4 Revisions to the Draft EIR/EIS

This chapter presents specific text changes made to the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) since its publication and public review. The changes are presented in the order in which they appear in the original EIR/EIS and are identified by the respective page number. Text deletions are shown in strikethrough, and text additions are shown in underline.

The information contained within this chapter clarifies and expands on information in the Draft EIR/EIS and does not constitute "significant new information" requiring recirculation or supplementation. (See Public Resources Code Section 21092.1 and State CEQA Guidelines Section 15088.5 and NEPA regulations Code of Federal Regulations Title 40 Section 1502.9(d)(1).)

Note: Certain Adobe screen readers cannot decode the meaning of underlined or strike-through text within PDF documents. Due to this recognized problem with the accessibility software, accessible Microsoft Word versions of this Final EIR/EIS are also available. If you require an accessible Microsoft Word document, please download it from the GP/RMP website: https://www.parks.ca.gov/PlanASRA.

4.1 Revisions to Chapter 2, Project Description and Alternatives

In response to comments that expressed concern about the increased number of campsites at ASRA/APL, revisions have been made to the applicable guidelines of the proposed GP/RMP to reflect a reduced number of campsites, including the elimination of the proposed new campsites in the Foresthill Divide Management Zone (Guidelines MZ 1.1, MZ 6.2, MZ 17.2, MZ 23.1, MZ 26.1, MZ 26.2, and MZ 31.1). The edits to these guidelines are shown in Chapter 2, Revisions to the Preliminary GP and Draft RMP. A reduction in the number of campsites would result in less visitor capacity compared to the original estimate in the Draft EIR/EIS.

The following edits have been made to Table 2.4-1 on pages 2-8 and 2-9 in Chapter 2, Project Description and Alternatives, of the Draft EIR/EIS:

Table 2.4-1 Existing and Estimated Increase in Annual Visitation at ASRA/APL under Each Alternative

Alternative	Estimated Existing Annual Visitation	Maximum Estimated Change in Visitor Capacity	Estimated Visitation Increase Driven by Population Growth	Total Estimated Increase in Visitation Due to Capacity and Population Growth	Estimated Additional Annual Visitation[1]	Total Estimated Annual Visitation
No-Action		0%	30%	30%	300,000	1,300,000
Increased Resource Management and Recreation Alternative - Proposed Action	1,000,000	+33%~~35%~~	30%	33%~~35%~~	330,000~~345,000~~	1,330,000~~1,345,000~~
Resource Management Emphasis Alternative		+4%	30%	30%	300,000	1,300,000
Recreation Emphasis Alternative		+45%	30%	45%	450,000	1,447,000

