and the replacement along the same alignment with a new detachable quad chairlift, as well as an extension of the lift to a new higher top terminal for an additional 1,000 feet in length. The total new chairlift length will be approximately 5,100 feet. The project does not propose any

changes to features that would alter the deposition or erosion or changes in siltation which might modify a river, stream or lake. There is no impact.

Discussion- Item VI-7:

The Alpine Meadows area is prone to avalanches. However, the area is currently within an avalanche control program, performed by ski patrol to ensure the safety of people at the resort. The ski resort is open to the public for skiing subject to snow safety conditions and measures. No mud slides or other geologic or geomorphological hazards have been observed at or near this project site. Therefore, the projects impacts related to the exposure of people or property to geologic and geomorphological (i.e. Avalanches) hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards are considered less than significant. No mitigation measures are required.

Discussion- Items VI-8,9:

There are no known landslides or slope instability within the project site. The site is located within Seismic Zone 3 and ground shaking will occur during seismic events on nearby faults. Based on soil reports for projects in the area, the soil conditions on site generally consists of silty sand with gravel and well graded sand with gravel. No highly plastic, compressible or potentially expansive soils are anticipated. There is no impact.

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 vehicle trips generated by the additional guests, on-site fuel combustion for space and water heating and off-site emissions generated by utility providers associated with the project’s electricity and water demands.

The project would result in the operation of stationary source equipment and associated minor grading. Operation of the new equipment would result in fewer CO₂ emissions compared to the continued use of existing equipment. 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). 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. A diesel-fueled engine is located at the project site for use in the event of a power outage or mechanical failure, and a diesel tank is incorporated into the design of this engine. A spill prevention plan and hazardous materials business plan is on file with Environmental Health Services. As a condition of this project, the proponent will update their spill prevention plan and hazardous materials business plan with Environmental Health Services. Accordingly, impacts related to the release of hazardous substances are considered less than significant. No mitigation measures are required.

Discussion- Item VIII-3:

There are no school sites located within the vicinity of the project area. Further, 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.

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

Discussion- Items VIII-5,6,7:

The proposed project is not within an airport land use plan, within two miles of a public airport, or within the vicinity of a private airstrip and therefore would not result in a safety hazard for people residing or working within the project area. Site development activities will include the limited removal of vegetation on the project site and the thinning of vegetation around the site, reducing the effect of wildland fires. Mosquito breeding is not expected to significantly impact this project. Common problems associated with over watering of landscaping and residential irrigation have the potential to breed mosquitoes.

Based upon the above analysis, implementation of the proposed project will not expose people to existing sources of potential health hazards.

Discussion- Item VIII-8:

The project will not create a health hazard or potential health hazard.

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.

Discussion- Item IX-2:

This project will not utilize groundwater and will not create an impermeable surface. Therefore, the project will not substantially deplete groundwater supplies or interfere with groundwater recharge.

Discussion- Item IX-3:

The proposed project involves approximately 1.61 acres of earth disturbance on private lands within Placer County. An additional 0.65 acres would be disturbed on National Forest Service lands (subject to United States Forest

Service (USFS) approval) for a project total of 2.26 acres. The project area is located on the north facing slopes within the ski area adjacent to the primary natural drainage way that serves the watershed area, at an elevation ranging from about 6,900 to about 7,950 feet above sea level. Slopes within the watershed for the most part generally range from 20% to 50%. The proposed project consists of replacing the existing Hot Wheels Lift in its current location within already disturbed and natural terrain and extending the lift approximately 1,000 feet beyond the current top terminal to the nearby Sherwood Canyon ridgeline. The watershed area which encompasses the Hot Wheels chair lift totals approximately 370 acres. A preliminary drainage report was prepared for the proposed project (Gary Davis Group, January 2012). The upper terrain traversed by the lift extension includes steeper terrain than that traversed by the existing lift alignment and some tree removal will be required. The steeper terrain is near the top of the watershed so the volume of runoff experienced in this area is expected to be relatively small. The area of work involved in the lift replacement is small relative to the size of the watershed to which it is tributary. All disturbed areas will be graded and revegetated. The proposed construction will not significantly alter the drainage patterns of the site. Therefore, there is no impact.

Discussion- Item IX-4:

The proposed project consists of replacing the existing Hot Wheels chairlift in its current alignment as well as extending the lift approximately 1,000 feet to the adjacent Sherwood Canyon ridgeline to improve resort circulation. A preliminary drainage report was prepared for the proposed project (Gary Davis Group, January 2012). A well defined natural drainage way bisects the 370 acre watershed area that contains this lift replacement project. In addition, other drainage courses exist within the watersheds that are intermittent swales, typically dry in the summer while conveying runoff in the spring. Peak runoff events have numerous overland paths and flows discharge rapidly down the mountain and this condition will not alter significantly after construction the proposed lift replacement and extension project. Infiltration trenches are proposed to be installed around the roof lines the new terminals. The Preliminary Drainage Report shows that the proposed improvements do not increase flows under post-developed conditions. Therefore, there is no impact.

