

# Final Master Environmental Impact Report

## Sly Park Recreation Area Master Plan

*March 2007*

SCH No. 2004102011

Prepared for:  
El Dorado Irrigation District



Prepared by:  
 **FOOTHILL ASSOCIATES**



# Sly Park Recreation Area Master Plan

Final Master Environmental Impact Report  
SCH No. 2004102011

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*Submitted Pursuant to: Division 13,  
California Public Resources Code*

Prepared for:  
**El Dorado Irrigation District**  
2890 Mosquito Road  
Placerville, California 95667

March 2007



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## 1.0 INTRODUCTION

### 1.1 Purpose of the Final EIR

This document, in combination with the Draft Master Environmental Impact Report (Draft Master EIR) dated January 2007, is the Final Master Environmental Impact Report (Final Master EIR) for the Sly Park Recreation Area (SPRA) Master Plan. As required by the California Environmental Quality Act (CEQA) and Section 15088 of the CEQA Guidelines specifically, the Lead Agency (El Dorado Irrigation District (EID)) is required to evaluate comments on environmental issues received from persons who reviewed the SPRA Master Plan Draft Master EIR and prepare a written response. These written responses, together with the SPRA Master Plan Draft EIR, constitute the Final Master EIR for the project. The Draft Master EIR is incorporated by reference in its entirety, consistent with CEQA Guidelines Section 15150.

The Draft EIR was circulated for public review from January 22, 2007 through March 8, 2007. A public hearing was held on the proposed Master Plan and Draft Master EIR on March 12, 2007. Comments were received in three ways:

- Written comments were received by letter,
- Spoken comments were received at the March 12, 2007 public hearing, and
- Written comments were received at the March 12, 2007 public hearing.

This Final Master EIR contains public comments received from agencies and individuals on the Draft Master EIR.

### 1.2 Organization of the Final EIR

This Final Master EIR for the SPRA Master Plan is organized into four sections, which are summarized below:

#### **Section 1 – Introduction**

This section provides information on the purpose and content of the Final Master EIR as well as a summary of the public participation process to date.

#### **Section 2 – Comments and Responses**

This section provides a list of all written and spoken public comments received from agencies and individuals. Each comment letter and written and spoken comment is provided and annotated with comment numbers. EID's responses to annotated comments follow each letter or summary of spoken comments. The responses may include clarifications to the Draft Master EIR, references to Draft Master EIR sections, and when necessary, changes to the text of the Draft Master EIR.

#### **Section 3 – Changes to the Draft EIR**

This section includes all revisions and changes to the Draft Master EIR as a result of responses to comments and updates. Deletions are shown in strike out (~~strike out~~) and additions are shown in underline (underline).

## **Section 4 – Mitigation Monitoring and Reporting Program**

Revisions to this section include the project's revised Mitigation Monitoring and Reporting Program (MMRP), with changes as a result of the comments and responses to comments.

### **1.3 Summary of Public Participation Process to Date**

As part of the initial environmental review process for the proposed project, an Initial Study and Notice of Preparation (NOP) were circulated by EID on September 30, 2004. The NOP was circulated to inform responsible agencies and the public of the proposed project and to solicit comments on issues of concern to be evaluated in the Draft Master EIR. The NOP and comments were included in the Draft Master EIR as Appendix A.

Public meetings were held on May 8 and 9, 2004 for EIR Public Scoping and the Master Plan. Subsequent public meetings were held on June 22 and 23, 2004 for the Master Plan. A Master Plan Design Charette was held on August 11, 2004.

The Draft Master EIR was circulated for public review from January 22, 2007 through March 8, 2007. This Final Master EIR contains public comments received on the Draft Master EIR. A public hearing on the proposed Master Plan and Draft EIR was held on March 12, 2007. Document availability was also posted on EID's website ([www.eid.org](http://www.eid.org)). Public notices were posted at the following locations: Park entrance; Sly Park Headquarters building; Pollock Pines Community Center; EID Headquarters (2890 Mosquito Road, Placerville, CA); El Dorado County Library (Placerville, El Dorado Hills, Cameron Park, and Pollock Pines branches); Folsom Library; and the Placer County Library, Granite Bay branch. Notices were also mailed to homeowners associations around Sly Park, responsible agencies, Amador County Planning Department, El Dorado County Planning Department, Placer County Planning Department, Sacramento County Planning and Community Development Department, City of Folsom Community Development Department, City of Placerville, and other agencies and individuals with an interest in the project. A public hearing notice was also published in the Sacramento Bee, Mountain Democrat, El Dorado Hills Telegraph and the Folsom Telegraph on dates between January 22 and February 14, 2007. Other appropriate public interest groups and citizens were sent copies of the public hearing notice.

## 2.0 COMMENTS AND RESPONSES

### 2.1 Response to Comments

CEQA Guidelines Section 15088(b) requires responses to comments to “describe the disposition of *significant environmental issues raised*” (e.g., revisions to the proposed Project to mitigate anticipated impacts or objections). In particular, the major environmental issues raised when the lead agency’s position is at variance with recommendations and objections raised in the comments must be addressed in detail giving reasons why specific comments and suggestions were not accepted. There must be a good faith, reasoned analysis in response. These responses to comments on the Draft Master EIR comply with this requirement. Even when a comment does not raise a significant environmental issue, it has been included and forwarded for review by decision-makers.

Throughout the responses to comments, certain comments are addressed by revising the Final Master EIR. The response notes that text has been added to or deleted from the Draft Master EIR to address the comment, and the revised Final Master EIR text is indicated with ~~strikeout~~ or underlining.

Commenter	Method	Date
California Regional Water Quality Control Board – Central Valley Region 11020 Sun Center Drive, #200 Rancho Cordova, CA 95670	Written	February 21, 2007
Alice Q. Howard 1487 Crooked Mile Court, Placerville, CA 95667	Written	March 6, 2007
State of California Governor’s Office of Planning and Research State Clearinghouse and Planning Unit 1400 Tenth Street Sacramento, CA 95812	Written	March 5, 2007
El Dorado County Fire Protection District Bruce M. Lacher, Fire Chief 4040 Carson Road Camino, CA 95709	Written	February 23, 2007
Director Wheeldon (EID Board of Directors)	Verbal	March 12, 2007
Nathan Slemmer (Local Resident)	Written and Verbal	March 12, 2007
Lori Lindenauer (Local Resident)	Verbal	March 12, 2007
Shelly Kiern (Local Resident)	Verbal	March 12, 2007
Heide DeHarte (Local Resident)	Verbal	March 12, 2007

## 2.2 Comment Letters

Individual comments have been identified in each comment letter with a corresponding comment number in the right margin. Following each comment letter is a “Response to Comments” page. Each “Response to Comment” page includes a summary of each numbered comment followed by a response to that comment. Some responses may be applicable to more than one comment.

When the responses include changes to the Draft EIR, deletions are shown in strike out (~~strike out~~) and additions are shown in underline (underline).

California Regional Water Quality Control Board, Central Valley Region



Linda S. Adams  
Secretary for  
Environmental  
Protection

California Regional Water Quality Control Board  
Central Valley Region

Karl E. Longley, ScD, P.E., Chair

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<http://www.waterboards.ca.gov/centralvalley>



Arnold  
Schwarzenegger  
Governor

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FEB 21 2007

21 February 2007

ADMINISTRATIVE &  
GENERAL SERVICES

Chris Word  
El Dorado Irrigation District  
2890 Mosquito Road  
Placerville, CA 95667

**SLY PARK RECREATION AREA MASTER PLAN AND DRAFT ENVIRONMENTAL IMPACT REPORT, STATE CLEARING HOUSE NO. 2004102011, EL DORADO COUNTY**

Regional Water Board staff has reviewed the 17 January 2007 Sly Park Recreation Area Master Plan and Draft Environmental Impact Report (EIR). According to the EIR, the Master Plan establishes goals and objectives for a phased 20-year development and expansion to the Sly Park Recreation Area in El Dorado County.

Currently the Sly Park Recreation Area consists of both primitive and improved campgrounds, hiking trails, equestrian trails, day use areas, and boating facilities. The proposed project consist of the construction and operation of a visitor center at the park entrance and year round camping and recreational vehicle facilities. Additionally, the Master Plan states that the Sly Park Recreation Area may be used for revenue generating events such as concerts, fishing tournaments, cycling and running events, ...etc.

Our agency is delegated the responsibility of protecting the quality of groundwater and surface waters of the state, so our comments will address concerns surrounding those issues.

Waste Discharge Requirements

Because of limited information in the EIR regarding the Recreation Area's current wastewater treatment and disposal system, and the anticipated nature and unknown volume of the wastewater generated from the proposed facility upgrades, the proposed facility is considered a potential threat to groundwater and surface water quality. Therefore, the proposed facility may be subject to Waste Discharge Requirements (WDRs) adopted by the Regional Water Board. Full compliance with the WDRs would be considered sufficient mitigation for potential water quality impacts associated with wastewater management. Groundwater monitoring wells will likely be required to ensure that groundwater quality is not degraded or polluted by the discharge.

Consistent with California Water Code Section 13260, the applicant is required to submit a complete RWD and obtain WDRs prior to discharging wastewater. Adoption of the WDRs can take 140 days or longer depending on the completeness of the RWD. The applicant is encouraged to submit the RWD as soon as possible so that adoption of the WDRs does not delay their ability to operate. Discharging wastewater without first securing WDRs is a violation of California Water Code Section 13260 and exposes the discharger to enforcement actions, including fines.

1

California Environmental Protection Agency



Sly Park Recreation Area  
SCH# 2004102011

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21 February 2007

Construction Storm Water Permit

A National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activities, Order No. 99-28-DWQ is required when a project involves clearing, grading, disturbances to the ground, such as stockpiling, or excavation. On 10 March 2003, as part of the new Phase II storm water regulations, all construction activity that disturbs one acre or greater or is part of a larger common plan of development or sale will require a construction storm water permit. A Construction Activities Storm Water General Permit must be obtained prior to construction. Additional information may be found at the website <http://www.waterboards.ca.gov/stormwtr/index.html>.

2

Industrial Storm Water Permit

Stormwater discharges associated with industrial sites must comply with the regulations contained in the State Water Resources Control Board (SWRCB) Water Quality Order No. 97-03-DWQ NPDES, General Permit No. CAS000001.

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Water Quality Certification - Wetlands

If a U.S. Army Corp of Engineers (ACOE) permit is required due to the disturbance of wetlands, then Water Quality Certification must be obtained from the Regional Board prior to initiation of project activities. Section 401 of the federal Clean Water Act requires that the project proponent for any project that impacts surface waters of the United States (such as streams and wetlands) must request a 401 Water Quality Certification from the Regional Board. Water Quality Certification must be obtained prior to initiation of project activities. The proponent must follow the ACOE 404(b)(1) Guidance to assure approval of their 401 Water Quality Certification application. The guidelines are as follows:

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1. Avoidance (Is the project the least environmentally damaging *practicable* alternative?)
2. Minimization (Does the project minimize any adverse effects to the impacted wetlands?)
3. Mitigation (Does the project mitigate to assure a no net loss of functional values?)

If you have any questions about the storm water program, please call Richard Muhl at (916) 464-4749 or Greg Vaughn at (916) 464-4742. Additional information is available via the Internet at the Regional Board's Storm Water website <http://www.waterboards.ca.gov/stormwtr/index.html>.

Thank you for the opportunity to comment on the proposed project. If you have any questions regarding waste discharge requirements please contact me at (916) 464-4635 or at [bkenny@waterboards.ca.gov](mailto:bkenny@waterboards.ca.gov).



Brendan Kenny  
Waste Discharge to Land Unit

cc: Fred Sanford, El Dorado County Environmental Management Department, Placerville

## Response to Comments of the California Regional Water Quality Control Board, Central Valley Region

### ***Comment 1 Response: Waste Discharge Requirements***

As discussed on page 18 and 19 of Section 4.9, Geology and Soils, of the Draft Master EIR, sanitary sewer service infrastructure is not currently available within SPRA. Individual projects proposed by EID that would likely involve the construction of septic systems would include: kitchens, shower and laundry facilities, and restroom facilities.

The SPRA Master Plan identifies the following design standards and guidelines relevant to the development of facilities with septic systems:

- Disposal of shower/laundry gray-water would be accomplished with either onsite leach fields or by removal from the site to an appropriate disposal facility. Leach fields would be sized and sited according the El Dorado County requirements.
- Disposal of Mess Hall gray-water would be accomplished with either onsite leach fields or by removal from the site to an appropriate disposal facility. Leach fields would be sized and sited according to El Dorado County requirements.

At this time, EID has no plans to develop sanitary sewer conveyance infrastructure within SPRA; therefore, all proposed structures would be required to develop on-site septic systems as required by Section 15.32.010(b) of the El Dorado County Code. The geotechnical report prepared by Youngdahl indicates SPRA soils are shallow and may not be capable of supporting planned improvements. Proposed new facilities and recreational improvements may be constrained by the capability of project site soils to accommodate septic or alternative waste water disposal systems. Site specific soils investigations would be required by the El Dorado County Environmental Health Division pursuant to the Design Standards for the Site Evaluation and Design of Sewage Disposal Systems adopted by resolution of the Board of Supervisors. No septic system or alternative waste water disposal system could be constructed without approval by the County Environmental Health Division, and Building Permits would not be issued for structures without clearance from the Environmental Health Division.

Implementation of the SPRA Master Plan and development of individually proposed projects would not involve the development of community septic systems or leach fields. However, development of the Sugarloaf Fine Arts Center may have the potential to result in the construction of a wastewater treatment system exceeding a flow rate of 5,000 gallons per day. If the ultimate design of the facility includes a discharge greater than 5,000 gallons per day, then pursuant to California Water Code Section 13260, and the regulations enforced by the Regional Water Quality Control Board, development of the Sugarloaf Fine Arts Center would require the submittal of a Report of Waste Discharge (RWD) to the Central Valley Regional Water Quality Control Board. Pursuant to review and approval of the RWD by the Regional Water Quality Control Board, the facility may be required to obtain and comply with Waste Discharge Requirements prior to discharging any wastewater.

**Comment 2 Response: Construction Storm Water Permit**

Page 9 of Section 4.11, Water Quality and Hydrology, of the Draft Master EIR identifies the need for the project to obtain coverage under the General Construction Storm Water Permit as follows:

*“Because construction of the proposed project would either disturb more than one acre or be part of a larger project, coverage under the General Construction Storm Water Permit would be required, necessitating the development and implementation of a SWPPP and storm-based BMP monitoring.”*

Compliance with the General Construction Storm Water Permit would also be required by El Dorado County during project review and approval of the Conditional Use Permit. Page 10 of the Draft Master EIR describes the County’s policies concerning compliance with NPDES:

*“El Dorado County has developed an erosion control policy for construction sites designed to meet NPDES storm water requirements as part of the County’s Municipal NPDES permit. Compliance with this policy, in conjunction with other policies and ordinances, is required unless the policy is modified based upon new or additional information made available to the County.”*

**Comment 3 Response: Industrial Storm Water Permit**

Development of the proposed project would not involve the development and operation of any industrial facilities requiring an Industrial Storm Water Permit, as identified in or required by State Water Resources Control Board Water Quality Order Number 97-03-DWQ NPDES, General Permit Number CAS000001.

**Comment 4 Response: Water Quality Certification**

The need for Water Quality Certification, as required by Section 401 of the federal Clean Water Act, is discussed on page 4.7-44 of the Draft Master EIR, which contains the following language:

*“In addition, Section 401 of the CWA (33 U.S.C. 1341) requires any applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into waters of the U.S. to obtain a certification that the discharge will comply with the applicable effluent limitations and water quality standards.”*

Page 4.7-62 of the Draft Master EIR also discusses the need for 401 Water Quality Certification related to any proposed Section 404 permitting. Mitigation Measure BIO-5 contains the following language:

*“...If a 404 permit is required for the SPRA Master Plan, water quality concerns during construction shall be addressed in a required Section 401 water quality certification by the Regional Water Quality Control Board...”*

Alice Q. Howard, 1487 Crooked Mile Court, Placerville, California, 95667

Alice Q. Howard  
1487 Crooked Mile Court  
Placerville, California 95667

6 March 2007

W. Chris Word, Environmental Review Specialist  
El Dorado Irrigation District  
2890 Mosquito Road  
Placerville, California 95667

Re: Sly Park Master Plan DEIR

Dear Mr. Word:

Thank you for this opportunity to comments on the Sly Park Master Plan and its draft Environmental Impact Report. These appear to be very well thought out and comprehensive documents to provide guidance for the next twenty years of Sly Park. It is plainly a premier recreational asset for EID that is being "loved to death" causing degradation of its natural resources. It is also plain that present staffing levels are severely inadequate, especially as these same few people are now responsible for overseeing additional recreational sites associated with Project 184. The last master plan, as stated, dates from 1976 under the US Bureau of Reclamation and is very dated.

Present usage draws more upon the metropolitan Sacramento region than upon residents of El Dorado County, who, when those coming from farther afield are included, are outnumbered roughly 2 to 1. Nevertheless, residents in the immediate vicinity of Jenkinson Lake tend to regard Sly Park as a local park for their recreation. As is to be expected, use is heaviest on weekends, especially with hot weather.

The identified needs and issues seem well thought through and inclusive, as do the goals and objectives.

The only part of project components that is identified as not capable of being mitigated to insignificance is that of expansion of the Marina Parking area. Before I discuss this, I should like to comment briefly on other factors.

o "Error! Reference source not found" appears in several places in the DEIR (at least in the online version). It appears to be a warning that something needs attention that was not followed up on prior to publication. This should be corrected. The sites I noted are the last paragraph on p. 4-41, p. 4-50 under section 4.2.5, and p. 7-3 under section 7.2.4.

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o In section 3.6, Hydrology, of the Master Plan, p. 41, there is no discussion of the anticipated effects of global warming. Admittedly this is speculative, but there have been a number of projections on this topic. It may well affect usage of Sly Park and should at least be mentioned. Some sources follow: *Emissions Pathways, Climate Change, and Impacts on California*, Proceedings of the

} 2

National Academy of Sciences 101(34): 12422-12427. 2004 is available online at <http://www.pnas.org/cgi/reprint/101/34/12422> ). The Union of Concerned Scientists has prepared an overview of anticipated change for California based upon the PNAS treatment that may be downloaded at [www.ucsusa.org](http://www.ucsusa.org). The State Department of Water Resources has an overview dated July 2006 that may be viewed at <http://baydeltaoffice.water.ca.gov/climatechange.cfm>. A study by Lund et al. For the California Energy Commission, *Climate Warming and California's Water Future*, may be accessed at <http://cec.engr.ucdavis.edu/faculty/lund/CLAVIN/>. The CEC also has a climate-change portal at <http://www.climatechange.ca.gov>.

○ The DEIR , at section 3.2.1, p. 3-6, treats sustainable design. It is most commendable that this will be a guiding principle for the Sly Park Master Plan. The fifteen-year-old principles adopted by the National Park Service are a good starting place, but there has also been considerable progress since then. A comprehensive resource for up-to-date “green building” information is <http://www.greenbuilder.com/sourcebook/>. Some additional concepts that should be treated include the following:

- Porous paving. P. 3-9 (section 3.2.4 on Water Conservation; see also p. 3-11, guidance for materials, 3.2.6.4) does discuss this. The documents state that “permeable materials are preferred for paving but asphalt may be used where needed for durability and to reduce dust.” However, porous asphalt exists, as well as porous concrete. Both materials, of course, reduce runoff and allow infiltration into the soil. One website giving information about use of porous asphalt is [http://www.forester.net/sw\\_0305\\_porous.html](http://www.forester.net/sw_0305_porous.html) .

- “Rain gardens”. This recently evolved technique appears to be lacking from the documents and could be useful in certain situations, especially to minimize runoff contaminated by car-related pollutants. It is an easy way to control runoff by simply using berms or appropriate grading that enables capturing rain water, preventing runoff, and allowing time for infiltration. Information is plentiful. An article from Civil Engineering News on Low Impact Development that discusses the concept may be found at <http://www.cenews.com/article.asp?id=211>. The Brooklyn Botanical Garden features it at [http://www.bbg.org/gar2/topics/design/2004sp\\_raingardens1.html](http://www.bbg.org/gar2/topics/design/2004sp_raingardens1.html). Many examples may be seen at <http://www.raingardennetwork.com> and at <http://dnr.wi.gov/org/water/wm/nps/rg/rgmanual.pdf>

- Treatment of energy efficiency (p. 3-8) omits the concept of “cool roofs” on buildings. However, this presents a possible conflict with the guidance at 3.2.7.3. Materials of various kinds are evaluated at the green building website previously mentioned. James Hardie is one maker of a fiber-cement shingle product that resembles shakes, but one is still confronted with the question of color. At the very least, the underlying sheathing could be a type that is coated with foil on the underside, which helps to impede heat buildup and hence cost of, or even need for, air conditioning during summer. Such a reflective barrier also helps to keep heat inside during winter. The US Department of Energy has detailed information at [www.eere.energy.gov/consumer/your\\_home/insulation\\_airsealing/index.cfm/mytopic=11680](http://www.eere.energy.gov/consumer/your_home/insulation_airsealing/index.cfm/mytopic=11680).

○ The effect of “peak oil” followed by decline, rising price, and possible drop-off in travel and forms of recreation dependent upon oil-based fuels is nowhere evaluated and may well prove

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influential in usage patterns in the future. See, for example, [www.lifeaftertheoilcrash.net](http://www.lifeaftertheoilcrash.net).

○ At one time, pollution from the old Hazel Creek mine was a problem. Has this been solved?

○ Under Goal 6, Community Participation (p. 27 of the Master Plan), I'd like to suggest including collaboration with the American River Conservancy, which has many active, successful environmental programs and could be a source of helpful input.

○ Relative to erosion of the lake shore by wave action, has consideration been given to reduction of speed limits applied to water craft to reduce wave-action?

**Marina Parking Lot Expansion:**

The only part of the components of the project that is identified as not capable of being mitigated to insignificant is that of expansion of the Marina Parking Lot. It is expected that this proposal will have to be the subject of a separate environmental review, among other factors because of the possible presence of bald eagles.

As planned, the proposed expansion is said to represent the irreversible loss of about 1.5 acres of the largest undeveloped Ponderosa Pine Series forest in Sly Park. It lies along the shore of the lake and includes mature sugar pine, incense cedar, ponderosa pine, Douglas fir, and black oak. The area involved is fairly steep and well forested now. Loss of trees in this area would be unfortunate and is of special concern because I understand that a large portion of the trees that may be sacrificed are sugar pines. Alternatives sketched out involve widening one or both sides of the access road for additional parking, with reduction in numbers of trees lost and in the height of the needed retaining wall.

Sugar pines are magnificent trees, well known to the public for their exceptionally large cones. They are already threatened in Sierran forests because sugar pines are white pines (having needles in bundles of five) and are very susceptible to White Pine Blister Rust. This fungal disease has spread from a site on Vancouver Island, where it was introduced around the turn of the century. (Mention of this should be included in the discussion of Forest Resources.) I remember as a child seeing CCC crews laboring in Yosemite National Park to grub out native currants and gooseberries, an intermediate host; this effort has long since been abandoned. Given this problem, it seems doubly a shame to sacrifice the numerous healthy trees here for a larger parking lot.