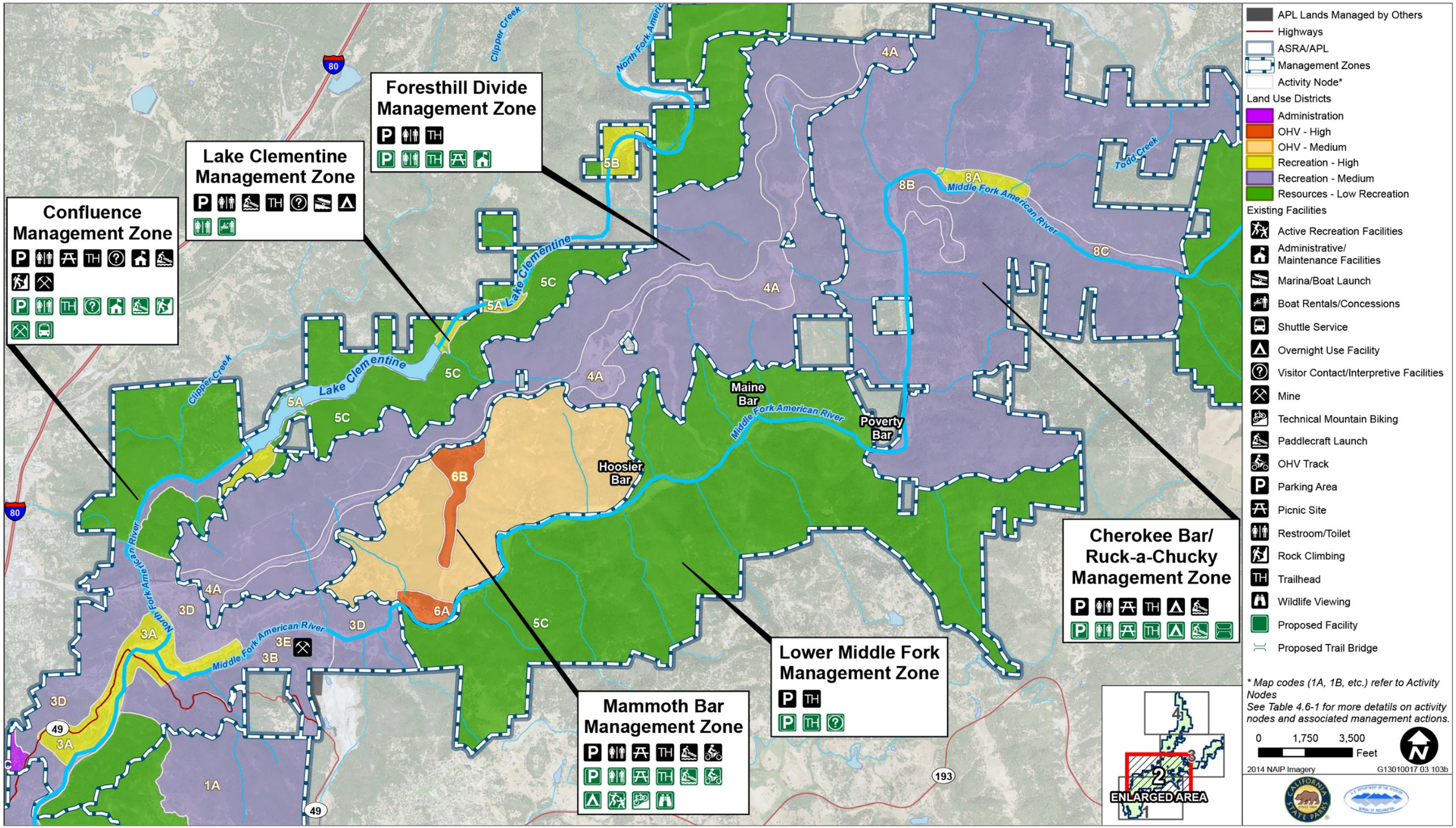
[1] The estimated additional annual visitation is anticipated to be greatly influenced by regional population growth; therefore, the larger of the increases through either the change in visitor capacity and the increase driven by population growth is used here to estimate the additional annual visitation at ASRA/APL.

Source: Compiled by Ascent Environmental in 2018 and 2020

To clarify the future interagency coordination that would occur under the Proposed Action, the summary of the Proposed Action in Section 2.6 on page 2-18 of the Draft EIR/EIS is revised as follows:

> The following provides an overview of the characteristics of the Proposed Action, including general descriptions of facilities that could be developed and improvements that could be made in ASRA/APL consistent with the GP/RMP. Table 2.4-2 lists the types of facilities and improvements that would be allowed within each management zone. The CSP Standard Project Requirements, the goals and guidelines of the GP/RMP, and the proposed distribution of land uses in ASRA/APL influence where and how development could occur, address critical planning issues, and help avoid or minimize the potential adverse environmental effects of future actions that could be taken in ASRA/APL. In addition, Reclamation and CSP have committed to conducting necessary coordination with state and local fire and emergency management agencies to receive their recommendation prior to approving any future facility and/or infrastructure improvements in ASRA/APL.