Discussion- Items IX-5,6:

The project area is located in Alpine Meadows, on the north facing slopes of the ski resort, at elevations ranging from about 6,900 to about 7,950 feet above sea level. The construction of the proposed improvements has the potential to degrade water quality. Stormwater runoff naturally contains numerous constituents; however, as the intensity of land use by man increases, the constituent concentrations typically increase to levels that potentially impact water quality. Pollutants associated with stormwater include (but are not limited to) sediment, suspended solids, nutrients, oils/greases, construction waste, metals, pesticides, herbicides, fertilizers, etc. The proposed project 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. Erosion potential and water quality impacts are always present during construction and occur when protective vegetative cover is removed and soils are disturbed. In this case, it is primarily the shaping of the multiple tower footings, terminals, and earthen ramps that could contribute to erosion and water quality degradation. The project's potential impacts associated with water quality can be mitigated to a less than significant level by implementing applicable Placer County General Plan and Alpine Meadows General Plan Goals and Policies as well as the following mitigation measures agreed to by the applicant:

Mitigation Measures- Items IX-5,6:

Refer to text in MM VI.1, MM VI.2, MM VI.3 as well as:

MM IX.1 Water quality treatment facilities (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 Engineering and Surveying Department (ESD) such as the RC&D Erosion and Sediment Control Guidelines for Developing Areas of the Sierra Foothills and Mountains).

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:

- a) Drip line trenches and infiltration trenches.
- b) Soil Stabilization and revegetation of disturbed areas.

No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.

MM IX.2 The following BMPs shall be listed in the Notes section on the Improvement Plans and constructed/installed as a part of the project:

- Protect existing vegetation onsite to the extent feasible (e.g., install tree protection fencing during construction).
- Install construction entrance to minimize tracking of earthen material to adjoining streets.
- Install erosion control fencing and vegetation protection on the down slopes of terminal grading activities.
- Install dikes to divert sheet flow from newly disturbed areas until revegetation can be completed and the ground stabilized.
- Install permanent water quality features, such as water breaks, a rock-lined swale, and revegetation of ski trails and disturbed areas to treat and convey runoff.
- Dispose of excess excavated materials at appropriate disposal sites.
- Revegetate, mulch, or apply matting to disturbed areas immediately following construction activities.
- Store equipment in a previously disturbed area and stabilize this area immediately following construction activities.
- Prior to grading, where practical, existing topsoil resources will be removed, either by machine or by hand, and stockpiled in an area where soils storage will not cause a long-term resource impact. Cover piles for wind erosion protection.
- Subsequent to approved grading activities, cleared topsoil shall be re-spread on the disturbed site, mulched, and re-seeded.
- Erosion control blankets (e.g., coir or jute netting) may be required to aid in vegetation establishment within the project areas on slopes greater than 10 percent, or heavy mulch comprised of organic materials will be used.
- Re-seeding efforts will utilize a native or naturalized seed-mix favoring cold tolerant plants to improve establishment and survival in the alpine climate.

MM IX.3 The following specific construction practices shall be listed in the Notes section on the Improvement Plans and implemented as follows:

- Maintain all construction equipment to prevent oil or other fluid leaks.
- Keep stockpiled spill cleanup materials readily accessible.
- Regularly inspect on-site vehicles and equipment for leaks, and repair immediately.
- Vehicle fueling shall be limited to the Alpine Meadows parking lot and/or maintenance building.
- Check incoming vehicles and equipment (including delivery and employee and subcontractor vehicles) for leaking oil and fluids. Do not allow leaking vehicles or equipment on-site.
- Segregate and recycle wastes, such as greases, used oil or filters, antifreeze, cleaning solutions, automotive batteries, hydraulic, and transmission fluids.
- Always use containment, such as drip pan or drop cloth, to catch spills or leaks when removing or changing fluids.
- Use drip pans for any oil or fluid changes.
- Wet and dry building materials with the potential to pollute runoff shall be handled and delivered with care and stored under cover and/or surrounded by berms and sediment protection fencing when rain is forecast or during wet weather.
- Employees and subcontractors shall be trained in proper material delivery, handling, and storage practices.
- Purchase, transport to site, and use only the amount needed for the work on-site.
- When possible, purchase and use non-hazardous and environmentally friendly materials.
- Label and store all hazardous materials according to local, state and federal regulations.
- The contractor shall dispose of all construction waste at a legal disposal site in accordance with Placer County Specifications.
- Avoid mixing excess amounts of fresh concrete or cement mortar on-site.
- Filter fabric fencing or a combination of straw rolls/filter fabric fencing shall be used to contain concrete washout areas. Concrete washout areas should be located within a building or roadway footprint, if possible, to minimize disturbance to the project site.
- Store dry and wet materials away from waterways and storm drains; cover and contain to protect from rainfall and prevent runoff.