Other factors should be considered in deciding whether to expand this parking lot, including that of peak oil, already mentioned. Parking capacity is said to be adequate now except during periods of peak demand. But will usage grow as much as projected if considerations of peak oil are factored in? And isn't boating capacity limited by the size of the lake rather than the availability of parking space? (Boat capacity is said to be 101 when the lake is full and progressively fewer as the lake level drops.) How is the limit on boats enforced now? If day-users compete for available parking space in the Marina parking lot, couldn't enforcement of restriction to boaters solve any space problem, thereby reducing any perceived need for expansion?

Moreover, the current parking practice of those bringing boats by trailer should be analyzed. Do they *need* to park their trailers close to the Marina and the boat-launching ramps or could the

trailers be parked farther from the launching facilities once the boats are launched? I am not familiar with the habits of boaters, but think it likely that they seldom boat alone. It would seem possible that, after launching their boats and leaving them with other members of the party, they could park the trailer at a parking facility just for boat trailers and more distant from the Marina, then return in their vehicles to the Marina parking lot. This should not take much time. In this way, the extra length of vehicle-and- trailer parking would not be needed and the parking capacity of the present area would thereby be increased. Trailer-parking could be provided in a less sensitive and flatter area elsewhere, the forest adjacent to the present Marina parking lot could be saved, costly retaining walls wouldn't be needed, and the present biking-hiking trail would be preserved.

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The apparent practice of some recreationists of parking boats at campsites and trailers at the Marina parking lot for extended periods of time turns the previous proposal on its head and seems, to me, an unwarrantedly selfish use of available parking in that lot.

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Thanks again for this opportunity to comment on these badly needed and comprehensive documents.

Sincerely,

*Alice Q. Howard*

Alice Q. Howard

### Response to Comments of Alice Q. Howard

**Comment 1 Response:** Comment noted. The “Error! Reference source not found” text has been corrected where they occur throughout the document. The correct call outs have been inserted.

**Comment 2 Response:** Global Climate Change was not addressed in the proposed SPRA Master Plan or this Master EIR as it is not currently a requirement of CEQA. However, implementation of the proposed SPRA Master Plan is not expected to result in an increase in the production of greenhouse gasses that are known contributors to global warming. As discussed in Section 3.2 of the Draft Master EIR, the Area-Wide Design Principles include such principles as Sustainable Design; Site Planning and Design; Energy Efficiency; and Water Conservation. These principles have been incorporated not only to promote design that is sensitive to protecting the natural resources of the Park, but also to reduce cumulative impacts to the environment from their current levels. Examples of these principles include: minimizing the use of resources; conserving ecosystems; minimizing tree removal for proposed improvements; extensive revegetation and habitat restoration efforts; siting of facilities to optimize solar heating opportunities; utilizing natural ventilation where possible to heat and cool buildings; and incorporating energy saving features into building design (e.g., use of natural lighting, incorporation of thermal mass, adequate insulation, etc.).

**Comment 3 Response:** The proposed SPRA Master Plan encourages the use of “Sustainable Design Principles” and provides guidelines for their incorporation. “Sustainable design principles incorporate conservation-based design concepts within development and construction planning and practices. The primary goals behind these principles include: (1) minimizing the use of resources; (2) conserving ecosystems; and (3) developing healthy environments for present and future generations. Implementation of these goals is facilitated through careful site planning, definition of environmental goals, and construction activity management.” (see Section 3.2.1 of the Draft Master EIR). However, the proposed design guidelines provided in the SPRA Master Plan have latitude for the incorporation of the comprehensive up-to-date green building information cited. The project design process would have the flexibility to incorporate these new ideas and technologies.

**Comment 4 Response:** Comment noted. The degree to which fuel prices would affect park usage in the future is unknown. This subject is too speculative for evaluation and discussion in the Final Master EIR per Section 15145 of CEQA Guidelines, which deals with speculation.

**Comment 5 Response:** According to Mr. John Moody (Water Resources Control Engineer) of the Regional Water Quality Control Board (RWQCB), the Hazel Creek Mine was closed in 1989. Sierra Pacific Industries currently owns the mine which is under a Cleanup and Abatement Order to close six tailings piles formerly located along Hazel Creek. Closure approval by the RWQCB was provided based on rendering the tailings material as a Group C mining waste under Title 27. According to Section 22480, Article 1, Chapter 7, “mining wastes from Group C are wastes from which any discharge would be in compliance with the applicable water quality control plan, including water quality objectives other than turbidity.” Treatment, storage, and disposal units for Class C mining wastes are exempt from requirements for liners and leachate collection and removal systems. According to Mr. Moody, the tailings piles had a moderate potential to generate acid mine drainage. In approximately 1998, the tailings material

was reconsolidated and mixed with lime to render it a Class C waste and placed within a closure unit located on higher ground with an engineered soil foundation and engineered soil cap. Sierra Pacific Industries has been under a Waste Discharge Order to monitor runoff semiannually from the disposal unit. According to Mr. Moody, the monitoring has been conducted as required, and the results have been in compliance with the discharge requirements.

Based on the distance of the mine from the SPRA, and the reclamation and monitoring conducted under state oversight, the Hazel Creek Mine is not anticipated to pose a recognized environmental condition (REC) for the SPRA.

**Comment 6 Response:** Comment noted. Restoration projects included in the Master Plan provide opportunities for such collaboration (see Section 3.3.4 of the Draft Master EIR, Natural Resource Protection and Restoration Elements).

**Comment 7 Response:** The proposed SPRA Master Plan is not intended to address current boating practices on Jenkinson Lake. This is out of the SPRA Master Plan scope. However, various erosion control measures to reduce shoreline erosion have been incorporated into the SPRA Master Plan.

**Comment 8 Response:** The SPRA Master Plan, Draft Master EIR provides very specific project-level environmental analysis thoroughly documenting impacts associated with implementation of the Marina Parking Lot expansion. Specific studies were conducted to evaluate impacts associated with the parking lot. In addition, construction level drawings were also prepared to enable the Draft Master EIR to fully quantify the environmental impacts of the parking lot. No adverse impacts to the bald eagle are anticipated with the incorporation of mitigation. Mitigation Measure BIO-11 addresses potential impacts to bald eagle nesting habitat resulting from the removal of potential nest trees (see page 4-212 of the Draft Master EIR). As designed, no subsequent CEQA review would be required.

**Comment 9 Response:** Comment noted. A total of 188 trees would be removed as part of the Marina parking lot expansion. Alternatives have been considered in an effort to reduce number of trees removed. Substantial tree removal would impact both biological resources and aesthetics.

**Comment 10 Response:** The purpose of the Marina Parking Lot Expansion project is to accommodate existing peak boating demand, not to increase usage. It is correct that the surface area of the lake in acres dictates the number of boats allowed on the lake at any given time. The following criteria, based on California Department of Boating and Waterways guidelines, is currently used by SPRA staff to determine the number of boats allowed on any given day.

Boating at Jenkinson Lake, Number of Boats per Surface Acres

1. **100%** Lake is full – 4 lanes open on the boat ramp  
Lake elevation 3,471 = 645 total surface acres  
Deduct 140 surface acres from the narrows = 505 surface acres  
1 boat per 5 acres = 101 boats at any one time
2. **84%** 4 lanes open on the boat ramp  
Lake elevation 3,460 = 590 surface acres

Deduct 120 surface acres for the narrows = 470 surface acres  
1 boat per 5 acres = 94 boats at any one time

3. **70%** 2 lanes open on the boat ramp (225 ft. down boat ramp)  
Lake elevation 3,446 = 505 total surface acres  
Deduct 100 surface acres for the narrows = 405 surface acres  
1 boat per 5 acres = 81 boats at any one time
4. **65%** 1 lane open on the boat ramp (275 ft. down boat ramp)  
Lake elevation 3,440 = 480 total surface acres  
Deduct 80 surface acres for the narrows = 400 surface acres  
1 boat per 5 acres = 80 boats at any one time  
Maximum speed limit enforced – 15 MPH
5. **61%** No boat ramp left (390 ft. down boat ramp)  
Lake elevation 3,437 = 50 boat limit  
Maximum speed limit enforced – 15 MPH

**Comment 11 Response:** Currently boats are manually counted at the gatehouse as they enter the facility. When the number reaches maximum, a sign and person are placed at the park entrance to turn additional boaters away.

- Existing or proposed staffing levels do not provide the resources to continuously monitor and enforce parking at the marina.
- Ten (10) day use parking spaces are located in the vicinity of the main boat ramp. However, due to their orientation, these spaces cannot be redesigned to accommodate vehicles with trailers.
- Additionally, conversion of these sites would eliminate parking for the day use area at the marina. The proposed marina parking lot expansion is designed to accommodate the existing boaters based on the criteria in the previous response.

**Comment 12 Response:** The suggestion of creating a new parking area specifically for boat trailers at a location away from the lake within the SPRA is problematic. The logistics of unhitching a boat trailer of any size would be very difficult for one person alone. In addition, single parking places for trailer-only parking would likely require that they be backed into the assigned parking places. This could be difficult during peak times of the day (morning and afternoon). Backing in trailers could block access for other boaters driving through the parking lot in search of an available space. Providing the length necessary to drive through and drop off the trailers would likely require a similar amount of acreage as the proposed Marina parking lot expansion. Lastly, locating suitable alternatives out of steep slopes would be extremely difficult anywhere near the existing Marina parking lot. Much of the area within the SPRA is in steep slopes and heavily wooded.

**Comment 13 Response:** Comment noted.

El Dorado County Fire Protection District



**EL DORADO COUNTY  
FIRE PROTECTION DISTRICT**  
P.O. Box 807 / 4040 Carson Road / Camino, CA 95709  
(530) 644-9630 • Fax (530) 644-9636

**RECEIVED**  
FEB 23 2007  
EL DORADO  
IRRIGATION DISTRICT

February 23, 2007

Ms. Ane Deister  
General Manager  
El Dorado Irrigation District  
2890 Mosquito Road  
Placerville, Ca. 95667

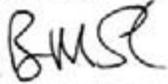
Subject: Sly Park Marina Improvements

Dear Ms. Deister:

I would like to take this opportunity to provide my endorsement for the marina improvements proposed for the Sly Park Recreation Area. The new boat trailer parking area, funded by a California Department of Boating and Waterways grant, will improve emergency medical and fire protection services at the lake.

Existing emergency vehicle access is compromised by vehicles and boat trailers parking along the single access road to that area of the park. The new parking area will allow those vehicles to clear the road for fire engines, ambulances, or other equipment necessary to respond to the emergency situation.

Since this marina is the main location used for responding to water related emergencies and aerial medical evacuations, this access road is essential for public safety throughout the park. I appreciate the proactive role the El Dorado Irrigation District has taken to address emergency vehicles access and public safety at the park.

Sincerely,  
  
Bruce M. Lacher  
Fire Chief

Cc: Board of Directors

1

## Response to Comments of the El Dorado Count Fire Protection District

**Comment 1 Response:** Comment Noted.

**Governor's Office of Planning and Research, State Clearinghouse and Planning Unit**



Arnold Schwarzenegger  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Cynthia Bryant  
Director

March 5, 2007

Chris Word  
El Dorado Irrigation District  
2890 Mosquito Road  
Placerville, CA 95667

Subject: Sly Park Recreation Area Master Plan  
SCH#: 2004102011

Dear Chris Word:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on March 2, 2007, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

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

Sincerely,

Terry Roberts  
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044  
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2004102011  
**Project Title** Sly Park Recreation Area Master Plan  
**Lead Agency** El Dorado Irrigation District

**Type** EIR Draft EIR  
**Description** The SPRA Master Plan establishes management guidelines and direction for future development of the recreational area located in mid-El Dorado County. The SPRA Master Plan strives to balance goals for recreation, and natural and cultural resource protection, including a desire to maintain the alpine character that defines much of the region. The Master Plan also establishes goals and objectives, and design principles for the entire recreation area, as well as for the 25 individual projects included within the Master Plan Program Elements, which would be developed in phases over the next 20 years. The Master Plan includes several documents that have been prepared to guide future development and environmental protection/restoration of the Park. In combination with the Historic Properties Management Plan and Master EIR, the Master Plan provides fundamental planning guidance for development decisions and long-term management of the recreation area in a manner that would complement and preserve the Park's unique character.

**Lead Agency Contact**

**Name** Chris Word  
**Agency** El Dorado Irrigation District  
**Phone** (530) 642-4021 **Fax**  
**email**  
**Address** 2890 Mosquito Road  
**City** Placerville **State** CA **Zip** 95667

**Project Location**

**County** El Dorado  
**City**  
**Region**  
**Cross Streets** Sly Park Road and Mormon Emigrant Trail  
**Parcel No.** Multiple  
**Township** 10N **Range** 13E **Section** 3,8-9 **Base** MD

**Proximity to:**

**Highways** U.S. 50  
**Airports**  
**Railways**  
**Waterways** Hazel Creek, Sly Park Creek, Jenkinson Lake  
**Schools**  
**Land Use** Recreational / "RF" Recreational Facilities, "RA-80" Residential Agricultural & "RA-20" Residential Agricultural / Natural Resource

**Project Issues** Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Cumulative Effects; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Growth Inducing; Landuse; Noise; Public Services; Septic System; Soil Erosion/Compaction/Grading; Solid Waste; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife

**Reviewing Agencies** Resources Agency; Regional Water Quality Control Bd., Region 5 (Sacramento); Department of Parks and Recreation; Native American Heritage Commission; Integrated Waste Management Board; Office of Historic Preservation; Department of Health Services; Department of Forestry and Fire Protection; Department of Fish and Game, Region 2; Department of Conservation; California Highway Patrol; Caltrans, District 3; Department of Boating and Waterways; Air Resources Board, Transportation Projects

Note: Blanks in data fields result from insufficient information provided by lead agency.

**Document Details Report  
State Clearinghouse Data Base**

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*Date Received* 01/17/2007    *Start of Review* 01/17/2007    *End of Review* 03/02/2007

Note: Blanks in data fields result from insufficient information provided by lead agency.

## 2.3 Public Hearing Comments and Responses

A public hearing on the Draft EIR was held on March 12, 2007. The project was presented and summarized by EID's consultant. Questions were asked by members of the Board of Directors and answered by the consultant team and EID planning staff. Written and oral comments received at the public hearing are summarized below.

### ***Comments from EID Board of Directors:***

Director George A. Wheeldon (Division 4) had questions regarding the County of El Dorado Mineral Resource Zone Overlay. He was concerned that the proposed SPRA Master Plan may conflict with the County's Mineral Resource Zone Overlay. He mentioned that two adjacent mining operations are located outside of the park (e.g., Hazel Creek Mine).

### Response to spoken comments from Director Wheeldon:

As discussed in Section 6.1.2 of the Draft Master EIR, no MRZ 2a or MRZ 2b categories have been mapped within the SPRA Master Plan planning area. However, the California Geological Survey indicates that undetermined or unknown resource significance occurs within the project site, by the classifications: 1) MRZ 2a for gold deposits formed by hydrothermal processes; 2) MRZ 4 for deposits formed by volcanogenic processes; 3) MRZ 3a and MRZ 4 for gold deposits formed by mechanical concentration; and 4) MRA 4 for gold deposits formed by contact metasomatic processes. Because of the nature of the project, there would be a less than significant or no impact to mineral resources.

Figure CO-1 of the County of El Dorado General Plan provides the locations of both (Mineral Resource Zone (MRZ) 2a and 2b resource areas within the County. MRZ 2a includes areas underlain by mineral deposits where geologic data show that significant measures or indicated resources are present. Areas classified MRZ-2a contain discovered mineral deposits that are either measured or indicated reserves as determined by such evidence as drilling records, sample analysis, surface exposure, and mine information. Land included in the MRZ-2a category is of prime importance because it contains known economic mineral deposits. A typical MRZ-2a area would include an operating mine, or an area where extensive sampling indicates the presence of a significant mineral deposit.

Areas classified MRZ 2b contain discovered deposits that are either inferred reserves or deposits that are presently sub-economic as determined by limited sample analysis, exposure, and past mining history. Further exploration work and/or changes in technology or economics could result in upgrading areas classified MRZ 2b to MRZ 2a. A typical MRZ 2b area would include sites where there are good geologic reasons to believe that an extension of an operating mine exists or where there is an exposure of mineralization of economic importance.

MRZ 3a areas are considered to have a moderate potential for the discovery of economic mineral deposits. An example of MRZ 3a area would be where there is direct evidence of a surface exposure of a geologic unit, such as a limestone body, known to be or to contain a mineral resource elsewhere but has not been sampled or tested at the current location.

MRZ 3b is applied to land where geologic evidence leads to the conclusion that it is plausible that economic mineral deposits are present. An example of a MRZ 3b area would be where there

is indirect evidence such as a geophysical or geochemical anomaly along permissible structure which indicates the possible presence of a mineral deposit or that an ore-forming process was operative.

The MRZ 4 category is overlaid on areas where geologic information does not rule out either the presence or absence of mineral resources. It must be emphasized that MRZ 4 classification does not imply that there is little likelihood for the presence of mineral resources, but rather there is a lack of knowledge regarding mineral occurrence. Further exploration work could well result in the reclassification of land in MRZ 4 to MRZ 3 or MRZ 2 categories.

***Comments from Nathan Slemmer:***

Mr. Slemmer commented on several issues of concern:

1. Trailer Parking at the Marina – 101 maximum number of boats are allowed on Jenkinson Lake at any give time. The existing Marina slips total 78 slips; the existing Stonebraker boat trailer spaces equal 21 trailer spaces; and the existing boat trailer spaces at the Marina equal 32 spaces for a total of 131 boats. Adding 20-trailer and auto combo parking spaces potentially increase the boats on the lake to 151 not including the boat rentals. This would place the number of boats on the lake well above the allowed 101 boat limit.
2. The project is attempting to bring more boats onto the lake. Mr. Slemmer stated that he would like to see additional auto parking spaces built at the Marina rather than auto-trailer parking.
3. It is difficult to access restrooms when on the lake in a boat. Mr. Slemmer would like to see docks constructed at different places around the lake to access restrooms.
4. Boat rentals – Mr. Slemmer suggested the use of electric boats (e.g., Duffy’s) or trolling boats for fishing. No ski boats should be available for rental.
5. Mr. Slemmer commented about fisherman parking at the dam and leaving trash behind that he routinely collects and disposes of himself. He suggested that fees should be collected from people fishing at the dam and trash cans should be placed in those areas near the dam.
6. The proposed dog run area at the southeast corner of the lake wouldn’t well serve people in the various campgrounds. Mr. Slemmer suggested that dog runs be added to several campgrounds.
7. Mr. Slemmer commented that the proposed equestrian trail depicted in the proposed SPRA Master Plan runs through the middle of the proposed New Dog Park. He suggested it could create dangerous conflicts between the dogs and equestrians.
8. Mr. Slemmer commented on the 8 year waiting list for a boat slip in the marina. Mr. Slemmer suggested that the District collect fees in order to be placed on the list. Mr. Slemmer suggested that the collection of fees would eliminate those boaters who are not serious about a slip in the marina and would shorten the wait for a slip.

9. Mr. Slemmer stated that the installation of a beach area Day Use raft for kids to play on to reduce dock jumping and to make the lake more fun for kids. (There is already an assumed risk of drowning while swimming, this would not increase assumed risk, as a matter of fact it would be safer for children to play on the raft than when they play on the marina. Let's not put children at more risk for the sake of a potential lawsuit.)
10. Mr. Slemmer suggested that additional parking for equestrian trailers should also be provided.
11. Timber sales as a source of revenues do not seem consistent or compatible with the long term promotion of the natural environment.
12. Community Days – Free or discounted access for local district residents.
13. Retaining walls should be colored to match surrounding soil colors using colored cement (not paint).
14. Stricter leash law enforcement required to keep dogs out of the lake.

Response to spoken comments from Mr. Slemmer:

1. The 78 boat slips located at the Marina are not counted towards the 101 boat limit on the lake. The boat limit is based upon the California Department of Boating and Waterways recommendation per surface acreage of the reservoir (see Comment Response 10 on pages 2-12 through 2-13 for more information). According to EID staff, most of the boaters using boat slips don't boat during the peak periods (i.e., weekends). In addition, those boaters would not have a need for boat trailer parking. A total of 53 auto-trailer parking spaces are currently available at the Park. Presently, many boaters are parking illegally during peak periods due to the lack of available auto-trailer parking. The additional 20 auto-trailer parking spaces are proposed under the Master Plan to reduce or eliminate that type of unwanted activity.
2. The purpose of the Marina Parking Lot Expansion project is to accommodate existing peak boating demand, not to increase usage. Creating the new Marina Parking lot would increase the supply of 40 foot vehicle-trailer spaces from the current inventory of 33 to a new total of 57. These 40 foot spaces are in high demand during peak use times due to the limited number of spaces. This total would be in line with the supply suggested by the California Department of Boating and Waterways; however, the total would be slightly below the number of rigs identified by the June 25, 2005 field survey (i.e., 61 vehicle-trailer rigs) and would be below the number estimated for a maximum utilization day (i.e., 70 spaces). It is reasonable to conclude that the demand for on-street parking would be reduced with the development of the proposed parking lot, but that there would continue to be "overflow demand" on maximum use days. However, with the development of the parking lot, the number of days over the season when parking demand would exceed the available supply would be reduced.
3. Comment noted. A restroom is already located at Stonebraker dock. However, when the lake level drops, this access becomes difficult. Floating restrooms are not allowed by the

Department of Health Services on the lake due to concerns for water quality related primarily to the potential hazard associated with emptying the rest rooms (Personal Communication, *Letter to Dave Herrman dated November 28, 2005, from the Department of Health Services, page 5 of 11*). SPRA staff will assess the potential to add signs facing the lake that would direct boaters to available restrooms.

4. Comment noted. Only small non-motorized and motorized boats that are currently available for rent would be offered (e.g., motorized aluminum fishing boats, kayaks, canoes, and paddle boats).
5. The Master Plan provides for the addition of maintenance staff and the new day use and parking area at Bumpy Meadows to address these problems.
6. The dog park has been situated away from campgrounds specifically to avoid the noise disturbance for campers.
7. The location of the equestrian trail and dog park facilities is only conceptually represented on Master Plan graphic 5-16. As shown, the trail runs between the two separated enclosure areas of the dog park. One enclosure is for large dogs, while the other is for small dogs. The exact location of the trail and enclosure areas would be determined at the time of construction to minimize impacts to trees. The trail would not pass through either enclosure since both would be completely fenced.
8. Implementing such a practice may shorten the waiting list, but would probably not shorten the actual wait for a slip. With current practice, people not interested in a slip when their names rise to the top are dropped from the list and the available slip is offered to the next person on the list. SPRA staff could choose to implement this operational procedure independent of the Master Plan and EIR approval process since it has no bearing on recreation facility availability or environmental impacts.
9. EID General Counsel, Mr. Thomas D. Cumpston, stated that the liability would be too high to incorporate such a facility. Unauthorized play on the Marina is an enforcement issue. The SPRA Master Plan proposes six new permanent staff positions to meet the existing demand for ranger and/or maintenance duties (see Section 3.3.5.1 of the Draft Master EIR).
10. Improvements to the Black Oak Equestrian Campground are proposed under the Master Plan (see Section 3.3.1.6 of the Draft Master EIR). Although no additional parking areas would be provided, designated parking would be provided for each campsite.
11. Good forest management is important to address fire hazards for visitors and adjacent property owners, increase stand health, preserve habitat, and realize revenues from timber harvest as a by-product of these practices. The Forest Management Plan (FMP) contained in Appendix B of the SPRA Master Plan identifies management units based on similar forest characteristics, productivity, and land uses. The FMP also identifies opportunities to enhance recreational and environmental values through timber management practices, such as increasing nesting, foraging, and perching habitat for raptors and increasing species diversity (see Section 5.5.4 of the SPRA Master Plan).