In response to comments, the proposed new campsites in the Foresthill Divide Management Zone have been eliminated from the proposed GP/RMP. As a result, Figure 2.6-1b on page 2-29 in Chapter 2, Project Description and Alternatives, in the Draft EIR/EIS has been revised to remove the campground symbol from the Foresthill Divide Management Zone as shown below:



Source: Compiled by Ascent Environmental in 2017 and revised in 2020

Figure 2.6-1b Proposed Action (Increased Recreation and Resource Management Alternative) (2 of 4)

4.2 Revisions to Section 4.2, Air Quality

In response to comment A3-2 requesting a more detailed table of the emissions sources included in each of the alternatives, the following revisions have been made to Table 4.2-3 and Table 4.2-4:

Table 4.2-3 Summary of Unmitigated Maximum Daily Operational Emissions of Criteria Air Pollutants for all Alternatives

Year	ROG (lb/day)	NO_X (lb/day)	PM_{10} (lb/day)
Area	5.99	0.08	0.89
Energy	0.002	0.02	0.002
Mobile	0.26	1.82	26.42
Fuel Management	0.48	2.27	0.15
Off-Highway Vehicles	N/A	0.12	5.21
No-Action Alternative ~~(Max Daily)~~Total	**6.7~~7.3~~**	**4.2~~41.0~~**	**27.5~~29.4~~**
Area	6.99	0.09	1.04
Energy	0.002	0.02	0.002
Mobile	0.31	2.13	30.87
Fuel Management	5.25	39.08	2.20
Off-Highway Vehicles	N/A	0.12	5.21
CSP Proposed Action ~~(Max Daily)~~Total	**12.6~~8.4~~**	**41.4~~41.5~~**	**39.3~~41.5~~**
Area	5.99	0.08	0.89
Energy	0.002	0.02	0.002
Mobile	0.26	1.82	26.42
Fuel Management	1.32	9.20	0.71
RME Alternative ~~(Max Daily)~~Total	**7.6~~7.3~~**	**11.1~~41.0~~**	**28.0~~29.4~~**
Area	8.95	0.11	1.33
Energy	0.002	0.02	0.002
Mobile	0.39	2.74	39.70
Fuel Management	4.22	39.11	2.18
Off-Highway Vehicles	N/A	0.18	7.41
RE Alternative ~~(Max Daily)~~Total	**13.6~~10.4~~**	**42.2~~42.1~~**	**50.6**
PCAPCD Daily Thresholds of Significance (lb/day)	**55**	**55**	**82**
Exceeds Thresholds?	No	No	No

Notes: ROG = reactive organic gases; NO_X = nitrous oxides; PM_{10} = respirable particulate matter; lb/day = pounds per day; PCAPCD = Placer County Air Pollution Control District; N/A = not applicable

Source: Modeling conducted by Ascent Environmental in 2018 (see Appendix B)

Table 4.2-4 Summary of Annual Operational Emissions and ~~Federal Conformity~~ De Minimis Level for ~~criteria air~~ Pollutants in Federal ~~National~~ Nonattainment

Alternative	ROG[1] (Tons/Year)	NO_X[1] (Tons/Year)	$PM_{2.5}$ (Tons/Year)	CO (Tons/Year) Maintenance Attainment
Area	1.1	0.01	0.2	1.2
Energy	0.0004	0.004	0.0003	0.0
Mobile	0.02	0.1	0.4	1.3
Fuel Management	0.4	1.0	1.7	1.3
No-Action Alternative	**1.2~~1.5~~**	**0.2~~1.1~~**	**1.2~~2.2~~**	**3.1~~3.8~~**
Area	1.28	0.02	0.19	1.4
Energy	0.0004	0.004	0	0
Mobile	0.02	0.1	0.4	1.48
Fuel Management	0.54	1.17	1.34	2.04
Off-Highway Vehicles	N/A	0.12	0.28	0.34
CSP Proposed Action	**1.8~~1.7~~**	**1.4~~0.3~~**	**2.2~~2.3~~**	**5.3~~55~~**
Area	1.1	0.01	0.2	1.19
Energy	0.0004	0.004	0.0003	0.003
Mobile	0.02	0.1	0.4	1.26
Fuel Management	0.44	0.41	1.22	1.49
RME Alternative	**1.6~~1.5~~**	**0.5~~1.1~~**	**1.8~~2.2~~**	**3.9~~3.8~~**
Area	1.6	0.02	0.2	1.79
Energy	0.0004	0.004	0.0003	0
Mobile	0.02	0.1	0.6	1.9
Fuel Management	0.55	1.18	1.36	2.05
Off-Highway Vehicles	N/A	0.2	1.31	0.34
RE Alternative	**2.2~~2.1~~**	**1.5~~0.4~~**	**3.5~~2.5~~**	**6.1~~56~~**
De Minimis Threshold	**25**	**25**	**100**	**100**
Exceeds De Minimis Threshold?	No	No	No	No