MM IX.4 Runoff from impervious areas shall be limited to roof runoff at the new lift terminals. This runoff shall be treated to Lahontan RWQCB standards by infiltration trenches. These trenches shall be sized in the final drainage report based on actual impervious areas.

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

Discussion- Item IX-7:

The project will not utilize groundwater or otherwise interfere with groundwater supply. Therefore the project will not otherwise substantially degrade ground water quality.

Discussion- Items IX-8,9,10:

The project site is not within a 100-year flood hazard area as defined and mapped by the Federal Emergency Management Agency (FEMA). No improvements are proposed within a 100-year flood hazard area and no flood flows would be impeded or redirected. The project location is elevated well above areas that are subject to flooding, and therefore there are no impacts due to exposing people or structures to a significant risk or loss, injury, or death, including flooding as a result or failure of a levee or dam. Therefore, there is no impact.

Discussion- Item IX-11:

The project will not utilize groundwater. Therefore the project will not alter the direction or rate of flow of groundwater.

Discussion- Item IX-12:

The project area is located in Alpine Meadows and drainage from the project area flows into a natural drainage way that is a tributary to Bear Creek. Soil disruption has the potential to increase siltation of Bear Creek. Most project area drainage is by sheet flow, which is interrupted by downed timber, pine needle duff, and rock outcroppings. Therefore, existing drainage is primarily infiltrated into soil. The project’s potential impacts to surface water quality can be mitigated to a less than significant level by implementing applicable Placer County General Plan and Alpine Meadows General Plan Goals and Policies as well as 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.2, MM IX.3, MM IX.4, MM IX.5

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- All Items:

As the proposed project includes the removal of an existing chairlift and the construction of a modified chairlift within an existing ski resort area, the project as proposed will not physically divide an established community. The project site is located within the Alpine Meadows General Plan, Forestry Zoning District. Ski lifts and ski trails are an allowed use with approval of a Conditional Use Permit. Permitting active commercial recreational uses is the intent of the Forestry District of the Placer County Zoning Ordinance while at the same time retains the general character of the mountainous forest environment.

The project will not 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. The project as designed will avoid environmental effects to habitat, as no habitat is proposed to be impacted by the project.

The project area is currently used as a chairlift and ski runs within the existing operations of the Alpine Meadows ski hill. The replacement of existing chairlift and the construction of a new modified and extended chairlift will continue to be compatible with the existing operations of the ski hill. As previously discussed, the project will not affect agricultural and timber resources or operations in that the project will not impact soils or farmlands and timber harvest plans or create an incompatible land use.

As proposed, the project will not cause economic or social changes that would result in significant adverse physical changes to the environment such as urban decay or deterioration. The intent of the project is to provide more consistent operations by upgrading the antiquated chairlifts to a state of the art facility with most modern advances in safety and operations which will further the economic and social situations on the ski hill.

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:

The proposed project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state as the project area does not contain known mineral resources that would be of value to the region and the residents of the state. The Alpine Meadows General Plan does not delineate the project site as a source of any locally-important mineral resources. The development of the site will not result in a loss of availability of such resources.

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- Items XII-1,2,4,5:

The project site is situated within the existing Alpine Meadows ski resort area, and the project area is already utilized for skiing purposes. The existing sources of noise in this vicinity include the noise from chairlift operations and the noise from skiers and snowboarders; there are no sensitive receptors in proximity to this project area. The daily operations of a ski area will not exceed the existing noise thresholds and will not result in any substantial permanent increase in ambient noise levels.

Discussion- Item XII-3:

Construction of the proposed project will create a temporary increase in ambient noise levels, which could exceed Ordinance standards. However, because there are no sensitive receptors in the immediate vicinity, no adverse impact will result. No mitigation measures are required.

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 involves the removal of the existing chairlift and the reconstruction of a new, modified chairlift. Implementation of the proposed project will not induce population growth. The proposed project is a commercial development and will not displace housing.

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- All Items:

As the proposed project will not increase the number of skiers either on the mountain or in this particular area of the resort, the proposed project will not result in additional demand for any public services.

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- All Items:

Implementation of the proposed project will improve recreational opportunities in the project area, and will not increase the use of any existing neighborhood or regional parks. The construction and operation of this facility will have no effect on existing recreational facilities in the area and no new facilities will need to be constructed as a result of the development of this project.