12. Comment noted.
13. Comment noted. See Mitigation Measure AES-1 on page 4-74 of the Draft Master EIR. It states “Use colors for structures that are compatible with the natural landscape.
14. Comment noted. The SPRA Master Plan proposes six new permanent staff positions to meet the existing demand for ranger and/or maintenance duties (see Section 3.3.5.1 of the Draft Master EIR).

**Comments from Lori Lindenauer:**

Ms. Lindenauer commented on several issues of concern:

1. Ms. Lindenauer stated that impacts on fisheries were not addressed. Other lakes have onsite breeding programs.

Response to Spoken Comment from Ms. Lindenauer:

1. The SPRA Master Plan, Draft Master EIR does not analyze potential impacts on fisheries. Fisheries are out of the scope of the Master Plan and Draft Master EIR. However, the California Department of Fish and Game stocks Jenkinson Lake annually. Additionally, EID in coordination with local businesses also stocks Jenkinson Lake.

**Comments from Shelly Kiern:**

1. There will be degradation from parking lots, cabins, and other new construction and trees being cut down. More infrastructure is not always an improvement. Does this make sense?

Response to Spoken Comment from Ms. Kiern:

1. Comment noted. As stated in 7.2.1 of the Draft Master EIR “Under the No Project Alternative, the proposed SPRA Master Plan would not be implemented. EID would continue to operate and maintain SPRA under existing policies and standards. The new Marina parking lot would not be constructed; and therefore, no adverse impacts to aesthetics would occur. As a result, the scenic views much appreciated by Park visitors would not be affected, but the lack of a master plan would mean that the park would continue to degrade over time because of overuse and lack of resources for much needed maintenance and restoration efforts. SPRA would continue to be understaffed. Safety, access, group events, retreat potential, and education would continue to be considered inadequate by some members of the public. The main entrance would not be improved, campgrounds would not be reconfigured, the Retreat/Events Center and Sugarloaf Fine Arts Camp would not be constructed, nor would the remaining components proposed under the SPRA Master Plan be implemented. Ultimately, the No Project Alternative would not facilitate EID’s mission statement and objectives, allowing significant adverse impacts to aesthetics, water quality, and biological resources to continue.” The No Project Alternative would result in continued degradation to park resources.

**Comments from Heide DeHarte:**

1. The proposed new marina parking facility is a disaster. There are many beautiful trees that will come down. The twelve foot wall would be a visual impact.

2. Why not have expansion of parking at Stonebraker instead. No trees would come down there.
3. Sly Park Road is already dangerous. The impact of traffic from the expansion will add to that.
4. Erosion of the shoreline is tremendous. Protection is needed. Fallen trees left at the shoreline are a liability. The island has lost about 30% of its trees in the past 16 years.
5. There are concerns about the expansion of the number of people using the park.

Response to Spoken Comments from Ms. DeHarte:

1. Comment noted. A total of 188 trees would be removed in order to construct the Marina Parking Lot Expansion project. Construction of the Marina Parking Lot Expansion project would result in a significant and unavoidable impact to the environment as identified in Table 4.3-5 of the Draft Master EIR. Mitigation measures would be implemented to reduce significant impacts to aesthetics. However, implementation of the proposed feasible mitigation measures (see AES-1, AES-2, and AES-3, page 4-74 of the Draft Master EIR) would not reduce impacts to below a level of significance.
2. The addition of 20 40-foot vehicle-trailer parking spaces at the Stonebraker boat launch parking area would not be feasible due to the topographic restrictions of the area (see Figure 5-5 in the Master Plan). The slope is very steep and would require even greater volumes of grading than at the proposed locations near the existing Marina Parking Lot. In addition, the Stonebraker boat launch has only one lane and therefore, is only capable of launching a single boat at a time. Multiple boats can be launched from the Marina boat launch. Vehicles would also be required to travel approximately two miles along the long, winding road along with campers. This would add to user conflicts and delays during peak periods.
3. On Sly Park Road the one-hour traffic volumes without implementation of the Master Plan are approaching the LOS “C-D” threshold (680 vehicles per hour). With traffic generated by the proposed project, Sly Park Road is anticipated to operate at LOS “D” (see Section 4.4.4.3 of the Draft Master EIR). Thus, the impacts of the proposed project are not considered to be significant. However, in an effort to ensure that no adverse traffic impacts occur as a result of the proposed project (specifically the Retreat/Events Center, Sugarloaf Fine Arts Camp, and Scout/Youth Group Camp), all events would be scheduled to avoid the peak hour traffic periods for Sly Park Road, Mormon Emigrant Trail, and the U.S. 50 and Sly Park Road interchange.

In addition, the SPRA Master Plan proposes improvements to the Main Park Entrance (see Section 3.3.3.1 of the Draft Master EIR). The proposed reconfiguration of the entrance (see Figure 3-12 in the Draft Master EIR) includes widening the entrance road to incorporate the existing dump station and adding a bypass lane, short-term parking, and directional signage. The entrance booth would be relocated to allow a longer stacking distance between the booth and the Sly Park Road intersection. These proposed improvements would reduce or eliminate the amount of vehicle queuing onto Sly Park Road during a.m. peak hours.

4. Comment noted. The SPRA Master Plan proposes to address shoreline erosion (see Section 3.3.4.2 of the Draft Master EIR). Two projects are proposed that address this issue. These include the Lake Drive Stabilization and the Pine Cone Camp Shoreline Access Controls.
5. The Sly Park Recreation Area Vision Statement states “To provide financially sustainable recreation opportunities to District residents and visitors while protecting water quality and the natural and cultural resources of the Sly Park Recreation Area.” The SPRA Master Plan, proposed to facilitate this vision statement, has been drafted to better define the uses at the Park in an effort to enhance recreation, restore and preserve the natural and cultural resources, and provide the necessary revenue to operate the Park.

The Plan promotes shoulder and off-season activities and provides new recreational opportunities. The plan does not include any increase in park use during peak periods.

### 3.0 REVISIONS TO DRAFT EIR

In response to comments received on the Draft Master EIR, changes have been made to the Draft Master EIR as shown below. Where applicable, an explanation of each change is located in Section 2.0, Comments and Responses. All EIR text is shown in italics. Deletions are shown in strike out (~~strike-out~~) and additions are shown in underline (underline). To provide context, unchanged text may be included around the deletions and additions.

**Pages xv and xxxix, Table ES – 1 — Summary of Impacts and Mitigation Measures (Biological Resources and Hydrology and Water Quality)**

The following changes to Table ES – 1 were not a result of public or agency comments received during the 45 day public review and comment period, but as a result of informal comments received from the County of El Dorado Planning Department during the Special Use Permit application process initiated by EID during circulation of the Draft Master EIR. Although General Plan Policy 7.3.3.4 applies to “Wetlands” as discussed in Mitigation Measure BIO-1, it occurs under Goal 7.3 “Water Quality and Quantity” in the General Plan. As a result, Mitigation Measure BIO-1 was deleted and replaced with Mitigation Measure HWQ-5 in Table ES – 1 of the Draft Master EIR (see excerpts from Table ES – 1 below). Mitigation Measure HWQ-2 was modified to clarify the intended purpose of the mitigation measure. It is now clear that its intended purpose is as a post construction mitigation measure rather than a construction measure. Mitigation Measure HWQ-4 was added to provide to clarify the need for a NPDES permit for storm water discharge during construction the specific project components.

<b>Component ID</b>	<b>Impacts</b>	<b>Mitigation Measures</b>	<b>Level of Significance After Mitigation</b>
<b>Biological Resources</b>			
<ul style="list-style-type: none"> <li>Construct New Campsites</li> </ul>	<p><i>Although special-status species surveys were conducted, special-status plant species and suitable habitat may occur in the vicinity of campsite construction. Therefore, the construction of new campsites at Dogwood Camp within mixed conifer and chaparral habitat may potentially affect special-status plant species and/or habitat. Construction of ten new primitive campsites may result in indirect impacts to waters of the U.S. (Jenkinson Lake). Construction of primitive campsites is not expected to directly affect Jenkinson Lake because work is occurring above the ordinary high-water mark (OHWM); however indirect impacts have a potential to occur from construction runoff. Indirect impacts to the water quality of Jenkinson Lake would be temporary and would be expected to last the duration of construction activities.</i></p>	<p><del><i>BIO-1: Under the El Dorado County General Plan Policy 7.3.3.4, development of new facilities shall provide at least 100-foot setbacks from perennial streams and 50-foot setbacks from intermittent streams. Any facilities or new activities that must encroach closer shall be designed to minimize indirect impacts to wetlands to the greatest extent practicable. Additionally, design measures have been incorporated into project elements such as a 50-foot setback from the ordinary high-water mark of creeks, the minimization of cut and fill activities and the minimization of culvert installation will minimize impacts to potentially jurisdictional wetland features as well.</i></del></p>	<p>Less than Significant</p>

Component ID	Impacts	Mitigation Measures	Level of Significance After Mitigation
<b>Hydrology and Water Quality</b>			
<ul style="list-style-type: none"> <li>• Reconfigure Existing Parking</li> <li>• Construct New Parking Areas</li> <li>• Marina Parking Expansion</li> <li>• Realign/Improve Campground Access Roads</li> <li>• Reconfigure Main Entrance</li> <li>• Construct Visitor Center/New Maintenance Shop</li> <li>• Fine Arts Center</li> <li>• Lake Drive Stabilization</li> </ul>	<p>Construction activities associated with these components would have the potential to violate water quality standards and/or waste discharge requirements by resulting in the creation of a source for sediment, petroleum hydrocarbons and other construction chemicals (e.g. asphalt, Portland cement, and paint). The SWRCB's NPDES permit process for construction sites would address prevention and controlling discharges of these and other potential construction pollutants. The NPDES requirements, in conjunction with the environmentally proactive Design Standards and Guidelines set forth in the SPRA Master Plan would work together to reduce construction (temporary) impacts to a less than significant level.</p>	<p><b>HWQ-1:</b> Proper timing of construction and maintenance activities throughout the year such that potential impacts to water quality are minimized or avoided.</p> <p><b>HWQ-2:</b> Storm water runoff from <del>construction</del> developed impervious areas shall be pre-treated using applicable measures identified in the Storm Water General Permit, especially first flush, from roads and parking lots before discharging into existing waterways.</p> <p><b>HWQ-4:</b> Non storm water discharges (i.e. sediment and building materials) from construction areas shall be contained, reduced and eliminated.</p> <p><u>A National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activities (General Construction Permit) will be required when disturbances to the ground occur such as clearing, grading, stockpiling or excavation. Coverage under the General Construction Permit is required for disturbances that are one acre or greater, or are a part of a larger common plan of development. Requirements of the General Permit include identification and implementation of site specific Best Management Practices (BMPs) that are specifically designed to protect water quality from construction site storm water runoff. El Dorado County erosion control and storm water protection policies will also be applied to the project through the grading and building permit process.</u></p> <p><b>HWQ-5:</b> Under the El Dorado County General Plan policy 7.3.3.4, development of new facilities shall provide at least 100-foot setbacks from perennial streams and lakes, and 50-foot setbacks from intermittent streams. Any facilities or new activities that must encroach closer shall be designed to minimize indirect impacts to wetlands to the greatest extent practicable. Construction of facilities will comply with the Master Plan Design Standards and Guidelines such as the minimization of cut and fill activities and the minimization of culvert installation that will minimize impacts to potentially jurisdictional wetland features. Projects that don't meet the minimum setbacks established by the County will be required to demonstrate to the County that the proposed setback is sufficient to protect the particular riparian area at issue.</p>	<p>Less than Significant</p>

<b>Component ID</b>	<b>Impacts</b>	<b>Mitigation Measures</b>	<b>Level of Significance After Mitigation</b>
<ul style="list-style-type: none"> <li>Bridges at Trail Crossings</li> </ul>	See above.	<p><b>HWQ-3:</b> A creek drainage study shall be prepared for bridged trail crossings, and design the bridge to either span the 100-year flood hazard or to not impede or redirect flood flows.</p> <p><b>HWQ-4:</b> See above.</p> <p><b>HWQ-5:</b> See above.</p>	Less than Significant

**Page 4-20, Table 4.1-1 — Comparison of the SPRA Master Plan Goals, Objectives and Policies with the 2004 El Dorado County General Plan**

The following changes to Table 4.1 – 1 were not a result of public or agency comments received during the 45 day public review and comment period, but as a result of informal comments received from the County of El Dorado Planning Department during the Special Use Permit application process initiated by EID during circulation of the Draft Master EIR.

Language has been added to Table 4.1-1 addressing consistency of the SPRA Master Plan and individual components with Objective 7.4.4 “Forest and Oak Woodland Resources.” Section 4.7 Biological Resources of the Draft Master EIR discusses impacts and mitigation measures pertaining to trees. The discussion regarding oak trees includes analysis related to implementation of proposed Master Plan components and consistency with General Plan policies, including the County’s November 2006 adopted interim guidelines on oak woodlands. The language within Table 4.1-1 addressing County General Plan Objective 7.4.4 has been revised as follows:

<p><b>Objective 7.4.4: Forest and Oak Woodland Resources.</b> Protect and conserve forest and woodland resources for their wildlife habitat, recreation, water production, domestic livestock grazing, production of a sustainable flow of wood products, and aesthetic values.</p>	<p><del>A FMP was prepared concurrent with the SPRA Master Plan. It is the intent for the Master Plan to be consistent with the forest resource management strategy identified in the FMP.</del></p> <p><u>Goal 1 of the SPRA Master Plan emphasizes the protection of natural resources within the SPRA. SPRA Master Plan Objective 1.1 emphasizes the protection of natural resources, including forests. Objective 5.11 emphasizes the protection of the natural landscape.</u></p> <p><u>Although Policy 7.4.4.4 would not be applicable within project area due to the fact that oak woodlands (as defined by the County) are not present within the SPRA, oak canopy retention for individual trees has been considered within the EIR. In order to demonstrate consistency with El Dorado County General Plan Objective 7.4.4., “Forest and Oak Woodland Resources,” any activity proposed within the SPRA proposing the removal of oak (Quercus spp.) trees, requires replacement trees. Replacement trees may be up</u></p>
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	<p><i>to but in no case larger than 15-gallon size. To be consistent with General Plan Policy 7.4.5.2, the replacement requirement shall be calculated on an inch for inch basis, whichever measure is more stringent. The ratio of a 5-gallon oak replacement seedling to inches removed shall be at a minimum 1:3; the ratio of a 15-gallon oak replacement seedling to inches removed shall be at a minimum of 1:6.</i></p>
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**Page 4-37, California Department of Forestry and Fire Protection**

The following language has been added to page 4-37 (following the first paragraph) of the Agricultural Resources Draft Master EIR Section, under the “California Department of Forestry and Fire Protection” heading. A recent conversation with the California Department of Forestry and Fire Protection (CDF) concluded that construction of various Master Plan components (i.e., the Marina Parking Lot Expansion, Sugarloaf Fine Arts Center, Retreat/Events Center, Visitors Center, etc.) would require EID to file an application for timberland conversion with the Board of Forestry as required under Section 4526 of the California Public Resources Code.

Timberland Conversion

Section 4526 of the California Public Resources Code defines Timberland as lands not owned by the federal government, or designated by the Board of Forestry as experimental forest land, which is capable of growing a crop of trees of commercial species used to produce lumber or other forest products. Commercial species are determined by the Board of Forestry, and include sugar pine, Douglas fir, and Ponderosa pine within the Northern Forest District in which the SPRA is located.

Section 4621 of the California Public Resources Code requires landowners of timberlands proposing land uses other than the growing of timber to file an application for timberland conversion with the Board of Forestry.

**Page 4-39, Implementation of the SPRA Master Plan and development of associated components would not convert Farmland or Timberland to non-agricultural use.**

The following language has been added to the impact discussion following the last paragraph on page 4-39 of the Draft Master EIR. A recent conversation with CDF concluded that construction various Master Plan components (i.e., the Marina Parking Lot Expansion, Sugarloaf Fine Arts Center, Retreat/Events Center, Visitors Center, etc.) would require EID to file an application for timberland conversion with the Board of Forestry as required under Section 4526 of the California Public Resources Code.

As documented in the FMP, the SPRA is characterized by timberlands composed of conifer and hardwood trees with all age classes represented. Improvements proposed as individual components of the SPRA Master Plan that would involve the construction of buildings or large areas of pavement, or would otherwise remove the capability of the land to support the growth of timber would be required to file for a Timberland Conversion with the Board of Forestry. Applications for conversions for projects involving the construction of facilities three acres in size or smaller could be individually proposed and approved however, only one application may

be filed per owner every five years. The full conversion process provides for the conversion of timberland in excess of three acres. Whether processed individually or combined through a full conversion, a THP would be required for all tree removal within the footprint of proposed improvements.

The conversion process represents CEQA-equivalent environmental analysis for land use conversion projects reviewed by CDF and also represents a formal recognition that land is being taken out of timber production. Timberland Conversions are reviewed and approved by CDF, however if a project requires discretionary approval by the County or EID a supplemental CEQA document may be required to be submitted to CDF, along with an application for an exemption of the requirements of a Timberland Conversion. This process allows land owners to convert timberlands to other uses, while simultaneously undergoing approval for the converted land use through the County. A THP would still be required for all tree removal, but review of the proposed land use under CEQA would be accomplished through the County approval process, with CDF issuing a Letter of Exemption from the requirements of a Timberland Conversion following review of the application for exemption from the requirements of a Timberland Conversion and the CEQA document.

~~Implementation of the SPRA Master Plan and development of individual projects would not convert timberland to non-agricultural use and; therefore, no impact would result.~~

Although implementation of the SPRA Master Plan and development of individually proposed project components would result in the conversion of timberland within the footprint of individual facilities (i.e., the Marina Parking Lot Expansion, Sugarloaf Fine Arts Center, Visitor Center, etc.), the majority of land within the SPRA would remain as timberland and would be managed and conserved pursuant to the FMP and all required THPs. Impacts related to timberland conversion are therefore considered less than significant.

#### **Page 4-41, Section 4.2.4 Environmental Impacts**

The following correction was made to the Draft Master EIR in response to the comment letter received from Alice Q. Howard (see Comment #1).

*Analysis of individual projects proposed as components of the SPRA Master Plan is included in **Error! Reference source not found.** Table 4.2-1. A detailed discussion of these projects can be found in the project description, Chapter 3.*

#### **Page 4-50, Section 4.2.5 Mitigation Measures**

The following correction was made to the Draft Master EIR in response to the comment letter received from Alice Q. Howard (see Comment #1).

*As identified within **Error! Reference source not found.** Table 4.2-1, development of individual projects proposed as components of SPRA would have the potential to result in significant impacts related to agricultural and timber land.*

#### **Page 4-209, Section 4.7.5 Mitigation Measures**

The following changes to Section 4.7.5 of the Draft Master EIR was not a result of public or agency comments received during the 45 day public review and comment period, but as a result

of informal comments received from the County of El Dorado Planning Department during the Special Use Permit application process initiated by EID during circulation of the Draft Master EIR. Although General Plan Policy 7.3.3.4 applies to “Wetlands,” it falls under Goal 7.3 “Water Quality and Quantity.” As a result, Mitigation Measure BIO-1 was deleted and replaced with Mitigation Measure HWQ-5 in Section 4.11.5 of the Draft Master EIR. Table 2.4-1 below was included in the Final Master EIR to show the deletion of Mitigation Measure BIO-1. Applicable mitigation measures in Section 4.7 are BIO-2 through BIO-19 with the elimination of BIO-1.

~~**Mitigation Measure BIO-1:** Under the El Dorado County General Plan policy 7.3.3.4, development of new facilities shall provide at least 100-foot setbacks from perennial streams and 50-foot setbacks from intermittent streams. Any facilities or new activities that must encroach closer shall be designed to minimize indirect impacts to wetlands to the greatest extent practicable. Additionally, design measures have been incorporated into project elements such as a 50-foot setback from the ordinary high water mark of creeks, the minimization of cut and fill activities and the minimization of culvert installation will minimize impacts to potentially jurisdictional wetland features as well.~~

**Table 2.3-1 — Proposed Mitigation Measures to Reduce or Eliminate Potential Impacts  
Associated with Implementation of the Sly Park Recreation Area Master Plan**

<b>Component ID/Project Name</b>	<b>Mitigation Measures</b>	<b>Resulting Level of Significance</b>
<b>Construct New Campsites</b> 13.04 Dogwood Camp 16.02 Primitive Camp Area	<b>BIO-4, BIO-5, BIO-17</b>	<b>Less than Significant with Mitigation Incorporation</b>
<b>Construct Post/Pier Structures</b> 2.09 Scout/Youth Group Camp Mess Hall 2.12 Scout/Youth Group Camp (North) 2.13 Scout/Youth Group Camp (South) 2.17 Scout/Youth Group Camp Mess Hall 5.02 Jenkinson Camp 10.04 Chimney Camp 20.03 Retreat and Event Center 20.05 Retreat and Event Center (Phase I) 20.06 Retreat and Event Center (Phase II)	<b>BIO-4, BIO-5, BIO- 14, BIO-16, BIO-17, BIO-18, BIO-19</b>	<b>Less than Significant</b>
<b>Reconfigure Campsites</b> 2.07 Scout/Youth Group Camp 2.11 Scout/Youth Group Camp 2.16 Scout/Youth Group Camp 4.04 Pine Cone Camp 4.05 Pine Cone Camp 6.04 Sierra Camp (West) 6.05 Sierra Camp (East) 7.03 Stonebraker Camp 8.03 Hilltop Camp	<b>BIO-4, BIO-5, BIO-6, BIO-7, BIO-8, BIO-10, BIO-14, BIO-15, BIO-16, BIO-18, BIO-19</b>	<b>Less than Significant</b>

<b>Component ID/Project Name</b>	<b>Mitigation Measures</b>	<b>Resulting Level of Significance</b>
<p>9.02 Chimney/Hilltop Host Site            10.02 Chimney Camp            12.01 Hazel Creek Camp            13.02 Dogwood Camp            14.03 Rainbow Camp            15.03 Kamloop Camp            21.01 Main Group Campground (Relocate Host Site)            21.06 Main Group Campground (Tent Sites at Groups Sites #1 and #5)            21.09 Main Group Campground (Tent Sites at Group Site 32)            21.12 Main Group Campground (Tent Sites at Group Site #3 and #4)            21.14 Main Group Campground (Group Kitchens)            23.01 Black Oak Equestrian Camp</p>		
<p><b>Trail Construction</b>            1.03 Main Park Entrance            2.05 Scout/Youth Group Camp            7.01 Stonebraker Camp            12.04 Hazel Creek Camp            16.01 Primitive Camp Area            22.01 Mountain Bike Trail            23.05 Black Oak Equestrian Camp</p>	<p><b>BIO-4, BIO-4, BIO-5, BIO-6, BIO-7, BIO-8, BIO-9, BIO-11, BIO-12, BIO-13, BIO-14, BIO-15, BIO-16, BIO-17, BIO-18</b></p>	<p><b>Less than Significant</b></p>
<p><b>Construct New Parking Areas</b>            2.02 Scout/Youth Group Camp (North)            3.01 Miwok Trailhead            4.02 Pine Cone Camp            6.07 Sierra Camp            11.02 Lake Drive Stabilization (Day Use)</p>	<p><b>BIO-4, BIO-5, BIO-6, BIO-7, BIO-8, BIO-11, BIO-12, BIO-13, BIO-14, BIO-16, BIO-17, BIO-18, BIO-19</b></p> <p><b>Note: Component 11.02 was initiated during preparation of this final Master Plan as an emergency response to accelerated erosion. The project will be completed in accordance with the Master Plan and its design standards and guidelines.</b></p>	<p><b>Less than Significant</b></p>

<b>Component ID/Project Name</b>	<b>Mitigation Measures</b>	<b>Resulting Level of Significance</b>
12.03 Hazel Creek Camp (Day Use and Trailhead) 18.01 Dog Park 19.01 Bumpy Meadow Trailhead 20.01 Retreat and Event Center (East) 20.02 Retreat and Event Center (West) 21.03 Main Group Campground/Shower Parking		
<b>Realign/Improve Campground Access Roads</b> 2.01 Scout/Youth Group Camp 2.03 Scout/Youth Group Camp (North) 2.04 Scout/Youth Group Camp (South) 2.06 Scout/Youth Group Camp (South) 4.03 Pine Cone Camp 5.01 Jenkinson Camp 6.02 Sierra Camp (West) 6.03 Sierra Camp (East) 7.02 Stonebraker Camp 8.01 Hilltop Camp 9.01 Chimney/Hilltop Host Site 12.02 Hazel Creek Camp 13.03 Dogwood Camp 21.04 Main Group Campground (Group Site #1) 21.05 Main Group Campground (Group Site #5) 21.08 Main Group Campground (Group Site #2) 21.11 Main Group Campground (Group Sites #3 and #4) 23.02 Black Oak Equestrian Center 25.01 Lake Drive Access Improvements	<b>BIO-1, BIO-14, BIO-16, BIO-18, BIO-19</b>	<b>Less than Significant</b>

**Page 4-333, Section 4.11.5 Mitigation Measures**

The following changes to Section 4.11.5 of the Draft Master EIR were not a result of public or agency comments received during the 45 day public review and comment period, but as a result of informal comments received from the County of El Dorado Planning Department during the Special Use Permit application process initiated by EID during circulation of the Draft Master EIR.