Notes: ROG = reactive organic gases; NO_X = nitrous oxides; $PM_{2.5}$ = fine particulate matter; CO = carbon monoxide; tons/year = tons per year; N/A = not applicable

Source: Modeling conducted by Ascent Environmental in 2018 (see Appendix B)

Additionally, the following text has been added to page 4.2-3 at the end of the "Analysis Methodology" section under Section 4.2:

The following emissions sources were included in the project modeling under each emissions category:

- **Area** – Campfire emissions, architectural coating from new buildings, consumer products associated with buildings

- **Energy** – Natural gas use in buildings (air quality emissions associate with electricity generation are not included in the modeling because electricity generation would not occur locally and therefore would not impact emission in the project area)
- **Mobile** – New vehicle trips associated increased visitation and park maintenance operations
- **Fuel Management** – Vehicle trips associated with fuel management crews, chainsaw use, and controlled burning of vegetation
- **Off-Highway Vehicles** – Vehicle emissions and fugitive dust emissions associated with use of off-highway vehicle (e.g., four wheelers, motorbikes)

4.3 Revisions to Section 4.4, Cultural and Tribal Cultural Resources

In response to comment O5-12 requesting the term "historic resources" be changed to "historic-era" or "American Period resources," the following text has been incorporated into the Analysis Methodology on page 4.4-1 in Section 4.4, Cultural and Tribal Cultural Resources:

> This analysis identifies the potential impacts of implementation of the ASRA GP/APL RMP on archaeological, historical, and tribal cultural resources within ASRA/APL. The impact analysis considers the known archaeological and historical resource environmental setting that have been documented in the 4.7 percent of the plan area that has been surveyed. The analysis also considers the potential for undocumented resources and the physical effects (i.e., disturbance, trenching, demolition) to these resources that could result from implementation of the GP/RMP. The analysis is also informed by the provisions and requirements of federal and state laws and regulations that apply to cultural resources.
>
> As described in Chapter 1, Introduction, this EIR/EIS evaluates the GP/RMP at a programmatic level. Because of the programmatic nature of the analysis, neither an archaeological nor built-environment survey were conducted for the entire plan area. Future projects implemented under the GP/RMP would be subject to subsequent project-level environmental review, cultural resource identification efforts, and resource protection measures.
>
> For the purposes of the impact discussion, "historical resource" is used to describe built-environment historic-period features. Archaeological resources (both prehistoric and historic), which may qualify as "historical resources" pursuant to CEQA or "historic properties" under the National Historic Preservation Act (NHPA) are analyzed separately from built-environment historical resources.

In response to comment O5-19 requesting incorporation of Native American culture and heritage in the elements of design of the proposed visitor center under the RME Alternative, the following text on page 4.4-5 of Section 4.4, Cultural and Tribal Cultural Resources, has been revised to read:

> A medium-sized visitor center would be constructed under the RME Alternative and would contain elements of design to highlight and educate the public on ASRA/APL's unique historic and archaeological attributes and artifacts as well as Native American culture and heritage.

In response to comment O5-20 stating that cultural resource specialists do not have a role in the determination and ultimate treatment and disposition of the Native American remains, the following changes have been made to the text on page 4.4-9 of Section 4.4, Cultural and Tribal Cultural Resources:

> Following the coroner's findings for a potential resource found on non-federal land, ~~the Cultural Resource Specialist, and~~ the NAHC-designated Most Likely Descendant and the landowner shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed.

4.4 Revisions to Section 4.7, Geology and Soils

In response to updated GP/RMP guideline numbers, all references in Section 4.7, Geology and Soils Impact 4.7-1 and Impact 4.7-5 to FAC 2.6 have been changed to FAC 2.5 in both the Impact Summaries and in the Analyses.