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		X		

on roads, or congestion at intersections)? (ESD)				
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 increase the skier capacity for the Hot Wheels chairlift from the existing 1,800 skiers per hour to a capacity of 2,400 skiers per hour for the new detachable quad chairlift. The proposed project creates site-specific impacts on local transportation systems that are considered less than significant when analyzed against the existing baseline traffic conditions and roadway segment / intersection existing LOS. However, the cumulative effect of an increase in traffic has the potential to create significant impacts to the area’s transportation system. Article 15.28.010 of the Placer County Code establishes a road network Capital Improvement Program (CIP). This project is subject to this code and, therefore, required to pay traffic impact fees to fund the CIP for area roadway improvements. With the payment of traffic mitigation fees for the ultimate construction of the CIP improvements, the traffic impacts are considered less than significant.

Mitigation Measures- Items XV-1,2:

MM XV.1 This project will be subject to the payment of traffic impact fees that are in effect in this area (Tahoe Fee District), pursuant to applicable Ordinances and Resolutions. The applicant is notified that the following traffic mitigation fee(s) will be required and shall be paid to Placer County DPW prior to issuance of any Building Permits for the project:

- A) County Wide Traffic Limitation Zone: Article 15.28.010, Placer County Code

The current estimated fee is \$21,008 for the increased mountain capacity of 600 skiers per hour. The fees were calculated using the information supplied by the applicant. If the use changes, then the fees will change. The actual fees paid will be those in effect at the time the payment occurs.

Discussion- Item XVI-3:

The proposed project is a ski lift replacement and extension on the existing ski resort mountain area. There will be no increased impacts to vehicle safety due to roadway design features (i.e. sharp curves or dangerous intersections) or incompatible uses. There is no impact.

Discussion- Item XVI-4:

The proposed project will replace an existing ski lift with a higher speed lift and extend the lift by approximately 1,000 feet onto private lands within the upper mountain area. The North Tahoe Fire Protection District will serve the project. Adequate emergency access and access to nearby uses is already in place for this project as part of the existing ski resort snow patrol and emergency response operations. There is no impact.

Discussion- Items XVI-5,8:

As the proposed project includes the removing of an existing chairlift and reconstruction of the chairlift with a modified chairlift, that will provide an additional capacity of approximately 600 skiers per hour. It is anticipated that, on average, about three-quarters of the proposed lift’s hourly capacity (1,800 skiers per hour) would unload at the mid-station for beginners to immediate skiing back to the base of the lift. The remaining 600 skiers per hour would ride through the mid-station to the top terminal for access to Sherwood Bowl and other areas of the upper mountain for more advanced skiing. The access and circulation role of a lift’s hourly capacity does not contribute to a ski area’s at-one-time daily capacity. Accordingly, the Hot Wheels Lift Replacement Project is designed to maintain the existing resort-wide lift and terrain capacity and relocate skiers from the flat skiway traverse (Ray’s Rut) such that peak-day visitation would not increase, while improving the operational efficiency of the lift network and enhance the overall resort appeal and performance. For these reasons, additional parking is not required in that the implementation of the proposed project will not generate any new vehicle trips than would already be assigned to the ski resort.

Discussion- Item XVI-6:

The ski lift replacement project would not create hazards or barriers for pedestrians or bicyclists. There is no impact.

Discussion- Item XVI-7:

The proposed ski lift replacement project does not conflict 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. 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

Discussion- All Items:

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.

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

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 Department, Rebecca Taber
 Department of Public Works, Transportation
 Environmental Health Services, Justin Hansen
 Flood Control Districts, Andrew Darrow
 Facility Services, Parks, Andy Fisher
 North Tahoe Fire Protection District



Signature _____ Date June 7, 2012
 E. J. Ivaldi, 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, Suite 190, 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.

County Documents	<input checked="" type="checkbox"/> Air Pollution Control District Rules & Regulations	
	<input checked="" type="checkbox"/> Community Plan	
	<input checked="" type="checkbox"/> Environmental Review Ordinance	
	<input checked="" type="checkbox"/> General Plan	
	<input checked="" type="checkbox"/> Grading Ordinance	
	<input checked="" type="checkbox"/> Land Development Manual	
	<input checked="" 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"/> Biological Study
		<input type="checkbox"/> Cultural Resources Pedestrian Survey
		<input checked="" type="checkbox"/> Cultural Resources Records Search
		<input 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 checked="" type="checkbox"/> Wetland Delineation
		<input type="checkbox"/> Acoustical Analysis
		<input type="checkbox"/> _____
	Engineering & Surveying Department, 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	<input type="checkbox"/> CALINE4 Carbon Monoxide Analysis
		<input type="checkbox"/> Construction Emission & Dust Control Plan

	Division, Air Quality	<input type="checkbox"/> Geotechnical Report (for naturally occurring asbestos)
		<input type="checkbox"/> Health Risk Assessment
		<input type="checkbox"/> URBEMIS 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"/> _____
Mosquito Abatement District	<input type="checkbox"/> Guidelines and Standards for Vector Prevention in Proposed Developments	
	<input type="checkbox"/> _____	