***Mitigation Measure HWQ-2:*** *Storm water runoff from developed impervious ~~construction~~ areas shall be pre-treated using applicable measure identified in the Storm Water General Permit, especially first flush, from roads and parking lots before discharging into existing waterways.*

*The El Dorado County General Plan Policy 5.4.1.1 “Require(s) storm drainage systems... meet the National Pollution Discharge Elimination System (NPDES) requirements, and preserve natural resources such as wetlands and riparian areas.” The use of vegetated swales or “(i)nfiltration trenches and sediment basins” as designated by the SPRA Master Plan Design Standards and Guidelines are preferred for their environmental and aesthetic benefits. If infeasible, then other non-bioengineering techniques can be used such as storm water separators to remove first flush oils and other pollutants as stated in the General Plan Policy 7.3.2.3.*

***Mitigation Measure HWQ-4:*** *Non storm water discharges (i.e. sediment and building materials) from construction areas shall be contained, reduced and eliminated.*

*A National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activities (General Construction Permit) will be required when disturbances to the ground occur such as clearing, grading, stockpiling or excavation. Coverage under the General Construction Permit is requires for disturbances that are one acre or greater, or are a part of a larger common plan of development. Requirements of the General Permit include identification and implementation of site specific Best Management Practices (BMPs) that are specifically designed to protect water quality from construction site storm water runoff. El Dorado County erosion control and storm water protection policies will also be applied to the project through the grading and building permit process.*

***Mitigation Measure HWQ-5:*** *Under the El Dorado County General Plan policy 7.3.3.4, development of new facilities shall provide at least 100-foot setbacks from perennial streams and lakes, and 50-foot setbacks from intermittent streams. Any facilities or new activities that must encroach closer shall be designed to minimize indirect impacts to wetlands to the greatest extent practicable. Construction of facilities will comply with the Master Plan*

Design Standards and Guidelines such as the minimization of cut and fill activities and the minimization of culvert installation that will minimize impacts to potentially jurisdictional wetland features. Projects that don't meet the minimum setbacks established by the County will be required to demonstrate to the County that the proposed setback is sufficient to protect the particular riparian area at issue.

**Page 4-334, Table 4.11-4 — Proposed Mitigation Measures to Reduce or Eliminate Potential Impacts Associated with Implementation of the Sly Park Recreation Area Master Plan**

The following changes to Table 4.11-4 of the Draft Master EIR were not a result of public or agency comments received during the 45 day public review and comment period, but as a result of informal comments received from the County of El Dorado Planning Department during the Special Use Permit application process initiated by EID during circulation of the Draft Master EIR.

<b>Component ID/Project Name</b>	<b>Mitigation Measures</b>	<b>Resulting Level of Significance</b>
<p><b>Bridges at Trail Crossings</b>                      2.20 Scout/Youth Group Camp                      12.07 Hazel Creek Camp</p>	<p><i>HWQ-3: Preparing a hydrology/drainage study will ensure that 100-year flood plain is avoided by the bridges, or if circumstanced require all or part of the bridge to be placed within the 100-year flood plain then the design will be such that it does not impede or redirect flood flows.</i></p> <p><u><i>HWQ-4: Compliance with the state NPDES General Construction Permit and county erosion control requirements will help protect surface water quality from construction site impacts.</i></u></p> <p><u><i>HWQ-5: Adhering to setbacks from surface waters allows for natural processes to occur which help clean and improve surface water quality. Should setbacks be unavoidable, appropriate mitigation and design measure shall be incorporated.</i></u></p>	<p><i>Less than Significant with Mitigation Incorporation</i></p>
<p><b>Reconfigure Existing Parking</b>                      1.05 Main Park Entrance                      4.01 Pine Cone Camp                      6.01 Sierra Camp                      10.01 Chimney Camp (Day Use)</p>	<p><i>HWQ-1: Work associated with the projects will avoid polluting storm water runoff by working during the dry season (May 15 to October 15).</i></p> <p><i>HWQ-2: Treatment of runoff from impervious surfaces will help remove the majority of pollutants collected from roads and parking lots. Swales, trenches and basins provide storage and infiltration to minimize drainage impacts.</i></p> <p><u><i>HWQ-4: Compliance with the state NPDES General Construction Permit and county erosion control requirements will help protect surface water quality from construction site impacts.</i></u></p> <p><u><i>HWQ-5: Adhering to setbacks from surface waters allows for natural processes to occur which help clean and improve surface water quality. Should setbacks be</i></u></p>	<p><i>Less than Significant with Mitigation Incorporation</i></p>

<b>Component ID/Project Name</b>	<b>Mitigation Measures</b>	<b>Resulting Level of Significance</b>
	<u>unavoidable, appropriate mitigation and design measure shall be incorporated.</u>	
<p><b>Construct New Parking Areas</b></p> <p>2.02 Scout/Youth Group Camp (North)</p> <p>3.01 Miwok Trailhead</p> <p>4.02 Pine Cone Camp</p> <p>6.07 Sierra Camp</p> <p>11.02 Lake Drive Stabilization (Day Use)</p> <p>12.03 Hazel Creek Camp (Day Use and Trailhead)</p> <p>18.01 The Dog Park</p> <p>19.01 Bumpy Meadow Trailhead</p> <p>20.01 Retreat and Event Center (East)</p> <p>20.02 Retreat and Event Center (West)</p> <p>21.03 Main Group Campground/Show Parking</p>	<p>HWQ-1: Work associated with the projects will avoid polluting storm water runoff by working during the dry season (May 15 to October 15).</p> <p>HWQ-2: Treatment of runoff from impervious surfaces will help remove the majority of pollutants collected from roads and parking lots. Swales, trenches and basins provide storage and infiltration to minimize drainage impacts.</p> <p><u>HWQ-4: Compliance with the state NPDES General Construction Permit and county erosion control requirements will help protect surface water quality from construction site impacts.</u></p> <p><u>HWQ-5: Adhering to setbacks from surface waters allows for natural processes to occur which help clean and improve surface water quality. Should setbacks be unavoidable, appropriate mitigation and design measure shall be incorporated.</u></p> <p>Note: Component 11.02 was initiated during preparation of this final Master Plan as an emergency response to accelerated erosion. The project will be completed in accordance with the Master Plan and its design standards and guidelines.</p>	<p>Less than Significant with Mitigation Incorporation</p>
<p><b>Marina Parking Expansion</b></p> <p>24.01 Marina Parking Expansion</p>	<p>HWQ-1: Work associated with the projects will avoid polluting storm water runoff by working during the dry season (May 15 to October 15).</p> <p>HWQ-2: Treatment of runoff from impervious surfaces will help remove the majority of pollutants collected from roads and parking lots. Swales, trenches and basins provide storage and infiltration to minimize drainage impacts.</p> <p><u>HWQ-4: Compliance with the state NPDES General Construction Permit and county erosion control requirements will help protect surface water quality from construction site impacts.</u></p> <p><u>HWQ-5: Adhering to setbacks from surface waters allows for natural processes to occur which help clean and improve surface water quality. Should setbacks be unavoidable, appropriate mitigation and design measure shall be incorporated.</u></p>	<p>Less than Significant with Mitigation Incorporation</p>

<b>Component ID/Project Name</b>	<b>Mitigation Measures</b>	<b>Resulting Level of Significance</b>
<p><b>Realign/Improve Campground Access Roads</b></p> <p>2.01 Scout/Youth Group Camp</p> <p>2.03 Scout/Youth Group Camp (North)</p> <p>2.04 Scout/Youth Group Camp (South)</p> <p>2.06 Scout/Youth Group Camp (South)</p> <p>4.03 Pine Cone Camp</p> <p>5.01 Jenkinson Camp</p> <p>6.02 Sierra Camp (West)</p> <p>6.03 Sierra Camp (East)</p> <p>7.02 Stonebraker Camp</p> <p>8.01 Hilltop Camp</p> <p>9.01 Chimney/Hilltop Host Site</p> <p>12.02 Hazel Creek Camp</p> <p>13.03 Dogwood Camp</p> <p>21.04 Main Group Campground (Group Site #1)</p> <p>21.05 Main Group Campground (Group Site #5)</p> <p>21.08 Main Group Campground (Group Site #2)</p> <p>21.11 Main Group Campground (Group Sites #3 and #4)</p> <p>23.02 Black Oak Equestrian Center</p> <p>25.01 Lake Drive Access Improvements</p>	<p><i>HWQ-1: Work associated with the projects will avoid polluting storm water runoff by working during the dry season (May 15 to October 15).</i></p> <p><i>HWQ-2: Treatment of runoff from impervious surfaces will help remove the majority of pollutants collected from roads and parking lots. Swales, trenches and basins provide storage and infiltration to minimize drainage impacts.</i></p> <p><u><i>HWQ-4: Compliance with the state NPDES General Construction Permit and county erosion control requirements will help protect surface water quality from construction site impacts.</i></u></p> <p><u><i>HWQ-5: Adhering to setbacks from surface waters allows for natural processes to occur which help clean and improve surface water quality. Should setbacks be unavoidable, appropriate mitigation and design measure shall be incorporated.</i></u></p>	<p><i>Less than Significant with Mitigation Incorporation</i></p>
<p><b>Reconfigure Main Entrance</b></p> <p>1.01 Main Park Entrance</p> <p>1.02 Main Park Entrance</p>	<p><i>HWQ-1: Work associated with the projects will avoid polluting storm water runoff by working during the dry season (May 15 to October 15).</i></p> <p><i>HWQ-2: Treatment of runoff from impervious surfaces will help remove the majority of pollutants collected from roads and parking lots. Swales, trenches and basins provide storage and infiltration to minimize drainage impacts.</i></p>	<p><i>Less than Significant with Mitigation Incorporation</i></p>

<b>Component ID/Project Name</b>	<b>Mitigation Measures</b>	<b>Resulting Level of Significance</b>
	<p><u>HWQ-4: Compliance with the state NPDES General Construction Permit and county erosion control requirements will help protect surface water quality from construction site impacts.</u></p> <p><u>HWQ-5: Adhering to setbacks from surface waters allows for natural processes to occur which help clean and improve surface water quality. Should setbacks be unavoidable, appropriate mitigation and design measure shall be incorporated.</u></p>	
<p><b>Install Interpretive/Trail Signage/Kiosks</b></p> <p>1.06 Main Park Entrance</p> <p>3.04 Miwok Trailhead</p> <p>7.05 Stonebraker Camp</p> <p>12.10 Hazel Creek Camp</p> <p>19.05 Bumpy Meadow Trailhead</p>	<p>HWQ-1: Work associated with the projects will avoid polluting storm water runoff by working during the dry season (May 15 to October 15).</p>	<p>Less than Significant with Mitigation Incorporation</p>
<p><b>Construct Visitor Center/New Maintenance Shop</b></p> <p>1.04 Main Park Entrance</p> <p>1.07 Main Park Entrance</p>	<p>HWQ-1: Work associated with the projects will avoid polluting storm water runoff by working during the dry season (May 15 to October 15).</p> <p>HWQ-2: Treatment of runoff from impervious surfaces will help remove the majority of pollutants collected from roads and parking lots. Swales, trenches and basins provide storage and infiltration to minimize drainage impacts.</p> <p><u>HWQ-4: Compliance with the state NPDES General Construction Permit and county erosion control requirements will help protect surface water quality from construction site impacts.</u></p> <p><u>HWQ-5: Adhering to setbacks from surface waters allows for natural processes to occur which help clean and improve surface water quality. Should setbacks be unavoidable, appropriate mitigation and design measure shall be incorporated.</u></p>	<p>Less than Significant with Mitigation Incorporation</p>
<p><b>Fine Arts Center</b></p> <p>17.01 Sugarloaf Fine Arts Center</p>	<p>HWQ-1: Grading, trenching, framing and other outdoor work associated with the projects will avoid polluting storm water runoff by working during the dry season (May 15 to October 15).</p> <p>HWQ-2: Treatment of runoff from impervious surfaces will help remove the majority of pollutants collected from roads and parking lots. Swales, trenches and basins provide storage and infiltration to minimize drainage impacts.</p> <p><u>HWQ-4: Compliance with the state NPDES General Construction Permit and county erosion control requirements will help protect surface water quality from construction site impacts.</u></p>	<p>Less than Significant with Mitigation Incorporation</p>

Component ID/Project Name	Mitigation Measures	Resulting Level of Significance
	<u>HWQ-5: Adhering to setbacks from surface waters allows for natural processes to occur which help clean and improve surface water quality. Should setbacks be unavoidable, appropriate mitigation and design measure shall be incorporated.</u>	
<p><b>Lake Drive Stabilization</b> 11.01 Lake Drive Stabilization</p>	<p>HWQ-1: Performing the bank stabilization for this project during the late summer and early fall will help avoid active construction adjacent or below the lake water level, thereby avoiding direct water quality impacts to the lake.</p> <p>HWQ-2: Treatment of runoff from impervious surfaces will help remove the majority of pollutants collected from roads and parking lots. Swales, trenches and basins provide storage and infiltration to minimize drainage impacts.</p> <p><u>HWQ-4: Compliance with the state NPDES General Construction Permit and county erosion control requirements will help protect surface water quality from construction site impacts.</u></p> <p><u>HWQ-5: Adhering to setbacks from surface waters allows for natural processes to occur which help clean and improve surface water quality. Should setbacks be unavoidable, appropriate mitigation and design measure shall be incorporated.</u></p> <p>Note: Component 11.01 was initiated during preparation of this final Master Plan as an emergency response to accelerated erosion. The project will be completed in accordance with the Master Plan and its design standards and guidelines.</p>	<p>Less than Significant with Mitigation Incorporation</p>

**Page 7-3, Widen Marina Drive for Parking on One Site — 10 Spaces (Alternative 4)**

The following correction was made to the Draft Master EIR in response to the comment letter received from Alice Q. Howard (see Comment #1).

*This alternative is similar to Alternative 3 (Widen Marina Drive for Parking on Both Sides), except the widening would be limited to an average of 10 feet to provide 10 designated parallel parking spaces on the northwest (uphill) side of the road (~~Error! Reference source not found.~~) (Figure 7-1). Adequate two-way traffic circulation would also be provided. As with Alternative 3, the drainage ditch on the northwest side of the existing road would need to be relocated to the northwest of the new parking lane and possibly resized to handle the additional runoff. This alternative would require the same addition of a turnout lane to facilitate turning at the Lake Drive and Marina Drive intersection.*

**Revised Appendix B — Traffic Analysis**

The *Sly Park Master Plan Traffic Analysis* prepared by kdAnderson Transportation Engineers dated November 16, 2005, was circulated with the SPRA Master Plan Draft Master EIR.

Revisions were made to the circulated traffic study prior to circulation of the Draft Master EIR. Section 4.4 of the Draft Master EIR contains a summary of the revised traffic study dated September 19, 2006. Therefore, the revised traffic study has been included in its entirety in this Final Master EIR as Appendix B to replace the earlier version.

## **4.0 MITIGATION MONITORING AND REPORTING PROGRAM**

This section contains the complete Mitigation Monitoring and Reporting Program as revised in response to comments.

# Sly Park Recreation Area Master Plan

Mitigation Monitoring and Reporting Program

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*Submitted Pursuant to: Division 13,  
California Public Resources Code*

Prepared for:

**El Dorado Irrigation District**

2890 Mosquito Road

Placerville, California 95667

March 2007

Submitted by:

 **FOOTHILL ASSOCIATES**

2007



## **California Environmental Quality Act (CEQA) Requirements**

Section 21081.6 of the Public Resources Code requires a Lead Agency that approves or carries out a project, where a CEQA document has identified significant environmental effects, to adopt a “reporting or monitoring program for the changes to the project which it has adopted or made a condition of a project approval in order to mitigate or avoid significant effects on the environment.”

This Environmental Mitigation Monitoring and Reporting Program (MMRP) has been prepared to provide for the monitoring of mitigation measures required of the Sly Park Recreation Area Master Plan (SPRA Master Plan), as set forth in the Final Environmental Impact Report (Final EIR). The El Dorado Irrigation District (EID) is the Lead Agency that must adopt the MMRP for implementation of the SPRA Master Plan. This report will be kept on file at the EID offices located at 2890 Mosquito Road, Placerville, California 95667.

The CEQA statutes and Guidelines provide direction for clarifying and managing the complex relationships between a Lead Agency and other agencies with implementing and monitoring mitigation measures. In accordance with CEQA Guidelines Section 15097(d), “each agency has the discretion to choose its own approach to monitoring or reporting; and each agency has its own special expertise.” This discretion will be exercised by implementing agencies at the time they undertake any portion of the SPRA Master Plan, as identified in the EIR.

The matrix presented below in this MMRP includes those mitigation measures for the SPRA Master Plan identified in the Final Master EIR and the party responsible for verification.

Mitigation Measure		Reporting Milestone	Reporting/ Responsible Party	Verification of Compliance		
Number	Description			Name	Date	Remarks
<b>Land Use</b>						
LU-1	An application for a General Plan amendment and rezone to Recreational Facilities shall be submitted to the El Dorado County Planning Services for review and approval. No development shall be permitted to commence until such time as the general plan amendment and rezone has been approved by the County of El Dorado.	Prior to adoption of the SPRA Master Plan and certification of the Final Master EIR.	Manager, EID Environmental Review Division.	Chris Word	2/14/07	
LU-2	Before adoption of the SPRA Master Plan by the EID Board of Directors, an application for a special use permit shall be submitted to the El Dorado County Planning Services for review and approval. No development shall be permitted to commence until such time as the special use permit has been issued by the County of El Dorado.	Prior to adoption of the SPRA Master Plan and certification of the Final Master EIR.	Manager, EID Environmental Review Division.	Chris Word	2/14/07	
<b>Agriculture</b>						
AG-1	A minimum 200-foot setback from parcel boundaries shall be maintained for the project footprint where abutting land identified by the County of El Dorado as located within the Timberland Preserve Zoning District. The requirements for the 200-foot setback may be reduced or waived for individual project components, if approved by the County Agricultural Commissioner or the Director of Development Services.	Prior to approval of final plans and specifications for individual Master Plan components occurring within 200 feet of project area limits.	Manager, EID Environmental Review Division.			
AG-2	On project parcels 10 acres or larger in area, agriculturally incompatible uses shall be set back a minimum of 200 feet from any adjacent parcel that is agriculturally zoned, unless the requirement for the 200-foot setback is reduced or waived by the County Agricultural Commissioner or the Director of Development Services.	Prior to approval of final plans and specifications for individual Master Plan components occurring within 200 feet of project area limits.	Manager, EID Environmental Review Division.			
<b>Aesthetics</b>						
AES-1	Use colors for structures that are compatible with the natural landscape.	Prior to approval of final plans and specifications for individual Master Plan components.	Manager, EID Environmental Review Division.			

Mitigation Measure		Reporting Milestone	Reporting/ Responsible Party	Verification of Compliance		
Number	Description			Name	Date	Remarks
<b>AES-2</b>	Avoid removal of existing trees. Adjust locations of facilities as practicable to minimize impacts to existing vegetation. Use retaining walls where feasible to protect existing trees from cut/fill within the drip-line. Where removal of trees is necessary, replant with fast growing, native species suitable to site conditions. Develop a Mitigation Monitoring Plan to ensure survival of plantings.	Prior to approval of final plans and specifications for individual Master Plan components involving the removal of trees.	Manager, EID Environmental Review Division.			
<b>AES-3</b>	If existing vegetation is insufficient to screen improvements from potentially sensitive receptors, plant additional vegetation sufficient to provide a visual screen. Use both trees and shrubs to create a layered visual barrier.	Evaluate the need for a visual barrier prior to approval of final plans and specifications for individual Master Plan components involving sensitive receptors. Reevaluate following component construction.	Manager, EID Environmental Review Division.			
<b>AES-4</b>	Site facilities to minimize the need for extensive site grading. Avoid steep cut and fill banks that will have difficulty revegetating. Plant cut-and-fill banks to aid in revegetation. Use retaining walls where necessary to retain soil and minimize cut/fill banks. Consider the use of planting pockets or stepped walls with vegetation planted between tiers for retaining walls that cannot easily be screened by planting at the base of the wall.	During project planning and prior to the approval of final plans and specifications.	Manager, EID Environmental Review Division.			
<b>AES-5</b>	Where feasible, conduct construction at times when it will not have significant impacts on SPRA visitors: off-season is preferable to peak-season, and weekdays are preferable to weekends.	During the construction phase.	Manager, EID Environmental Review Division.			
<b>AES-6</b>	Where feasible, use naturally colored pavements or additives. Incorporate planting islands into parking lots help preserve existing trees, plant new trees and break up large expanses of pavement.	During project planning and design and prior to approval of final plans and specifications.	Manager, EID Environmental Review Division.			
<b>AES-7</b>	Maintain plantings around parking areas to reduce glare and light impacts.	Following construction during normal Park operations.	Park Maintenance and Manager, EID Environmental Review Division.			

Mitigation Measure		Reporting Milestone	Reporting/ Responsible Party	Verification of Compliance		
Number	Description			Name	Date	Remarks
<b>AES-8</b>	Minimize soil and vegetation disturbance during construction. Replant disturbed areas as soon after construction is completed as feasible.	Throughout construction and immediately following construction of each component.	Manager, EID Environmental Review Division.			
<b><i>Air Quality</i></b>						
<b>AQ-1</b>	Construction activities will limit the amount of actively disturbed ground areas to no more than 6 acres on any single day.	During construction of each component.	Manager, EID Environmental Review Division.			
<b>AQ-2</b>	The construction contractor(s) shall maintain equipment in tune per manufacturer specifications. The construction contractor(s) shall use catalytic converters on gasoline-powered equipment. The construction contractor(s) shall not leave inactive construction equipment idling for prolonged periods (i.e., more than 5 minutes).	During construction of each component.	Manager, EID Environmental Review Division.			
<b><i>Noise</i></b>						
	Construction of potentially significant Master Plan components shall occur only during the hours of 7 a.m. to 7 p.m. Monday through Friday, between 8 a.m. and 5 p.m. on weekends, and between 8 a.m. and 5 p.m. on federally recognized holidays.	During construction of each component.	Manager, EID Environmental Review Division.			
<b><i>Biological Resources</i></b>						
<b>Bio-1</b>	This mitigation measure was deleted during in the Final Master EIR.					
<b>BIO-2</b>	<p>The Hazel Creek restoration project will require a Corps permit as the restoration activities will be occurring within below the ordinary high water mark. This work would be covered under Nationwide Permit (NWP) 27, Stream and Wetland Restoration Activities. A pre-construction notification is required for the restoration of Hazel Creek and must be submitted to the Corps before work occurring within the creek corridor. Any permit conditions required by the Corps in the issuance of the permit will be followed for the duration of the restoration work.</p> <p>The stabilization of the bank along Lake Drive will require a Corps permit as it is occurring below the ordinary high water mark. This work would be covered under Nationwide Permit 13, Bank Stabilization; therefore NWP 13 shall be acquired before bank stabilization work occurring along Lake Drive. If the bank stabilization activity is less than 500 feet in length and the activity will not disturb more than one cubic yard per running foot, a post-notification to the Corps will be required to ensure compliance with this nationwide permit. If the length of bank stabilization is greater than 500 feet, a pre-construction notification package must be submitted to the Corps to ensure compliance with the permit. If a pre-construction package is required for the bank stabilization along Lake Drive, any permit conditions required by the Corps</p>	Prior to the implementation of creek restoration and bank stabilization efforts.	Manager, EID Environmental Review Division.			

Mitigation Measure		Reporting Milestone	Reporting/ Responsible Party	Verification of Compliance		
Number	Description			Name	Date	Remarks
	will be followed for the duration of the work.					
<b>BIO-3</b>	The stabilization of the bank along Lake Drive will require a Corps permit as it is occurring below the ordinary high water mark. This work would be covered under Nationwide Permit 13, Bank Stabilization; therefore NWP 13 shall be acquired before bank stabilization work occurring along Lake Drive. If the bank stabilization activity is less than 500 feet in length and the activity will not disturb more than one cubic yard per running foot, a post-notification to the Corps will be required to ensure compliance with this nationwide permit. If the length of bank stabilization is greater than 500 feet, a pre-construction notification package must be submitted to the Corps to ensure compliance with the permit. If a pre-construction package is required for the bank stabilization along Lake Drive, any permit conditions required by the Corps will be followed for the duration of the work.	Prior to the implementation of bank stabilization efforts.	Manager, EID Environmental Review Division.			
<b>BIO-4</b>	Based on site-specific projects, all Master Plan components that can feasibly be fitted with a crossing that will span and remain out of the ordinary high water mark and the 100-year flood hazard area of that waterway should be identified. Where determined feasible, all bridge abutments shall be located outside of the ordinary high water mark.	During project component planning and prior to approval of final plans and specifications for individual Master Plan components involving stream crossings.	Manager, EID Environmental Review Division.			
<b>BIO-5</b>	Construction of SPRA Master Plan elements may indirectly affect unnamed tributaries, creeks, or Jenkinson Lake from runoff during construction. If indirect impacts have the potential to occur during construction activities, additional measures may be required to maintain water quality standards of the waterways. If a 404 permit is required for the SPRA Master Plan, water quality concerns during construction shall be addressed in a required Section 401 water quality certification by the Regional Water Quality Control Board. A Storm Water Pollution Prevention Plan (SWPPP) will be required for the entire SPRA Master Plan project. SWPPPs are required in issuance of a National Pollutant Discharge Elimination System (NPDES) construction discharge permit by the U.S. Environmental Protection Agency. Implementation of Best Management Practices (BMPs) during construction is standard in most SWPPPs and water quality certifications. Examples of BMPs include stockpiling of debris away from regulated wetlands and waterways; immediate removal of debris piles from the site during the rainy season; use of silt fencing and construction fencing around regulated waterways; and use of drip pans under work vehicles and containment of fuel waste throughout the site during construction.	Prior to approval of final plans and specifications for individual Master Plan components and during construction.	Manager, EID Environmental Review Division.			
<b>BIO-6</b>	A Streambed Alteration Agreement shall be obtained from CDFG, pursuant to Section 1602 of the California Fish and Game Code, for each stream crossing and	Prior to approval of final plans and	EID Project Manager and EID			

Mitigation Measure		Reporting Milestone	Reporting/ Responsible Party	Verification of Compliance		
Number	Description			Name	Date	Remarks
	any other activities affecting the bed, bank or associated riparian vegetation of any stream within SPRA, specifically work that is occurring near Carpenter and Hazel creeks. Appropriate mitigation measures shall be developed in coordination with CDFG in the issued 1602 agreement.	specifications for individual Master Plan components and during construction of Master Plan components involving stream crossings.	Environmental Review Division and Construction Contractor.			
<b>BIO-7</b>	<p>A pre-construction survey for California red-legged frog and foothill yellow-legged frog should be performed within any areas proposed for a bridge crossing or where work will be occurring within a riparian corridor. Generally, this includes work being performed in proximity to Hazel and Carpenter creeks. Aquatic and upland habitat will be surveyed by a qualified biologist for the presence of California red-legged frog or foothill yellow-legged frog.</p> <p>Because foothill yellow-legged frogs have been identified within Sly Park Creek within the SPRA, a clearance survey should be performed prior to construction to ensure no impacts will occur to this species that is known to occur within the SPRA. If this species is identified during the pre-construction clearance survey, any individuals should be safely re-located by a qualified professional out of the construction zone to an equivalent habitat located within the SPRA. The qualified biologist performing the survey should possess a valid California Department of Fish and Game Scientific Collecting Permit.</p> <p>Although California red-legged frogs have not been identified within the SPRA before, if this species is identified during a pre-construction survey, the USFWS should be contacted immediately for subsequent measures. No California red-legged frogs shall be moved or re-located as part of the pre-construction survey.</p>	Prior to construction of individual Master Plan components involving stream crossings.	Manager, EID Environmental Review Division.			
<b>BIO-8</b>	As discussed in Table 4.7.3 of the Master EIR, several Master Plan components shall require a Corps permit and/or Section 1600 Streambed Alteration Agreement. If either the Corps or California Department of Fish and Game require specific California red-legged frog or foothill yellow-legged frog impact avoidance measures, the applicant shall adhere to the conditions of the permit. These conditions are expected to include construction impact avoidance measures such as the presence of a biological monitor during creek restoration activities, a seasonal time restriction on work occurring within the creek bed, or a pre-construction survey.	Prior to and during construction of individual Master Plan components involving stream crossings.	Manager, EID Environmental Review Division.			
<b>BIO-9</b>	Avoidance measures for reducing impacts to potential habitat for western pond turtle have been incorporated into the SPRA Master Plan as a design guideline to the maximum extent feasible. Also, the 50- and 100-foot setbacks as required under the El Dorado County General Plan will aid in the protection of western pond turtle and potential marsh habitat during construction activities. However, impacts may still	Prior to and during construction of individual Master Plan components involving stream crossings.	Manager, EID Environmental Review Division.			

Mitigation Measure		Reporting Milestone	Reporting/ Responsible Party	Verification of Compliance		
Number	Description			Name	Date	Remarks
	<p>occur during removal of existing campsites within the 50-foot buffer, construction of span bridges, and other project elements that are expected to occur within the 50- and 100-foot creek buffer.</p> <p>A pre-construction clearance survey for western pond turtle is recommended before construction activities occurring within potential pond turtle habitat. Potential habitat for western pond turtle occurs along Sly Park and Hazel creeks and potentially other perennial, slow-moving drainages. The clearance survey shall be performed during April or May when western pond turtle are most active and identifiable. It is assumed construction is not going to take place during the rainy season, a period when western pond turtle would be less identifiable. Open water areas with emergent vegetation with open rocks for basking shall be adequately surveyed to determine the presence or absence of western pond turtle within the creek corridors. The areas to be subject to clearance surveys shall be based upon final grading plans for each project element, specifically the two span bridges and campground reconfigurations. If western pond turtle are not observed, construction activities shall proceed as scheduled. If western pond turtle are observed, shall be consulted on subsequent impact avoidance measures.</p>					
<b>BIO-10</b>	<p>Signs shall be posted to discourage collecting and handling of aquatic wildlife by recreational users. Interpretive trail signage and kiosks proposed for specific campgrounds shall serve to inform the public of the sensitivity and the ecological importance for preserving of riparian habitat and creek corridors. Interpretive signs and kiosks shall also define Park rules and prohibit collecting aquatic wildlife (other than fishing). Also, design measures such as creek access controls (boulders and cable fencing) at Pine Cone, Rainbow, and Kamloop camps have been incorporated into the SPRA Master Plan project where applicable. The re-configuration of campsites away from Hazel Creek at Hazel Creek, Kamloop, and Rainbow campgrounds would widen the buffer to Hazel Creek to enhance riparian habitat value; the increased distance of campsites to Hazel Creek shall further discourage foot traffic along Hazel Creek and reduce the likelihood of aquatic wildlife collection.</p>	<p>During project planning and prior to approval of final plans and specifications for individual Master Plan components.</p>	<p>Manager, EID Environmental Review Division, and Park Management.</p>			
<b>BIO-11</b>	<p>Based on final grading plans, any project component that would involve the removal of potential nest trees shall be surveyed for the presence of a bald eagle nest. Federal protocol surveys shall be performed to determine the presence or absence of nesting and wintering bald eagles. As stated previously, bald eagles are known to winter at Jenkinson Lake and the first confirmed successful nesting attempt by a bald eagle pair occurred during 2004 south of Jenkinson Lake on USFS property as well as the previous two years. Additionally, nesting bald eagles have been recorded from nearby lakes in 2004. Therefore, tree removal shall not take place until confirming a bald eagle nest does not occur within the trees planned for removal.</p> <p>Timing construction activities to occur outside of the active bald eagle breeding</p>	<p>Prior to and during construction of individual Master Plan components involving the removal of potential nest trees.</p>	<p>Manager, EID Environmental Review Division, and Park Management.</p>			

Mitigation Measure		Reporting Milestone	Reporting/ Responsible Party	Verification of Compliance		
Number	Description			Name	Date	Remarks
	<p>season (early-February through July) at Jenkinson Lake, would reduce the likelihood of adverse effects on nesting bald eagle. Additionally, work associated with the implementation of the SPRA Master Plan is not expected to occur during the rainy season, which will also avoid impacts to bald eagles. CDFG recommends that specific survey guidelines and scheduling of surveys be handled with consultation with CDFG at the agency district or regional office level. CDFG recommends a minimum of three surveys during the nesting season to confirm the location of eagle territories (CDFG 1999). One survey shall be performed during early March (early incubation) to determine whether territories are occupied. CDFG recommends a second survey during late-April or early-May (early nesting period) to confirm if the territory is unoccupied, or if occupied in March to determine whether the breeding pair is still present. A third survey shall be performed during mid-June (late nestling period) to determine how many nestlings are present and may fledge (CDFG 1999). Performing directed surveys to identify breeding bald eagles shall also determine the location of any wintering bald eagles. Trees harboring any roosting, wintering bald eagles shall not be removed. As discussed in BIO 12 through BIO 14, in order to avoid impacts to northern goshawk, bald eagle, California spotted owl, and other nesting raptors during their typical breeding seasons, construction activities should not occur from February through September.</p> <p>If bald eagle nesting territories are found and defined, the bald eagle management and design guidelines for the SPRA Master Plan shall establish management zones based on a radius around the bald eagle nest. For example, the Habitat Management Guidelines for the Bald Eagle in the Southeast Region (USFWS 1987) provides recommended restrictions in a "primary management zone" within approximately 750 feet of a bald eagle nest, and lesser restrictions within a "secondary management zone" between 750 feet and one mile from the nest (exact distance would be dependent upon site specific factors). The Washington Department of Fish and Wildlife's (WDFW) Priority Habitat and Species Management Recommendations (Washington Department of Fish and Wildlife 2004) recommend a survey buffer of at least 800 feet of a bald eagle nest. WDFW recommends buffering bald eagle nests within a two-zone management system similar to the USFWS guidelines, but with a primary zone within 400 feet of the nest and a secondary zone between 330 and 880 feet of the nest. For wintering eagles, 800- to 1,000-foot buffers around perching areas have been recommended where little screening cover is present (WDFW 2004).</p> <p>CDFG has not developed bald eagle protection guidelines for California, and reasonable measures may vary depending on site-specific and project-specific conditions. The bald eagle guidelines for the SPRA Master Plan shall be developed in coordination with the wildlife agencies and based on site-specific information and the best available scientific information regarding the bald eagle.</p>					

Mitigation Measure		Reporting Milestone	Reporting/ Responsible Party	Verification of Compliance		
Number	Description			Name	Date	Remarks
	The bald eagle management and design guidelines shall be designed to avoid "take" of bald eagles as defined under the California and Federal Endangered Species Acts and Bald and Golden Eagle Protection Acts, so that a take permit will not be necessary. However, even with these guidelines in place, if any federally funded or permitted activities take place that may affect bald eagles, a formal Section 7 Consultation with the USFWS shall be necessary. The bald eagle management and design guidelines shall be a useful component in assisting any Section 7 Consultation that takes place, to provide assurance to the USFWS that species impacts will be adequately minimized.					
<b>BIO-12</b>	<p>Based on final grading plans, any project component that would involve the removal of potential nest trees shall be surveyed for the presence of a nesting northern goshawk. The USFS has implemented a survey protocol for northern goshawk on USFS lands, Survey Methodology for Northern Goshawks in the Pacific Southwest Region (USFS 2000). This survey protocol is typically applied to USFS logging activities on state forest and non-state forest land; however, this survey methodology is recommended for implementation of the SPRA Master Plan project components as well. As with bald eagle, tree removal shall not take place until confirming an active northern goshawk nest does not occur within the trees planned for removal.</p> <p>For activities planned adjacent to non-USFS lands, databases and resource agencies shall be consulted for the location of known northern goshawk protected activity centers (PACs) (USFS 2004). To date, no northern goshawk PACs are known to occur within SPRA. PACs are delineated to include the known and suspected nest stand and to designate the best available 200 acres of forested habitat in the largest continuous patches based on aerial photography. If PACs occur within SPRA, directed surveys to establish the location or activity of the nest or PAC shall be performed. The USFS also recommends maintaining a limited operating period (LOP) prohibiting activities occurring within approximately 0.25 mile of a goshawk nest during the breeding season (generally February 15 through September 15) ) on USFS lands. The LOP would only apply to new Master Plan components occurring on USFS lands. The LOP would not apply to existing recreational trail use or maintenance or continued recreation use such as those at SPRA; however, new construction activities associated with the Master Plan components occurring on USFS lands shall be subject to USFS protocol guidelines. The LOP may be waived for individual components or activities of limited activity and duration or when a biological evaluation determines that such components are unlikely to result in breeding disturbance. The LOP may be reduced if the biological evaluation concludes that a nest site would be shielded from the proposed activity by natural topographic features that would minimize disturbance. If a northern goshawk nest is identified, the CDFG and/or USFS shall be consulted on subsequent impact avoidance measures. As discussed in BIO-11 through BIO-14, in order to avoid</p>	Prior to and during construction of individual Master Plan components involving the removal of potential nest trees.	Manager, EID Environmental Review Division, and Park Management.			

Mitigation Measure		Reporting Milestone	Reporting/ Responsible Party	Verification of Compliance		
Number	Description			Name	Date	Remarks
	impacts to northern goshawk, bald eagle, California spotted owl, and other nesting raptors during their typical breeding seasons, construction activities should not occur from February through September.					
<b>BIO-13</b>	<p>As with northern goshawk, a similar USFS survey protocol is recommended for California spotted owl and is based on the presence of owl PACs within the project site. This survey protocol is typically applied to USFS logging activities on state forest and non-state forest land; however, this methodology is recommended for implementation of the SPRA Master Plan project components. A California spotted owl protected activity center is identified by the USFS in the southeastern corner of SPRA (pers. comm. July 2004, Susan Yasuda, USFWS). As with bald eagle and northern goshawk, tree removal shall not take place until confirming an active northern goshawk nest does not occur within the trees planned for removal.</p> <p>For activities planned adjacent to non-USFS lands, databases and resource agencies shall be consulted for the location of known spotted owls PACs (USFS 2004). PACs are delineated using aerial photographs to include the known and suspected nest stand and to designate the best available 300 acres of contiguous forested habitat in the largest continuous patches. If PACs occur within SPRA, directed surveys to establish the location or activity of the nest or PAC shall be performed. The USFS recommends a LOP that prohibits construction activities occurring within 0.25 mile of an activity center during the breeding season on USFS lands (generally March 1 through August 31) unless directed surveys conducted before confirmed no spotted owls were nesting. The LOP would only apply to new Master Plan projects occurring on USFS lands. The LOP may be waived for individual components or activities of limited activity and duration or when a biological evaluation determines that such components are unlikely to result in breeding disturbance to California spotted owls on USFS lands. The LOP may be reduced if the biological evaluation concludes that a nest site would be shielded from the proposed activity by natural topographic features that would minimize disturbance. If a California spotted owl nest is identified, the CDFG and/or USFS shall be consulted on subsequent impact avoidance measures. As discussed in BIO-11 through BIO-14, in order to avoid impacts to northern goshawk, bald eagle, California spotted owl, and other nesting raptors during their typical breeding seasons, construction activities should not occur from February through September.</p>	Prior to and during construction of individual Master Plan components involving the removal of potential nest trees.	Manager, EID Environmental Review Division, and Park Management.			
<b>BIO-14</b>	Construction activities are not expected to occur during the rainy season; however, nesting territories of other raptor species could be established during winter months that could be disturbed by construction activities during that time. Specifically, resident owl species are known to initiate nest building and breeding during early winter months. For this reason, pre-construction nesting raptor surveys shall be performed within SPRA. Based on the final grading plans for specific SPRA Master Plan components, any trees that are planned for removal shall be surveyed for the	During project planning and prior to and during construction of individual Master Plan components involving the removal of	Manager, EID Environmental Review Division, and Park Management.			

Mitigation Measure		Reporting Milestone	Reporting/ Responsible Party	Verification of Compliance		
Number	Description			Name	Date	Remarks
	<p>presence of active raptor nests. A pre-construction raptor survey is recommended to determine the activity status of any identified raptor nests within SPRA including a 500-foot buffer from construction activities, if construction of any new facilities is expected to occur during the typical nesting season (February-September). The survey shall be conducted by a qualified biologist no more than 30 days before the start of construction activities. If more than 30 days lapse between the survey and the start of construction, an additional survey shall be performed. If the nests are found and considered to be active, construction activities shall not occur within 500 feet of the nests until the young have fledged and the appropriate resource agencies (USFS, USFWS, or CDFG) shall be consulted. If construction activities are proposed to occur during the non-breeding season (October-January), a survey is not required and no further studies are necessary. As discussed in BIO-11 through BIO-13, in order to avoid impacts to northern goshawk, bald eagle, California spotted owl, and other nesting raptors during their typical breeding seasons, construction activities should not occur from February through September.</p> <p>Avoidance measures for reducing impacts to nesting raptor species and potential nest trees have been incorporated into the SPRA Master Plan as a design guideline to the maximum extent feasible. For example, during campground re-configuration construction activities, no trees with a DBH of 6 inches or greater shall be removed; raptors are not likely to nest within trees less than 6 inches DBH. Ongoing recreational activities are not expected to have a significant affect on nesting raptors, as any raptors nesting in areas of recreational use will have become habituated to human activity.</p>	potential nest trees.				
<b>BIO-15</b>	<p>Avoidance measures for reducing impacts to federally sensitive invertebrate species have been incorporated into the SPRA Master Plan as a design guideline to the maximum extent feasible. Additionally, the 50- and 100-foot setbacks as required under the El Dorado County General Plan policies would aid in protecting federally sensitive invertebrate species. Also, the re-configuration of campgrounds shall not allow construction within 50 feet from the ordinary high-water mark of any creeks.</p> <p>Before construction occurring within the creek corridors for the two proposed span bridges, these potential habitat areas shall be surveyed to determine the presence or absence of Button's Sierra sideband, Gold rush hanging scorpionfly, South Forks ground beetle, and spiny rhyacophilan caddisfly. A qualified entomologist or invertebrate zoologist shall be retained that is familiar with the biology, habitat requirements, and identification of these species. An adequate number of surveys shall be performed over a period when the invertebrate species are identifiable. These species are assumed to be active and identifiable year-round. If any of these federally sensitive invertebrate species are identified within the SPRA area, any individuals should be safely re-located by a qualified entomologist out of the construction zone to an equivalent habitat located within the SPRA. If these species</p>	Prior to construction of individual Master Plan components in the vicinity of perennial or intermittent streams.	Manager, EID Environmental Review Division.			

Mitigation Measure		Reporting Milestone	Reporting/ Responsible Party	Verification of Compliance		
Number	Description			Name	Date	Remarks
	are not identified, bridge construction shall proceed as scheduled and no further mitigation should be necessary.					
<b>BIO-16</b>	Before the removal of any trees or structures within SPRA, a clearance survey shall be performed to determine the presence of bat roosts. The final grading plans for each individual project shall determine the trees and structures to be removed which shall be subject to the pre-construction survey. The pre-construction survey shall be conducted by a qualified biologist familiar with the identification of bat species and roosting sign. If special-status roosting bats are found during the pre-construction survey, CDFG or the USFWS should be consulted regarding measures to minimize impacts to roosting bats during construction. No trees or Park facility structures shall be removed that is used as by roosting bats. If special-status bats are not found during the pre-construction survey, no mitigation measures should be necessary for special-status bats.	Prior to construction of individual Master Plan components involving the removal of any trees or structures.	Manager, EID Environmental Review Division.			
<b>BIO-17</b>	<p>Additional rare plant surveys shall be performed before implementing specific components under the SPRA Master Plan, focusing on the specific area of proposed disturbance during the appropriate season for detecting the species. Areas subject to surveys shall be concentrated within areas proposed for new Park facility developments including but not limited to the Sugarloaf Fine Arts Center and the Black Oak Equestrian Center. Special attention shall be given to Pleasant Valley mariposa lily, which has a high likelihood of occurrence on the north side of SPRA.</p> <p>CDFG recommends a sufficient number of visits spaced throughout the blooming period of all special-status plant species to accurately determine their presence or absences of special-status plant species (CDFG 2000c). Generally, the blooming period to cover all target plant species identified in Table 4.7-1 of the Master EIR covers February through October. Field surveys performed during June and July 2004 adequately covered the mid-blooming range of target plant species; however additional surveys are recommended before and after these months to catch early- and late-blooming target plant species. A minimum of two additional surveys are recommended, one during late-winter and spring months and one to cover early fall months.</p> <p>If special-status species are found, plant locations shall be described and mapped and the project shall be designed to avoid impacts to the extent practicable. A mitigation plan developed from consultation with CDFG and CNPS shall be prepared. The plan should detail the various mitigation approaches to ensure minimal impacts to special-status plants species. Examples of mitigation include avoidance of the resource, salvage of plant materials where possible, acquisition of credits at an approved mitigation bank, or acquisition and preservation of property that supports these species. Preservation management strategies shall be developed in consultation with the appropriate resource agencies. For example, populations may</p>	Prior to construction of individual Master Plan components involving the removal of any trees or structures. Surveys are to be completed during the specified season according to target plant species.	Manager, EID Environmental Review Division.			

Mitigation Measure		Reporting Milestone	Reporting/ Responsible Party	Verification of Compliance		
Number	Description			Name	Date	Remarks
	be avoided and fenced if found where proposed trails or camping facilities are to be placed. Vegetation rehabilitation activities currently proposed under the SPRA Master Plan may be sufficient mitigation although consultation resource agencies shall be conducted to define an appropriate mitigation plan. If no special-status plant species are observed, no further mitigation would be required.					
<b>BIO-18</b>	<p>The following measures are designed to protect existing trees and minimize impacts during construction activities.</p> <p>To protect the root zone, drift fencing (or similar protective barrier approved by El Dorado County) a minimum of 4 feet tall, shall be installed at least two feet outside the drip line of each protected tree. A circle with a radius measurement from the trunk of the tree to the tip of its longest limb shall constitute the drip line protection area for preserved trees and shall establish the Critical Root Zone (CRZ) of the tree. The drift fencing shall not be moved once installed.</p> <p>Removal of tree branches and/or roots shall be minimized to the extent practical and shall be in compliance with the 2001 "American National Standard for Tree Care Operations – Tree, Shrub, and Other Woody Plant Maintenance-Standard Practices (Pruning)" (A300, Part 1) and with the 1995 International Society of Arboriculture (ISA) companion publication of "Tree Pruning Guidelines." The removal or severing of any roots on trees to be retained shall only be done at the discretion of an onsite arborist and shall not cause permanent damage to the tree. Roots shall be cut cleanly as close to the excavation as possible. Roots with cut faces of more than 1.5 inches shall be coated with emulsified asphalt or other approved coating formulated for use on damaged plant tissues. Any tree impacted by activity within its CRZ, including cuts to branches and/or roots shall be considered impacted and subject to the same mitigation as a removed tree.</p> <p>In the event that a stand of trees will be preserved, the entire stand may be fenced, as a group, per the above stated guidelines. Fencing shall be shown on construction plans and shall be installed before the onset of grading activities. Signs shall be attached to the fencing describing the trees as protected.</p> <p>No grading, vehicular traffic, dumping of excavated debris, materials storage, or disposal of chemicals or contaminated water shall be allowed within the CRZ of the trees to be retained as shown on final site plans. This includes but is not limited to washing concrete from tools or trucks; paint materials; sheetrock, mud, or stucco materials; or other chemicals such as solvents and herbicides. Nails, ties, screws, or other fasteners shall not be use to attach signs, braces, etc. to any tree trunks or branches.</p> <p>Drainage patterns on the site shall not be modified so that water accumulates in, or is</p>	Prior to approval of final plans and specifications and during construction of individual Master Plan components.	Manager, EID Environmental Review Division.			

Mitigation Measure		Reporting Milestone	Reporting/ Responsible Party	Verification of Compliance		
Number	Description			Name	Date	Remarks
	<p>diverted across, the CRZ of any preserved tree.</p> <p>Construction crews shall be informed of the above measures and shall be required to comply with the guidelines of this mitigation plan. They will also be provided a copy of the map illustrating areas to be fenced and avoided. Before construction, all construction personnel shall be required to sign a document acknowledging receipt and understanding of all tree protection and preservation requirements.</p> <p>A certified arborist shall monitor the protected trees periodically during construction to ensure the above-mentioned measures are carried out and to monitor the health and structure of the trees.</p> <p>If construction activities intercept major roots outside of the CRZ, a certified arborist shall be consulted to advise construction crews on how best to minimize damage to roots.</p> <p>Whenever feasible, utility trenches shall be established outside of the CRZ. If utilities must be located within this area, they should be placed in a conduit that is bored through the soil. Immediately backfill and water to the point of saturation all areas where soil cuts and trenches enter the CRZ of any existing tree.</p>					
<b>BIO-19</b>	<p>To mitigate for the loss of trees, the following tree replacement measures shall be implemented for individual trees removed as part of the SPRA Master Plan:</p> <p>Based on final grading plans, each SPRA Master Plan project that would require tree removal shall be subject to an arborist survey and report. All trees that occur within the construction footprint will be inventoried by an ISA Certified Arborist. The survey will include numbering each qualifying tree (per El Dorado County guidelines) and recording required data such as species, size, health, and structural condition. Following the inventory of all trees proposed for removal, an arborist report will be completed and submitted to the Manager of Environmental Review Division.</p> <p>Replacement shall be required for all healthy native trees equal to or greater than 6 inch diameter at breast height (DBH) that will be removed. A healthy tree is defined as a tree with an average to be below-average amount of deadwood with respect to the tree's size and growing environment and little evidence of stress. A healthy tree shall also exhibit a low risk for failure as a public hazard in that it has minimal evidence of wounds, cavities, decay, or indication of hollowness within the root crown, trunk, or primary limbs, as well as lack of co-dominant stems or included bark in major trunk or branch attachments.</p> <p>For all trees, at least one (1) one-gallon seedling shall be replanted for every two inches of impact for a mitigation ratio of 1:2, thus a 12 inch DBH tree would require six (6) one-gallon replacement seedlings. Replacement seedlings shall be of the</p>	<p>Prior to approval of final plans and specifications, and prior to and during construction of individual Master Plan components.</p>	<p>Manager, EID Environmental Review Division.</p>			

Mitigation Measure		Reporting Milestone	Reporting/ Responsible Party	Verification of Compliance		
Number	Description			Name	Date	Remarks
	<p>same genus and species removed.</p> <p>For oak (Quercus spp.) trees removed, replacement trees may be up to but in no case larger than 15-gallon size or to be consistent with General Plan Policy 7.4.5.2, the replacement requirement shall be calculated on an inch for inch basis, whichever measure is more stringent on tree replacement. The ratio of a 5-gallon oak replacement seedling to inches removed shall be at a minimum 1:3; the ratio of a 15-gallon oak replacement seedling to inches removed shall be at a minimum of 1:6.</p> <p>Tree re-planting may take place anywhere in SPRA in a location that provides conditions suitable to the growth requirements of the species including areas identified for reforestation in the Forest Management Plan.</p> <p>Replacement stock seedlings shall be purchased from a source in the SPRA region where feasible.</p> <p>A complete tree monitoring plan shall be required for the replacement trees. Monitoring shall be designed to ensure compliance with the established performance standard and to discover and remediate conditions that are detrimental or potentially detrimental to the plantings to ensure the continued success of the plantings. A minimum of eighty percent (80%) of the total plantings will survive annually (exhibiting fair health characteristics or higher) for a period of 3 years from the date of planting. If the plantings fail to meet the performance standard, they shall be replaced annually on an inch-for-inch basis, under the guidelines of this management plan to meet the 80% survival goal.</p> <p>Monitoring of the plantings will occur annually for three years, from the date of installation, conducted by a certified arborist or qualified biologist. Monitoring will consist of a site assessment to evaluate the health of each planting. Annual monitoring reports shall be submitted to the Manager of Environmental Review Division.</p> <p>The project proponent, or its successor, is the responsible party for monitoring plantings within SPRA. Any maintenance or remediation required to achieve the performance standard is the responsibility of the project proponent.</p>					
<b>Cultural Resources</b>						
CR-1	Avoid Ground-Disturbing Activities within 100 ft. of Bedrock Milling Stations at CA-Eld-461.	Prior to approval of final plans and specifications, and prior to and during construction of individual Master Plan	Manager, EID Environmental Review Division.			

Mitigation Measure		Reporting Milestone	Reporting/ Responsible Party	Verification of Compliance		
Number	Description			Name	Date	Remarks
		components.				
<b>CR-2</b>	Monitor Site Impacts at CA-Eld-461 and Take Appropriate Mitigation Action in Consultation with Native Americans.	Following construction.	Park Management and EID Environmental Review Division Manager.			
<b>CR-3</b>	Test Excavate to Determine Data Potential of Impact Areas at CA-Eld-263.	Prior to approval of final plans and specifications, and prior to and during construction of individual Master Plan components.	Manager, EID Environmental Review Division.			
<b>CR-4</b>	Data Recovery in Areas of Impacts at CA-Eld-263.	Prior to construction of individual Master Plan components.	Manager, EID Environmental Review Division.			
<b>CR-5</b>	Documentation and Evaluation of SP-2005-1-H.	Prior to construction of individual Master Plan components.	Manager, EID Environmental Review Division.			
<b>CR-6</b>	Test Excavate in Areas of Impacts to Determine Data Potential of P-9-1817.	Prior to construction of individual Master Plan components.	Manager, EID Environmental Review Division.			
<b>CR-7</b>	Avoid Ground-Disturbing Activities within 50 ft. of Bedrock Milling Stations at SP-1985-1.	Prior to approval of final plans and specifications, and prior to and during construction of individual Master Plan components.	Manager, EID Environmental Review Division.			
<b>CR-8</b>	Evaluate CA-Eld-1333-H for CRHR Eligibility under Criteria a, b, and d.	Prior to construction of individual Master Plan components.	Manager, EID Environmental Review Division.			
<b>CR-9</b>	Avoid Ground-Disturbing Activities within 50 ft. of Bedrock Milling Stations at CA-Eld-1331 and CA-Eld-1335.	Prior to approval of final plans and specifications, and prior to and during	Manager, EID Environmental Review Division.			

Mitigation Measure		Reporting Milestone	Reporting/ Responsible Party	Verification of Compliance		
Number	Description			Name	Date	Remarks
		construction of individual Master Plan components.				
<b>CR-10A</b>	Avoid Ground-Disturbing Activities within 50 ft. of Bedrock Milling Stations at CA-Eld-1335.	Prior to approval of final plans and specifications, and prior to and during construction of individual Master Plan components.	Manager, EID Environmental Review Division.			
<b>CR-10B</b>	Test Excavate in Areas of Impacts to Determine Data Potential of P-9-1817.	Prior to construction of individual Master Plan components.	Manager, EID Environmental Review Division.			
<b>CR-11A</b>	Test Excavate to Determine Data Potential of Impact Areas at CA-Eld-263 and CA-Eld-728.	Prior to construction of individual Master Plan components.	Manager, EID Environmental Review Division.			
<b>CR-11B</b>	Avoid Ground-Disturbing Activities within 50 ft. of Bedrock Milling Stations at SP-1985-1.	Prior to approval of final plans and specifications, and prior to and during construction of individual Master Plan components.	Manager, EID Environmental Review Division.			
<b>CR-12</b>	Train Staff to Recognize Cultural Deposits and Stop Work in the event of an Unanticipated Discovery.	Prior to and during construction of individual Master Plan components.	Manager, EID Environmental Review Division and Park Management.			
<b>CR-13</b>	Stop Work if Human Remains are Unearthed and Contact the El Dorado County Coroner.	During construction of individual Master Plan components.	Manager, EID Environmental Review Division and Park Management.			

Mitigation Measure		Reporting Milestone	Reporting/ Responsible Party	Verification of Compliance		
Number	Description			Name	Date	Remarks
<b>Geology/Soils</b>						
<b>GEO-1</b>	The applicant shall hire a California-registered geotechnical engineer experienced and knowledgeable in the practice of soils engineering to perform site-specific geotechnical studies. The study shall identify any areas of unstable geology or soils, as well as map and characterize the extent of slope instability or potential for landsliding. The report shall provide recommendations for project design alterations, considerations or other features which could reduce the potential hazards to an acceptable level. All feasible recommendations from the study(s) shall be required as part of the project approval and may include the designation of building envelopes, where appropriate. Areas of landsliding identified within the studies shall be repaired or avoided by development to the extent that they would pose no risk to life or property.	During project planning and prior to approval of final plans and specifications of individual Master Plan components.	Manager, EID Environmental Review Division.			
<b>GEO-2</b>	Final grading plans shall be submitted to a licensed professional geotechnical engineer for review and recommendation. All recommendations shall be incorporated into project design.	During project planning and prior to approval of final plans and specifications of individual Master Plan components.	Manager, EID Environmental Review Division.			
<b>Hazards and Hazardous Materials</b>						
<b>HAZ-1</b>	<p>Before demolition of existing on-site structures, the project applicant shall:</p> <p>Remove and properly dispose of or recycle all petroleum, chemicals, and hazardous materials from the property;</p> <p>Follow standard remedial procedures as required by the County Department of Environmental Management;</p> <p>Conduct an asbestos survey for all existing on-site structures proposed for demolition. The survey shall be conducted under the National Emissions Standards for Hazardous Air Pollutants (NESHAP) guidelines before commencement of any demolition activities. Pursuant to NESHAP guidelines, all friable asbestos shall be removed by qualified professionals before building demolition; and</p> <p>Conduct a lead paint survey of existing on-site structures proposed for demolition. As a component of this survey, all soils surrounding the existing structures shall be sampled for residual fragments of lead-based paint.</p>	Prior to construction of individual Master Plan components involving the demolition of existing structures.	Manager, EID Environmental Review Division.			
<b>HAZ-2</b>	During site preparation and construction activities, if evidence of previously unidentified hazardous materials contamination is observed or suspected (i.e., stained or odorous soil, or oily or discolored water) construction activities shall cease and a Registered Environmental Professional II shall assess the situation. If	During construction of individual Master Plan components.	Manager, EID Environmental Review Division and Park			

Mitigation Measure		Reporting Milestone	Reporting/ Responsible Party	Verification of Compliance		
Number	Description			Name	Date	Remarks
	necessary, the environmental professional shall prepare a sampling plan to collect soil and/or groundwater samples to determine whether or not the suspected location has been adversely affected by past activities. The samples shall be analyzed for the contaminants determined to be a potential health concern by the environmental professional. Depending on the nature of the contamination (if any), the Hazardous Materials Division of the El Dorado County Department of Environmental Management shall be contacted for further direction, which could include further investigation or remediation to all applicable federal, State, and local standards.		Management.			
<b>HAZ-3</b>	Before adoption of the SPRA Master Plan by the EID Board of Directors, a Fire Safe Plan prepared by an RPF shall be reviewed and approved by the El Dorado County Fire Protection District and/or CDF.	Prior to project approval.	Manager, EID Environmental Review Division, and Park Management.			
<b>Hydrology and Water Quality</b>						
<b>HWQ-1</b>	HWQ-1: Proper timing of construction and maintenance activities throughout the year such that potential impacts to water quality are minimized or avoided.	During project planning and prior to and during project construction and maintenance activities.	EID Project Manager, EID Environmental Review Division, and Park Management.			
<b>HWQ-2</b>	HWQ-2: Storm water runoff from developed impervious areas shall be pre-treated using applicable measures identified in the Storm Water General Permit, especially first flush, from roads and parking lots before discharging into existing waterways.	During construction of individual Master Plan components.	Manager, EID Environmental Review Division, and Park Management.			
<b>HWQ-3</b>	HWQ-3: A creek drainage study shall be prepared for bridged trail crossings, and design the bridge to either span the 100-year flood hazard or to not impede or redirect flood flows.	Prior to approval of final plans and specifications, and prior to and during construction of individual Master Plan components.	Manager, EID Environmental Review Division.			

Mitigation Measure		Reporting Milestone	Reporting/ Responsible Party	Verification of Compliance		
Number	Description			Name	Date	Remarks
<b>HWQ-4</b>	<p>HWQ-4: Non storm water discharges (i.e. sediment and building materials) from construction areas shall be contained, reduced and eliminated.</p> <p>A National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharges Associated with Construction Activities (General Construction Permit) will be required when disturbances to the ground occur such as clearing, grading, stockpiling or excavation. Coverage under the General Construction Permit is required for disturbances that are one acre or greater, or are a part of a larger common plan of development. Requirements of the General Permit include identification and implementation of site specific Best Management Practices (BMPs) that are specifically designed to protect water quality from construction site storm water runoff. El Dorado County erosion control and storm water protection policies will also be applied to the project through the grading and building permit process.</p>	During construction of individual Master Plan components.	Manager, EID Environmental Review Division, and Park Management.			
<b>HWQ-5</b>	<p>HWQ-5: Under the El Dorado County General Plan policy 7.3.3.4, development of new facilities shall provide at least 100-foot setbacks from perennial streams and lakes, and 50-foot setbacks from intermittent streams. Any facilities or new activities that must encroach closer shall be designed to minimize indirect impacts to wetlands to the greatest extent practicable. Construction of facilities will comply with the Master Plan Design Standards and Guidelines such as the minimization of cut and fill activities and the minimization of culvert installation that will minimize impacts to potentially jurisdictional wetland features. Projects that don't meet the minimum setbacks established by the County will be required to demonstrate to the County that the proposed setback is sufficient to protect the particular riparian area at issue.</p>	Prior to approval of final plans and specifications, and prior to and during construction of individual Master Plan components.	Manager, EID Environmental Review Division.			
<b>Cumulative Impacts</b>						
<b>C-AQ-1</b>	<p>EID will encourage car pooling, van pooling, and use of buses for groups attending events at the Scout Camps, Sugarloaf Fine Arts Center, and the Retreat and Events Center. This may include but not be limited to, providing information on brochures and event applications on the air quality benefits of group transit alternatives. EID shall consult with the El Dorado AQMD for ideas on appropriate education measures.</p>	Daily	Park Management.			

## Revised Appendix B — Revised Sly Park Master Plan Traffic Analysis, September 19, 2006

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This section contains the revised *Sly Park Master Plan Traffic Analysis* prepared by kdAnderson Transportation Engineers dated September 19, 2006.



**SLY PARK MASTER PLAN  
TRAFFIC IMPACT / PARKING ANALYSIS**

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Revised September 19, 2006  
November 16, 2005

3358-001

*Sly Park report.rpt*



**TRAFFIC IMPACT / PARKING ANALYSIS  
SLY PARK MASTER PLAN**

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September 19, 2006



# SLY PARK MASTER PLAN

## TRAFFIC IMPACT / PARKING ANALYSIS

### INTRODUCTION

This report summarizes **KD Anderson & Associates, Inc.**'s assessment of key issues relating to Access / Circulation / Parking at Sly Park. The information that follows is based on discussions with EID representatives, field review, traffic counts and parking utilization surveys conducted at Sly Park and published data relating to the El Dorado County General Plan. In addition, this analysis assesses the impacts of implementing the Master Plan on both existing and year 2025 GPU conditions.

### EXISTING SETTING

#### Study Area Circulation System - Regional Context

Sly Park is served by US 50, the primary regional arterial linking El Dorado County with the Sacramento Metropolitan area to the west and with the Lake Tahoe resort area to the east. Locally, Sly Park is connected to US 50 via the grade separated Sly Park Road interchange. Local access to the park occurs via a primary intersection on Sly Park Road that serves the northern portions of the park and via Emigrant Trail, an El Dorado County road that provides access to the south shore portions of the park. The text that follows describes these facilities.

**US Highway 50** is the primary regional east-west arterial across El Dorado County. In the area of Sly Park, US 50 is a four-lane expressway. Access to this portion of US 50 occurs at both grade separated interchanges at a at grade intersections. The most recent traffic volume counts published by the California Department of Transportation (Caltrans) indicated that the highway carries an *Annual Average Daily Traffic (AADT)* volume of 14,900 vehicles per day west of Sly Park Road and 10,900 AADT east of the interchange. Trucks and recreational vehicles comprise about 7% of the total traffic on US 50 in this area. The daily traffic volume varies throughout the year, and during peak summer months the daily volumes rise to 19,100 vehicles per day and 15,100 vehicles per day west and east of the Sly Park Road interchange, respectively.

**Sly Park Road** is identified in the Draft El Dorado County General Plan as a Regional two-lane road. Sly Park Road links the Pollock Pines area around US 50 with Jenkinson Reservoir and with the community of Pleasant Valley to the south. In the area of Sly Park, Sly Park Road is a rural two-lane road, which follows the general terrain of the foothills along an alignment that would be classified as "mountainous." The road typically provides two 12' travel lanes and shoulders that range from 1 to 4 feet. Access is allowed at both private driveways and public street intersections. Daily traffic volume counts conducted for this study revealed that the volume of traffic on Sly Park Road near Mormon Emigrant Trail ranged from 4,500 to nearly 6,000 vehicles per day over the five days surrounding the July 4<sup>th</sup> weekend.

The **US 50 / Sly Park Road Interchange** is a grade separated interchange in a tight diamond configuration. Two Sly Park Road travel lanes pass underneath the highway. The eastbound (EB) and westbound (WB) US 50 ramp intersections on Sly Park Road are controlled by stop signs on the ramp approaches. Traffic counts conducted by Caltrans reveal that the EB off-ramps and WB on-ramps each carry about 3,500 vehicles per day, while the EB on-ramps and WB off-ramps carry less than 900 vehicles per day.

**Mormon Emigrant Trail** is designated a two-lane Regional road in the Draft El Dorado County General Plan. This road begins at an intersection on Sly Park Road and continues easterly along the south shore of Jenkinson reservoir to the Amador County line and SR 88. Along the south shore Mormon Emigrant Trail features two 12' travel lanes and paced shoulders that are 2-4 feet wide. Traffic counts conducted over the July 4<sup>th</sup> weekend indicated that this road carries about 1,200 to 2,400 vehicles per day just east of Sly Park Road and 900 to 2,000 vehicles per day east of the Sly Park group camp area.

The **Sly Park Road / Mormon Emigrant Trail intersection** is a "tee" intersection controlled by a stop sign on the westbound Mormon Emigrant Trail approach. The intersection has single lane approaches and has not been widened to include auxiliary turn lanes.

**Lake Drive** links Sly Park's north shore area with Sly Park Road. The **Sly Park Road / Lake Drive intersection** is a four legged intersection controlled by stop signs on the east and west legs. The east leg of the intersection includes two inbound and two outbound lanes. The west leg of the intersection is a single lane approach to a convenience market / gasoline sales. No auxiliary turn lanes exist on Sly Park Road at the intersection.

### **Sly Park Circulation System – Internal Roads**

**Functional Classification.** The circulation system serving Sly Park Recreation Area is comprised of roads that fall into one of four general classifications.

*Major Access Roads* link the park with Sly Park Road and are intended to provide the capacity to accommodate peak traffic flows near the main gate. The portion of Lake Drive from Sly Park Road through the main gate to the Marina Road intersection is the only Major Access Road. This road is about 48 feet wide, with two travel lanes in each direction and paved shoulders that are about 4-8 feet wide.

*Collector Roads* link the regional circulation system with the primary recreation area attractions, such as boat ramps, campgrounds, day use areas and trailheads. Lake Drive and the Marina Road are collector roads. Collector Roads range in width from 22' to 12' with the narrowest sections existing near the far end eastern end of Lake Drive. On street parking is permitted at various designated locations along Collector streets. The posted speed limit on Collector streets is 15 mph, although some curves are posted with advisory speeds as low as 5 mph.

*Campground Access Roads* are paved roads that provide access within campgrounds to day use areas and to individual campsites. Campground Access Roads are generally 10-12 feet wide, although some portions of these roads are as narrow as nine feet in locations constrained by trees and other natural features. While these widths would preclude two-way travel in most urban settings, two-way traffic flow is accommodated by motorists who move onto the dirt shoulder to permit opposing vehicles to pass.

**Existing Conditions on Area Roads.** Table 1 summarizes the characteristics of the existing circulation system inside of Sly Park in terms of road width and daily traffic volume.

**TABLE 1  
CURRENT DAILY TRAFFIC VOLUMES**

#	Road	From	To	Classification	Width	Daily Traffic Volume July 1 - July 5, 2004						
						Thursday	Friday	Saturday	Sunday	Monday		
1	Mormon	Group Camp	East			900	1,412	1,702	1,575	1,966		
2	Emigrant Trail	Sly Park Road	Group Camp			1,184	1,676	2,104	1,982	2,375		
4	Sly Park Road	Park Access	US 50			4,642	5,549	5,829	5,498	5,720		
5		Park Access	Mormon Emigrant Trail			4,575	5,262	5,297	4,824	5,084		
6		Mormon Emigrant Trail	South			3,933	4,285	3,950	3,668	3,906		
3	Lake Drive	Sly Park Road	Marina Road	Collector	48'	625	907	1,526	1,542	1,289		
8		Marina Road	Day Use	Collector	20'	490	945	1,498	1,855	1,441		
9		Day Use	Pine Cone Camp	Collector	18'-20'	452	895	1,335	1,625	1,179		
10		Sierra Camp	Stonebraker Camp	Collector	18'	228	506	786	793	626		
11		Stonebraker Camp	Hilltop Camp	Collector	16'	153	388	691	660	427		
12		Chimney Camp	Hazel Creek Camp	Collector	12'	105	343	594	609	363		
7	Marina Access Road	Lake Drive	Ramp	Collector	16'-21'	283	300	721	680	771		

Note: These are unadjusted raw counts based on axle counts that include trailers. Thus, the actual number of vehicles is likely to be slightly lower. Also, the counts made at the Entrance may not be reliable due to lane controls used during counts.

## **Parking**

Because most travel to and from Sky Park is by automobile, the availability of parking is an important issue to campers and day users alike. To address the current overall parking situation, a parking utilization survey was conducted on Saturday, July 3, 2004 to identify the number and type of vehicles parked at Sly Park on a peak weekend.

**Parking Supply.** The parking spaces that are available throughout Sly Park take several forms.

*Designated Parking Areas Near Boat Launching Areas.* These paved areas are intended to provide spaces for automobile / trailer combinations, as well as for individual automobiles and boat trailers. The spaces in these areas are individually striped for both pull in and drive through use.

Today the main Marina area parking supply has been striped as noted in Table 2. There are 33 spaces available for vehicles towing trailers.

**TABLE 2  
MARINA AREA PARKING SUPPLY**

<b>Size</b>	<b>Designation</b>	<b>Number of Spaces</b>
Vehicles and Trailer (40')	Regular	30
	Handicap	1
	Short term (15 minute)	2
Vehicles (19')	Regular	21
	Handicap	1
	Sheriff	1
	Undesignated parking along shore	8

*Designated Parking Areas Near Group Use Facilities Along Lake Drive.* In some locations Lake Drive and Marina Road have been widened to provide on-street parking for day use activities. This is the case immediately north of the Marina along Marina Road, in the major day use area immediately north of the main entrance and the chimney camp day use area. While the road has been widened in these areas, individual parking spaces have not been striped.

*Unimproved Day Use Parking Areas.* Some parking is available for day users at Sierra Camp Point and Hazel Creek Camp. However, these parking areas are not paved and are difficult to distinguish from the areas that are allocated to adjoining camping sites.

*Unimproved Campsite Parking.* Each campsite is intended to provide space for vehicles to park and Sly Park staff have an estimate of the number of spaces that each site may accommodate. However, these spaces are not paved and it is often difficult to distinguish the limits of the parking areas allocated to each campsite.

**Parking Utilization.** The number of vehicles parked at Sly Park as a whole was determined through a field review conducted at two midday times on Saturday, July 3, 2004. The results of this survey are presented in Table 3. As shown, in the mid-afternoon there were more than 400 automobiles, 31 auto / trailer combinations, 14 isolated boat trailers and nine large RV's parked somewhere on the north shore of Sly Park

**TABLE 3  
PARKING UTILIZATION SURVEY AT SLY PARK  
SATURDAY, JULY 3, 2004**

Area	Description	Vehicle Type	Parked Vehicles Saturday, 7/3/04	
			12:30 p.m. to 1:00 p.m.	2:30 p.m. to 3:00 p.m.
1	Marina	Automobile	19	24
		Auto w/ trailer	27	29
		Trailer only	9	7
2	Day Use	Automobiles	34	48
3	Pine Cone Camp (1-19)	Automobiles	31	46
		RV's	3	3
4	Pine Cone Camps (20-38)	Automobiles	23	28
5	Sierra Camp West (50-68)	Automobiles	20	21
6	Sierra Camp Day Use	Automobiles	32	39
7	Sierra Camp East (69-104)	Automobiles	42	49
		RV's	4	4
8	Stonebraker Ramp	Automobile	8	10
		Auto w/ trailer	5	2
		Trailer only	6	7
9	Stonebraker Camp	Automobiles	9	6
10	Hilltop Camp	Automobiles	27	29
11	Chimney Camp / Day Use	Automobiles	28	33
12	Hazel Creek Camp	Automobiles	28	33
		RV's	1	1
13	Dogwood Camp	Automobiles	8	7
		RV's	1	1
14	Rainbow Camp	Automobiles	20	27
15	Kamloop Camp	Automobiles	7	12
16	Overflow	Automobiles	2	1
	Total	Automobiles	341	413
		Auto w/ trailer	32	31
		Trailer	15	14
		RV	9	9
		<b>Total</b>	<b>397</b>	<b>467</b>

In general, this level of parking demands represents full utilization of the parking in some areas, but not necessarily full use of the lake by day users. On that day, the parking supply in the marina area was nearly full, but there was parking available in the day use area just to the north. Parking in the large day use area immediately north of the main entrance was fully utilized.

Parking in the other day use areas (Sierra Point, Chimney and Hazel Creek) was well used and was spilling over into adjoining campsites.

To put these observations in perspective, information collected by El Dorado Irrigation District (EID) regarding attendance on the July 4<sup>th</sup> weekend has been assembled and presented in Table 4. As shown, day use was higher on Sunday and Monday than on the Saturday observed for this study, although the number of “extras” associated with camping was higher on Friday. Thus, it is possible that parking demands would have been higher on Sunday.

**TABLE 4  
ATTENDANCE ON THE 4<sup>TH</sup> OF JULY WEEKEND – 2004**

	July 2 Friday	July 3 Saturday	July 4 Sunday	July 5 Monday
Non-CF Boats	10	14	7	16
SC Boats	6	0	2	3
Regular Boats	62	56	46	49
Family Campers	637	637	637	290
	259	49	70	80
Additional Camping People	717	336	95	98
Group Campers	200	200	200	40
Pets	105	18	29	21
Day Use	242	889	1,117	1,008
SC DU	7	67	98	101
Note: Numbers are “numbers of people” on that given day; the formula used was multiplying the “number of vehicles” by 3.5 people (FS standards also).				

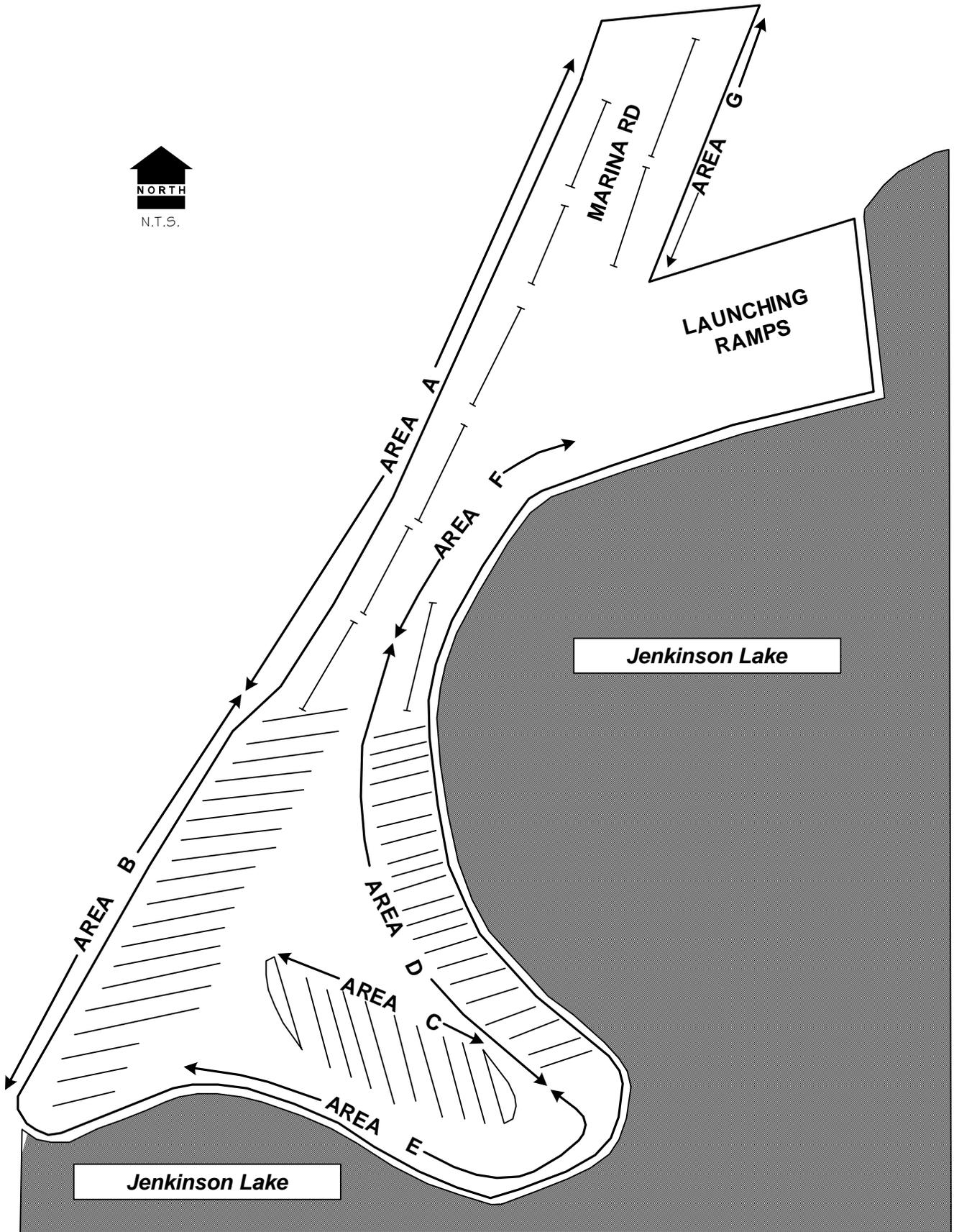
**Additional Review of Marina Area Parking Utilization.** A supplemental review of parking utilization in the area of the marina was conducted during the summer of 2006 to provide greater detail regarding the parking situation in this area of the recreation area under conditions that approached full utilization.

**Results.** Parking demands near the marina and boat launching facilities are closely linked to the number of boats on the water, which in turn is related to weather. Parking utilization was monitored during three weekends in June when varying weather conditions occurred, and the results are presented in Table 5. Figure 1 identifies the location of specific parking areas around the marina.

As noted in Table 5, highest utilization occurred on a summer day when the temperature reached 100 degrees, while the parking demands were less on days when the weather was cooler. This relationship is reasonable as both the total number of boats in use would be lower on days that are cool and the length of time spent on the water is also less.

**TABLE 5  
MARINA PARKING AREA PARKING UTILIZATION**

Date / Time Weather	Saturday June 3, 2006: 1:00 p.m. Moderate			Sunday June 11, 2006: 3:15 p.m. Overcast, cool (75 degrees)			Sunday June 25, 2006: 2:00 p.m. Clear, Hot (100 degrees +)		
	Vehicle Plus Trailer	Vehicle	Trailer	Vehicle Plus Trailer	Vehicle Only	Trailer Only	Vehicle Plus Trailer	Vehicle Only	Trailer Only
<b>Total Boats</b>									
A – six 40’ – one 40 Handicap	5 1	- -	- -	6 -	- -	- -	6 1	- -	- -
B – 15 40’ – two auto – one auto Handicap	7 - -	- 1 -	2 - -	12 - -	2 2 1	1 - -	11 1 -	1 1 1	3 - -
C – nine 40’	4		5	6	3		8	1	-
D – 15 auto – one 40’ – sheriff		6 1 1			14 - 1	1		11 - 1	3 - -
E – Eight auto un- striped		1			3		1	7	
E – two un-striped 40 15 minute	1			-	-	-	-	-	-
F – four auto		1		1			4	1	-
G – beyond rest rooms to Lake Drive				3	2		28	5	1
<b>Total</b>	<b>19</b>	<b>10</b>	<b>7</b>	<b>29</b>	<b>28</b>	<b>2</b>	<b>61</b>	<b>29</b>	<b>7</b>



**KD Anderson**  
Transportation Engineers

SLY PARK  
MARINA PARKING LAYOUT



**Current Management Practice.** Permits for a total of 89 boats were issued on Sunday, June 25, 2006. While this level of utilization is high and provides a good indication of peak conditions, it does not represent the maximum utilization permitted at the facilities. Currently boats are allowed until the daily total reaches 101 boats, excluding the Mooring Facility and Group Area boats. At that level, no additional boats are allowed into the recreation area.

**Assessment of Peak Parking Demands.** On the highest demand day observed for this study, all of the designated vehicle plus trailer spaces at the marina were occupied, either by vehicles pulling trailers or by trailers or vehicles alone. Of the 32 vehicle + boat spaces designated for long term parking, 27 were occupied by a complete rig while two were occupied by automobiles and six were occupied by trailers. However, another six vehicles plus trailers were parked in undesignated areas or double parked. During that time period, 28 vehicles plus trailers parked along Marina Road beyond the restrooms. Vehicles with trailers were observed on the entire length of the east side of Marina Road as far north as the main access road intersection. Vehicles with trailers also parked on the west side of the Marina Road for about ¼ of the length of that road.

The extent to which these observations capture 100% of the parking demand is an issue. As noted, another seven trailers were separated from their towing vehicles and left alone. Three of these trailers were occupying 40' spaces.

Altogether, 61 vehicle – trailer combinations were observed parked somewhere in the vicinity of the Marina on a day when a total of 89 permitted were issued. Interpolating this total to the maximum number of permits that can be issued (i.e., 101) a demand for approximately 70 spaces could exist on a maximum use day.

The use of marina area parking by vehicles that were not auto-trailer combinations or trailers is also an issue. The marina area is regularly used for activities that are not related to boat launching. Water play occurs in the area south of the parking lot. Fishing occurs in this area as well. Operators of boats permanently moored in the marina park here when they use their boat. As a result, on the peak day nearly all of the regular (i.e., 20') spaces were occupied, and passenger vehicles occupied two 40' spaces as well.

**Design Guidelines.** The amount of parking available at the Marina can be contrasted with recommendations contained in the **California Department of Boating and Waterways (CDBW), Boat Facilities Division, Layout, Design and Construction Handbook for Small Craft Boat Launching Facilities (1991)**. That document includes the following General Requirements:

1. *Where physically possible, parking areas are to be located immediately adjacent to the launching ramp with all parking spaces within 600 feet of the head of the ramp.*
2. *There should be sufficient parking spaces to meet the expected demand on a normal peak day during the boating season. The typical minimum parking requirements per launching lane is 20-30 car/trailer spaces. This will vary with the type of waterbody, boating activities allowed, and whether the project is in an urban or rural area.*

Today the marina boat launching area has four separate launching lanes. Thus under these guidelines, 80 to 120 spaces for vehicle / trailer combinations would be recommended. This recommendation is generally consistent with the sum of automobile-trailer parking demands, trailers and regular vehicles parking in 40' spaces on peak days. As the distance from the launching area to Lake Drive is about 1,750 feet, Patrons who park near the upper reaches of the "overflow" area along Marina Road are walking distances greater than 600 feet to park a vehicle.

**Safety.** The ramifications of overflow parking onto the Marina Road are a safety issue. Because both the road itself and the available shoulder vary greatly in width, the effective travel area on the Marina Road is greatly reduced when parking occurs in this area. The road is typically 16' to 21' feet wide in this area, although there is a short segment near the main day use area north of the Marina that is wider. When overflow parking occurs, patrons typically park along the east side of the road in locations where there is about 3 to 7 feet between the pavement and the adjoining fence, as shown in Photo 1 (Appendix). When this area fills, parking demands move to the west side of the road in areas where the shoulder is even narrower than the east side, as shown in Photo 2 (Appendix). As a result, parked vehicles plus trailers encroach for 3 to 5 feet into the travel way.

Because of the curvilinear nature of Marina Road, the effects of parking encroaching onto Marina Road are very pronounced at locations where the road curves and where trees exist at the edge of the road. For example, with parking on only the east side, the available travel width was reduced to about 10 feet through the curve immediately north of the restrooms. Further north, the available width was measured at 15 feet in areas where parking occurred on both sides of the road.

The narrow available travel widths result in sections of Marina Road operating as one-way streets during peak periods. Typically, two regular passenger vehicles are assumed to be available to pass in locations where the travel width is as narrow as 18 feet. Although the distance required for large recreational vehicles is greater. When the width is narrower, approaching vehicles must take turns passing through the restricted areas, as noted in Photo 3 (Appendix).

In addition to conflicts between passing motorists and delays in accessing the marina, limiting traffic to alternating one-way flow has an affect on other safety issues. Emergency vehicles traveling to and from the marina would be delayed. Pedestrians and bicyclists would also compete with automobiles in this narrow area, as noted in Photo 4 (Appendix).

**Planned Improvements.** The proposed Master Plan indicates additional parking for 24 vehicle – trailer rigs would be created adjoining the marina. Space would be developed north of the restrooms with access to Marina Road. While the creation of additional parking elsewhere in the park has been discussed in the past, there are no formal plans to install additional parking.

## **REGULATORY ENVIRONMENT**

The extent to which the operation of Sly Park is subject to standards adopted by outside agencies has been considered.

### **Level of Service**

On public roads, the quality of traffic flow is described in terms of operating Levels of Service. "Level of Service (LOS)" is a qualitative measure of traffic operating conditions whereby a letter grade "A" through "F", corresponding to progressively worsening operating conditions, is assigned to an intersection or roadway segment. Table 6 presents the characteristics associated with each LOS grade.

Levels of Service can be determined for individual intersections and for segments of roadways, although the basis for this determination varies by facility type. The County's LOS standard is LOS E in Community regions and LOS D in rural centers and rural regions.

A traffic impact is considered significant if it renders an acceptable Level of Service on a street segment or at a signalized intersection, or if it worsens already unacceptable conditions on a street segment or at a signalized intersection.

Where no affect on Level of Service is identified, a project may still "worsen" existing traffic conditions. In the El Dorado County General Plan Transportation and Circulation Element, 'worsen' is defined as any of the following number of project trips using a road facility at the time of issuance of a use and occupancy permit for the development project:

- A. A 2 percent increase in traffic during the a.m. peak hour, p.m. peak hour, or daily, or
- B. The addition of 100 or more daily trips, or
- C. The addition of 10 or more trips during the a.m. peak hour or the p.m. peak hour.

**TABLE 6  
LEVEL OF SERVICE DEFINITIONS (2000 HCM)**

Level of Service	Signalized Intersection	Unsignalized Intersection	Roadway (Daily)
"A"	Uncongested operations, all queues clear in a single-signal cycle. Delay $\leq$ 10.0 sec	Little or no delay. Delay $\leq$ 10 sec/veh	Completely free flow.
"B"	Uncongested operations, all queues clear in a single cycle. Delay $>$ 10.0 sec and $\leq$ 20.0 sec	Short traffic delays. Delay $>$ 10 sec/veh and $\leq$ 15 sec/veh	Free flow, presence of other vehicles noticeable.
"C"	Light congestion, occasional backups on critical approaches. Delay $>$ 20.0 sec and $\leq$ 35.0 sec	Average traffic delays. Delay $>$ 15 sec/veh and $\leq$ 25 sec/veh	Ability to maneuver and select operating speed affected.
"D"	Significant congestions of critical approaches but intersection functional. Cars required to wait through more than one cycle during short peaks. No long queues formed. Delay $>$ 35.0 sec and $\leq$ 55.0 sec	Long traffic delays. Delay $>$ 25 sec/veh and $\leq$ 35 sec/veh	Unstable flow, speeds and ability to maneuver restricted.
"E"	Severe congestion with some long standing queues on critical approaches. Blockage of intersection may occur if traffic signal does not provide for protected turning movements. Traffic queue may block nearby intersection(s) upstream of critical approach(es). Delay $>$ 55.0 sec and $\leq$ 80.0 sec	Very long traffic delays, failure, extreme congestion. Delay $>$ 35 sec/veh and $\leq$ 50 sec/veh	At or near capacity, flow quite unstable.
"F"	Total breakdown, stop-and-go operation. Delay $>$ 80.0 sec	Intersection blocked by external causes. Delay $>$ 50 sec/veh	Forced flow, breakdown.

Sources: 2000 Highway Capacity Manual.

**Intersections.** Traffic conditions at unsignalized intersections are judged to exceed County standards when minimum LOS standards are exceeded and when the volume of traffic exceeds Caltrans' warrants for signalization. At unsignalized intersections, a traffic impact would be considered "adverse but not significant" if the County LOS standard is exceeded but the projected traffic does not satisfy traffic signal warrants. When LOS is poor, the only means to completely alleviate delays to stop controlled vehicles would be to install a traffic signal. However, the unmet signal warrants would imply that the reduction in delay for the stop-controlled vehicles may not justify the new delays that would be incurred by the major street traffic (which is not currently not stopped). Under these circumstances, installation of a signal would not be recommended and the substandard LOS for stop-controlled vehicles would be considered an "adverse but not significant" impact.

**Roadway Systems.** This report section also describes the methodology selected to determine Levels of Service at intersections that are controlled by traffic signals, all-way stops or side street

stop signs. All intersection Levels of Service analysis is predicated on the length of delays experienced by motorists waiting at the intersection.

At unsignalized intersections, gap acceptance and corresponding delays are used for Level of Service analysis. Procedures used for calculating unsignalized intersection Level of Service are as presented in the 2000 Highway Capacity Manual. Levels of Service at unsignalized intersections, which are controlled by side street stop signs, are indicative of the magnitude of the delay incurred by motorists that must yield the right of way at an intersection.

Table 7 presents the El Dorado County General Plan Environmental Impact Report (EIR) thresholds for roadway segment Level of Service based on hourly traffic volumes.

**TABLE 7  
TABLE OF FUNCTIONAL CLASS AND LOS THRESHOLDS  
TWO-WAY VOLUMES**

Code	Facility Type	A	B	C	D	E
2R	Minor Two-Lane Highway	90	200	680	1,410	1,740
2U	Major Two-Lane Highway	120	290	790	1,600	2,050
2A	Two-Lane Arterial			970	1,760	1,870
4AU	Four-Lane Arterial, Undivided			1,750	2,740	2,890
4AD	Four-Lane Arterial, Divided			1,920	3,640	3,740
4A	Six-Lane Arterial, Divided			2,710	5,320	5,600
2F	Two-Lane Expressway/Freeway	1,100	2,010	2,880	3,570	4,010
3F	Three-Lane Freeway	1,700	3,080	4,400	5,410	6,060
4F	Four-Lane Freeway	2,320	4,200	5,950	7,280	8,140

### Existing Levels of Service

**Intersection Levels of Service.** To determine existing traffic volumes and obtain more information about traffic conditions in the study area, new traffic counts were taken during the weekday morning and evening peak traffic periods and on Saturday at the key intersections on Sly Park Road. These counts were made on Thursday, July 1 and Saturday, July 3. Counts were taken at the US 50 / Sly Park Road interchange section.

Existing intersection Levels of Service at each intersection are shown on Table 8. As shown, because existing weekday traffic volumes are relatively low, the Levels of Service at nearly every intersection meets El Dorado County's minimum standards (i.e., LOS D or better in rural areas). However, on Saturday afternoon the length of delays at the EB US 50 off ramps are indicative of LOS E conditions for motorists waiting to turn onto Sly Park Road and LOS "F" during the weekday evening peak hour. In addition, warrants for signalization are currently met at this intersection under both study periods.

**TABLE 8  
EXISTING PEAK HOUR LEVELS OF SERVICE  
AT INTERSECTIONS ON SLY PARK ROAD**

	Control	Level of Service			
		Weekday P.M.		Saturday Afternoon	
		Average Delay	LOS	Average Delay	LOS
WB US 50 Ramps NB left turn WB left + right turn	WB Stop	8.7 sec 12.9 sec	A B	9.0 sec 16.7 sec	A C
EB US 50 ramps SB left turn EB left + right turn	EB Stop	7.9 sec 58.3 sec	A F	8.5 sec 41.9 sec	A E
Ridgeway Drive NB left turn SB left turn EB left + right turn WB left + right turn	EB/WB Stop	8.6 sec 7.7 sec 18.7 sec 11.3 sec	A A C B	8.3 sec 8.0 sec 21.8 sec 12.4 sec	A A C B
Recreation Area Access NB left turn SB left turn EB left + thru + right turn WB left + thru + right turn	EB / WB Stop	7.7 sec 7.5 sec 10.0 sec 10.6 sec	A A B B	7.6 sec 7.6 sec 12.1 sec 11.9 sec	A A B B
Mormon Emigrant Trail SB left turn WB left + right turn	WB Stop	7.5 sec 10.0 sec	A B	7.7 sec 10.1 sec	A B

While projected Levels of Service at the recreation area access onto Sly Park Road are calculated to be LOS B or better, long delays were occasionally observed at this location on Saturday afternoon. Congestion at the intersection is the result of delays at the entry gate as staff process arriving guests. While two entry lanes are available, new arrivals are generally limited to the inside lane, and there were occasions when the queue of traffic at the gate extended back to Sly Park Road. As a result, some traffic wishing to turn left into the park was delayed. In turn, these waiting motorists sometimes blocked the path of motorists waiting to turn left out of the recreation area.

**Roadway Segment Level of Service.** The El Dorado County General Plan EIR includes evaluation of roadway segment Level of Service based on hourly traffic volumes. The LOS D threshold for Sly Park Road is identified as 1,410 vehicles per hour (vph).

The General Plan Update EIR suggests that the portion of Sly Park Road from Mormon Emigrant Trail to Park Creek Road carries a weekday peak hour volume of 340 vph and operates at LOS C. The segment from Park Creek Road to US 50 is reported to carry 470 vph and operate at LOS C.

As a comparison, the highest hourly traffic volumes observed over the July 4<sup>th</sup> weekend on Sly Park Road north of the recreation area entrance ranged from 350 vph on Thursday to 515 vph on Saturday. These volumes are indicative of LOS C.

## **PROJECT IMPACTS**

New facilities have been envisioned in the Sly Park Recreation Area in addition to the renovation to campgrounds and day use areas. These new facilities include development of the Sugar Loaf Fine Arts Camp, a Retreat/Events Center and Boy Scout Hill. Both the Sugar Loaf Fine Arts Center and the Retreat/Events Center are to be located on Mormon Emigrant Trail. Boy Scout Hill is located on Lake Drive. The Master Plan also includes the development of a secondary parking area for the Marina.

### **Project Description / Trip Generation**

While the exact operation and characteristics of the three new facilities have not been finalized, assumptions have been made based on data provided in order to determine the probable number of trips generated and to assess the impacts of implementing the Sly Park Recreation Area Master Plan on traffic conditions in the area. It is important to note, however, that the activities occurring at these sites are already being held elsewhere. Thus, while projected traffic volumes may be “new” to local streets adjoining the project, these events already generate traffic that uses Sly Park Road.

**The Sugar Loaf Fine Arts Center.** The Sugar Loaf Fine Arts Center is envisioned to hold approximately 300 people and provide 150 parking spaces. This equates to one parking space per two attendees. Assuming auto occupancy of two attendees per vehicle, a total of 150 vehicles or 300 daily trips would be associated with this use. As this facility is also planning on having participants arrive at the beginning of the week and leave during the end of the week, it was assumed that all of the 150 vehicles would drop off the participants after parking and unloading. Assuming that vehicles would arrive over a two-hour time period, a total of 150 trips per hour are anticipated. It should be noted that based on the operational program of this facility, arrivals and departures from this facility would be scheduled so as not to coincide with the peak hour of commuter traffic.

The proposed Sugar Loaf Fine Arts Center would represent the relocation of a facility that already exists on Sly Park Road, approximately 1.5 miles southwest of the park. Relocating this facility would move the existing traffic with it so it would change traffic patterns on Sly Park Road at the entrance of the park and on Mormon Emigrant Trail, but the relocation of existing traffic would not affect conditions on Sly Park Road to the north of the project site.

**The Retreat/Events Center.** The Retreat and Events Center would have lodging available for 75 people and have a capacity of 300 patrons. A total of 75 parking spaces would be constructed. As for the Sugar Loaf Fine Arts Center, an auto occupancy rate of two patrons per vehicle was assumed. As such sufficient parking is not available for all participants to park most of the participants would have to be dropped off.

A total of 150 vehicles would be required to transport the 300 attendees, assuming two persons per vehicle. Assuming utilization of all 75 parking spaces by lodge patrons and those spending the day, the remaining 75 vehicles would be required to drop off their attendees and pick them up later that day. These 75 vehicles would generate a total of 300 daily trips. The 75 vehicles utilizing the

parking spaces were assumed to make one inbound and one outbound trip per day for a total of 150 daily trips. Therefore, the Retreat/Events Center is anticipated to generate a total of 450 trips per day.

As was noted for the Sugar Loaf Fine Arts Center, the operational program for the Retreat / Events Center would prohibit arrivals and departures within the peak commute hour, and it would likely take a two-hour period for participants to arrive/depart. As such, this facility is anticipated to generate a total of 225 trips per two-hour period (75 from parked vehicles and 150 from additional patrons) or 113 trips per hour.

**Boy Scout Hill.** Boy Scout Hill would have a capacity of 360 people and a total of 75 parking spaces. Assuming an auto-occupancy of two patrons per vehicle, a total of 180 vehicles would be required to transport all of the attendees. Assuming that 75 vehicles remained on site, the additional 105 vehicles would be for drop off and pick ups only as no additional parking spaces would exist. If the scouts did not spend the night, the 105 vehicles transporting the scouts would generate a total of 420 daily trips while the 75 vehicles parked in the parking spaces would generate a total of 150 daily trips for a total of 570 daily trips. As was noted for the other two facilities, events would be scheduled so that travel occurred outside the peak commute hours, and arrivals / departures were assumed to occur over a two-hour period. As such, a total of 285 trips would be generated during the two hour period (210 trips from drop offs and 75 trips from those utilizing the parking spaces) or about 143 trips per hour.

**Trips Generated.** Table 9 presents the trip generation associated with implementing the Sly Park Recreation Area Master Plan. As shown, the three new facilities are anticipated to generate a total of 1,310 daily trips with 406 trips occurring during a one-hour period.

**TABLE 9  
TRIP GENERATION**

<b>Land Use</b>	<b>Daily Vehicles</b>	<b>Daily Trips</b>	<b>Trips per drop off/pick up hour</b>
Sugar Load Fine Arts Center	150	300	150
Retreat and Events Center	150	450	113
Boy Scout Hill	180	560	143
<b>Total</b>	<b>480</b>	<b>1,310</b>	<b>406</b>

**Impacts of Sly Park Recreation Area Master Plan Implementation**

While development of these three sites is anticipated to generate daily traffic as previously discussed, the hours of operation are to be limited so as to avoid travel during the peak commute hour of the adjacent street. As such, these three sites would not add to peak hour traffic volumes to the commute hour. Therefore, no change in peak hour intersection operations would occur.

While implementation of the Sly Park Recreation Area Master Plan would not generate traffic during the peak hour commutes, the project is anticipated to generate about 406 new trips during peak drop off / pick up times. This equates to a total of 263 new trips during the one hour drop off/pick up hour on Mormon Emigrant Trail and 143 new trips during the one hour drop off/pick up hour on Lake Drive. As it is anticipated that the origins and destinations for patrons to these facilities would be via US 50, a total of 406 new trips during the one-hour drop off / pick up time are anticipated on Sly Park Road near the site.

As the project has committed to scheduling arrivals and departures outside the peak commute hours, implementing the Master Plan would not generate any traffic during this time. As implementing the Master Plan would not result in the addition of traffic at study intersections during the peak commute hours, intersection operations during this time would not be affected.

**Roadway Segment Level of Service**

Table 10 displays the peak one-hour traffic volumes during the July 4<sup>th</sup> weekend that occur outside of the peak “commute hours” for each of the study roadways that are affected by implementation of the Master Plan. In addition, this table also displays the peak one-hour trip generation of the project and the resulting peak hour roadway volumes for each of the study roadways. It is important to note that this “worst case” assessment implies that none of the activities associated with the three projects were occurring at their existing sites on the July 4<sup>th</sup> weekend and as a result were not contributing to traffic on area streets.

As shown, on Mormon Emigrant Trail the highest traffic volumes, which were observed on Monday, July 5, 2004, reached about 255 vehicles during the peak one hour period. With the additional 263 new trips generated by the Master Plan implementation, a total of about 515 trips are anticipated on Mormon Immigrant Trail.

On Lake Drive, highest traffic volumes were for the two study sections ranging from about 90 to 200 vph. The addition of the 143 new trips generated by Master Plan implementation equates to one-hour traffic volumes ranging between about 230 to 345 vph.

**TABLE 10  
ONE-HOUR NON-COMMUTE TRAFFIC VOLUMES  
JULY 1, 2004 TO JULY 5, 2004**

<b>Road</b>	<b>From</b>	<b>To</b>	<b>Existing</b>	<b>Master Plan Implementation</b>	<b>Ex + Master Plan Implementation</b>
Mormon Emigrant Trail	Sly Park Road	Group Camp	254	263	517
Sly Park Road	US 50	Park Access	515	406	921
	Park Access	Mormon Emigrant Trail	418	406	824
Lake Drive	Sly Park Road	Marina Road	88	143	231
	Marina Road	Day Use Area Parking	201	143	344

On Sly Park Road the one-hour traffic volumes without implementation of the Master Plan are already approaching the LOS “C-D” threshold (680 vph). With traffic generated from all three facilities, this roadway is anticipated to operate at LOS “D.” While traffic generated by implementation of the Master Plan is anticipated to worsen traffic conditions, operations do not fall below the LOS “D” threshold. Thus, the impacts of this project are not significant. In order to maintain LOS “C” operations, only a portion of the activity expected under the Master Plan would be able to occur during these one-hour intervals. In other words, the arrival and departures would have to be staggered and segregated in order to achieve LOS C.

It should also be noted that the 515 vph that were observed on Sly Park Road occurred on a Sunday non-peak commute hour. However, the peak hour commute period on Monday was only slightly less (13 vehicles) than the 515 vph that were observed on the Sunday. Therefore, allowing operations during the commute hours would be comparable to non-peak commute hour segment operations on Sunday.

### **Parking Impacts**

**Proposed Improvements.** A limited number of new parking spaces would be created under the Master Plan. The most noteworthy addition is the secondary parking that would be created for vehicle-trailer parking near the Marina. A new 24 space parking lot is proposed north of the Marina area. This lot would be accessed by a connection to Marina Road north of the launching area. Patrons would drive from the launching area to the new lot and walk a short distance back to the launching area.

Creating the new parking lot would increase the supply of 40’ vehicle – trailer spaces from the current inventory of 33 to a new total of 57. This total would be in line with the supply suggested by the CDBW; however, the total would be slightly below the number of rigs identified by the June 25, 2005 field survey (i.e., 61 vehicle-trailer rigs) and would be below the number estimated for a maximum utilization day (i.e., 70 spaces). Concurrently, the Master Plan assumes that fences at critical areas along Marina Road would be relocated closer to the edge of pavement to reduce available shoulders and to minimize the likelihood of on-street parking. Additional signing identifying “No Parking” areas could be installed in these areas. It is reasonable to conclude that the demand for on-street parking would be reduced with the development of the proposed parking lot, but that there would continue to be “overflow demand” on maximum uses days. However, with the development of the parking lot, the number of days over the season when parking demand would exceed the available supply would be reduced.

**Marina Parking Alternatives.** The extent to which feasible alternatives to the proposed parking lot exist has been considered. While ultimately rejected as being either unfeasible or ineffective, alternative striping or parking management plans have been evaluated, along with other methods to develop additional parking.

*Alternative Use of Current Parking Supply.* While the existing parking area contains some open areas, because of the turning and backing requirements of vehicle-trailer combinations, it does not appear that the existing parking lot layout could be reconfigured to provide additional parking for large vehicles without eliminating parking for regular vehicles. For example, it may be possible

to remove the fifteen automobile parking spaces that ring the lake south of the ramp and stripe four or five more vehicle / trailer spaces. Such a change would be slightly beneficial with regard to the number of large spaces, but as the demand for auto parking would not be eliminated, it is likely that passenger cars would move into the larger spaces. Because the net increase in large spaces does not represent an appreciable increase in the supply of vehicle – trailer spaces, overflow parking would remain a problem.

***Enforce an “Auto-Trailer Combination” Parking Requirement.*** As noted earlier, trailers and passenger cars occasionally park in the larger spaces. A policy restricting use to of 40’ spaces to vehicle – trailer combinations could be adopted and enforced. This action would have freed up five spaces for vehicle trailer combinations on the peak day observed for this study. However, because the net increase in large spaces does not represent an appreciable increase in the supply of vehicle – trailer spaces, overflow parking would remain a problem.

***Widen Marina Road to Safely Accommodate On-Street Parking.*** Theoretically, reconstruction of Marina Road to provide additional space to safely accommodate on-street parking is an option. However, to provide a number of parking spaces that approach the identified parking demands it would be necessary to widen the street to accommodate parking on both sides of the road. As noted earlier, 28 automobile-trailer combinations were observed along the road, and another 20 spaces might be made available if the road was fully widened. However, the total width for travel lanes and parking would need to be in the range of 38 to 40 feet under this alternative, and developing a roadway that wide would have significant environmental impacts due to the existing terrain parallel to the existing Marina Road alignment. Nearly all of the needed widening would have to be into the adjoining hillside, and major retaining walls would likely be needed. Operationally, this alternative would be less desirable than the proposed parking lot project as vehicles with trailers would still be required to continue to make a U-turn somewhere in their trip to and from the Marina. Widening the road to 40 feet would not provide the space needed to accommodate U-turns, and motorists would likely continue to turn around at the Lake Drive intersections or at other locations where width is available.

***Develop Satellite Parking Elsewhere at the Park.*** Theoretically, the Master Plan could be modified to add a satellite parking area that is more distant from the launching area if a “shuttle” system was provided to bus link the new parking area with the launching area. However, in addition to the costs of shuttling patrons, security would have to be made available in the satellite parking area. While the total parking supply available under this alternative may meet overall goals, because the on-street parking supply along Marina Road would remain and would be more convenient, it is likely that the safety issues associated with overflow parking would remain.

## **FUTURE BACKGROUND TRAFFIC CONDITIONS**

The extent to which traffic conditions on Sly Park Road may change in the future has been evaluated.

The El Dorado County General Plan Update EIR (GPU EIR) presents weekday peak hour traffic volume forecasts for various General Plan alternatives. On Sly Park Road these forecasts range from 450 to 470 vph on the segment from Mormon Emigrant Trail to Park Creek Road and from 590 to 610 vph on the segment from Park Creek Road to US 50.

The peak hour typically occurs during the evening or morning commute. However, the uses envisioned under the Master Plan would not have hours of operation that occur during the commute peak hour. Therefore, a comparison between evening commute hour and the next highest afternoon or evening hour was made from daily counts that were obtained over the July 4<sup>th</sup> weekend. This comparison revealed that the one-hour peak that occurred outside of the typical commute hour during the weekday ranged from 98% to 108% of those volumes that were observed during the commute hour. An 8% increase (which occurred on a Friday) results in the one-hour volumes on Sly Park Road result in range from about 485 to 510 vph on the segment from Mormon Emigrant Trail to Park Creek Road and from 635 to 660 vph on the segment from Park Creek Road to US 50. While these off-peak hours are anticipated to operate at LOS "C" operations, the addition of trips generated by implementation of the Master Plan would result in LOS "D" operations on both Sly Park Road study segments. As such operations with implementation of the Master Plan would worsen but not fall below the LOS "D" minimum.

The GPU EIR suggests that the portion of Mormon Emigrant Trail from Sly Park Road to the 2<sup>nd</sup> Dam carries a weekday peak hour volume of 280 to 330 vph. Comparison of the peak commute hour to the non-peak commute hour reveals that the non-peak commute hour on Mormon Emigrant Trail indicates that the non-commute hour carries about 11 to 37 more vehicles per hour than the commute hour. Increasing peak hour traffic projections by 37% (which occurred on a Friday) results in Mormon Emigrant Trail carrying one-hour traffic volumes between 385 and 450 vph. The addition of the 263 trips generated from implementation of the Master Plan results in traffic volumes ranging from about 645 to 715 vph. This would be indicative of LOS "C" operations as the LOS "C - D" threshold for this facility is 790 vph.

With implementation of the Sly Park Master Plan, it was noted that additional daily trips would be generated, but no new peak hour trips during the typical commute are anticipated. As no peak hour trips would be generated, no change in peak commute hour trips is anticipated and thus implementing the Master Plan would not impact peak commute hour operations at the study intersections.

## EVALUATION OF KEY ISSUES

Based on discussions with EID staff, field review and observation of traffic and parking conditions over the July 4<sup>th</sup> weekend, the following list of key issues need to be considered in developing the Sly Park Master Plan.

### Traffic Issues

**Peak Conditions at the Park Entrance.** The existing entrance lacks the capacity to accommodate peak demands on heavy weekends. This lack of capacity manifests itself in queue's that occasionally reach Sly Park Road and interfere with traffic at the intersection. While two inbound lanes are available, it is only possible to process new arrivals from the inside lane. And while staff has used manual traffic controls to temporarily allow entering traffic to use one of the two exit lanes, these measures have not kept queues from becoming a potential safety problem.

The problems at the entrance relate to the amount of time it takes to physically process a new arrival and the distance from the entry gate to Sly Park Road. The Master Plan moves the gate further into the site and eliminates parking in the area adjoining Sly Park Road. These features would be helpful in reducing peak period queues. Other methods to decrease the service flow rate or to concurrently handle more than one customer could be explored; however, we understand that the current process is beneficial from the standpoint of cash accounting.

**Improvements to Sly Park Road / Park Access Intersection.** The access problem noted above contributes to the need for a left turn lane on Sly Park Road to provide storage for waiting vehicles and/or deceleration space. While increasing the distance between Sly Park Road and the gate would reduce this problem, the need for the lane would remain. However, the right of way available to widen Sly Park Road in this area is very limited, and the presence of the convenience market on the other side of the street would require that both northbound and southbound lanes be created if a project is pursued. Thus, it does not appear that developing a turn lane at the entrance is feasible without right of way acquisition and major roadway reconstruction.

A minor improvement that would be beneficial is creation of an acceleration taper on northbound Sly Park Road leaving the park. This would make it easier for vehicles towing boats to accelerate onto Sly Park Road.

**Standards for Collector Roads.** As noted in the report, the width of the collector road system varies through the park. A minimum standard needs to be identified which reflects an acceptable compromise between the needs of passing vehicles and the rural character of the park.

The minimum standards should consider the effect of on-street parking and horizontal alignment. There are locations where on-street parking is permitted but reduces the effective width to the point that opposing vehicles cannot pass. There are other locations where tight curves mandate pavement width that exceeds the typical minimum standard.

Once a minimum standard is identified, improvements to deliver the standard can be explored. In many locations, it would be possible to increase the available width by paving the area of drainage ditches. This treatment has already been used in some locations to effectively widen the road by 1-2 feet and should be pursued.

**Standards for Campground Roads.** Currently most campground roads are paved to a width of 9-12 feet. There are some locations where trees limit the travel way to as little as 9 feet. This width is not sufficient to permit opposing vehicles to pass easily without leaving the pavement. In urban settings this constraint would normally be addressed by making these streets one-way. However, because traffic volumes through campgrounds are light, using unpaved shoulders to pass does not regularly interfere with the flow of traffic. Two-way traffic is also needed to allow motorists to access some campsites that would not be accessible from a particular direction.

However, if it is determined that requiring vehicles to leave the roadway to pass has an impact on the adjoining environment, then the development of one-way loops may be in order.

**Access to Hilltop Camp.** The entrance to the camp occurs at an area that is difficult to differentiate from Lake Drive. A large median area with trees also exists. Redesign of this area using a traffic circle or roundabout should be considered to lessen confusion.

**Access to Sierra Camp.** The west access to Sierra camp is also difficult to identify. Modifications should be pursued.

**US 50 / Sly Park Road Interchange.** This intersection currently meets peak hour warrants for signalization. While the project is not anticipated to add traffic during the peak hours of operation, traffic from Sly Park would travel through this intersection on a daily basis. The County is already aware of the existing need to signalize this intersection.

**Operational Schedule.** The project has committed to scheduling operations outside the commute peak hours.

### **Parking Issues Outside of the Marina Area**

**Day Use Parking.** The parking supplies that are available near popular day use areas are well used. If it is determined that these recreational areas can handle additional patronage, then measures to increase the parking supply would need to be considered.

In the major day use area north of the main entrance, the available parking area is very wide and alternative parking layouts could be considered. For example, creating diagonal parking in lieu of parallel parking would increase the number of spaces that are available in this area. However, while the existing layout permits guests to easily leave by making a U-turn from their parking space, this may not be possible if the area was re-stripped.

Day use parking at Sierra Point and near Hazel Creek is neither paved nor readily identifiable. Thus, day users regularly encroach into adjoining campsites. If the Master Plan determined that

additional day users are to be accommodated in these areas, then measures to pave and/or better designate the day users parking supply should be considered.

**Campsite Parking.** While EID staff have an idea of the number of vehicles that can be accommodated at each site, it is difficult to identify the locations where parking is to occur. Most campgrounds also lack overflow space for visitors who are not included in the parking allocation for each site. Development of common overflow parking spaces for each campground would be helpful.



## APPENDIX



**Photo 1**



**Photo 2**



**Photo 3**



**Photo 4**