4.5 Revisions to Section 4.13, Public Services and Utilities

Comment A6-1 from the general manager of the Georgetown Divide Public Utility District (GDPUD) requested an edit to the water supply impact analysis clarifying the approach GDPUD used to provide adequate water supply during normal, dry, and multiple-dry year conditions. These updates do not alter the conclusions with respect to the significance of any environmental impact.

In response to this comment, the first paragraph on page 4.13-4 in Section 4.13, Public Services and Utilities, of the Draft EIR/EIS has been revised as follows:

> Water supplies at the Knickerbocker Flat campground would be limited to spigots for campground use. At this time, no decision has been made regarding how water would be supplied to the proposed campground, whether through connection to GDPUD's system or by installation of a well. Assuming 11,628 annual visitors (based on recorded visitation per year at existing ASRA/APL campsites), and a use factor of 10 gallons per day per visitor, water demand would total 116,280 gallons per year, or 0.36 acre-feet per year (AFY). As shown above in Table 4.13-1, adequate water supply exceeds demand under through 2030 under normal, dry, and multiple-dry year scenarios, however, in 2035 demand exceeds supplies during dry and multiple-dry years scenarios. ~~To address projected deficiencies, GDPUD adopted Ordinance 2005-01, which would restrict agricultural water supplies to ensure that municipal demands are met. Because approximately 70 percent of water demands from GDPUD are agricultural, it is reasonable to assume that up to 7,882 AFY (70 percent of 11,060 AFY demand total in 2035) would be available for municipal use during single and multiple dry years.~~ GDPUD's adopted Urban Water Management Plan includes a staged response to drought conditions that includes water use restrictions on all GDPUD customers, including ASRA/APL. If the proposed Knickerbocker campground were supplied by GDPUD's system (and not by a well), ~~T~~this would provide an adequate water supply to service the ~~Knickerbocker~~ campground during normal, dry, and multiple-dry year conditions. During dry and multiple-dry year conditions, CSP would post notices at the campground making visitors aware of limited water sources, if necessary.

The analysis of water supply impacts here (also in Impact 4.9-4, Potential for the project to substantially decrease groundwater supplies or interfere with groundwater recharge, in Section 4.9, Hydrology and Water Quality, in the Draft EIR/EIS) considered a reasonable estimate of water demand and supply sources that could be needed with implementation of the GP/RMP. However, the specific size, location, or amount of water demand, or how water would be supplied for these facilities are not yet known. Thus, a more specific analysis of effects on water supply and infrastructure from individual facilities that could be built under the GP/RMP is not able to be provided at this time. Such analysis for projects consistent with the GP/RMP would occur as part of the environmental review process when future project-level planning begins. Thus, implementation of the Proposed Action would result in a **less-than-significant** impact from water demand, for the purposes of CEQA. The effects from the Proposed Action related to water demand would be greater than the No Action Alternative.

4.6 Revisions to Section 4.3, Environmental Impacts and Mitigation Measures

In response to comment I197-5 requesting a revision to the impact analysis for special-status plants to indicate that special-status plants would be avoided by future project activities, a revision was made to clarify that individual special-status plants would be avoided. This update does not alter the conclusions with respect to the significance of any environmental impact.

In response to this comment, the text in the sixth paragraph of Impact 4.3.1, "Loss of Special-Status Plant Species" has been revised as follows:

Through implementation of the GP/RMP guidelines, CSP SPRs, and BMPs, as well as compliance with existing state and federal regulations, loss of individuals and their critical ~~and~~ habitat would be avoided, ~~loss of habitat would be minimized,~~ and there would be no substantial reduction in local or regional populations of special-status plants. Therefore, implementation of the Proposed Action would result in a **less-than-significant** impact on special-status plants, for the purposes of CEQA; though, the impact would be greater than the No-Action Alternative.

4.7 Revisions to Section 4.12, Transportation and Circulation

Consistent with recent updates to the State CEQA Guidelines and a December 2019 decision by the Third District Court of Appeal (Citizens for Positive Growth & Preservation v. City of Sacramento) as discussed in Master Response 4, Traffic, Parking, and Access, in Chapter 3 of this Final EIR/EIS, the Draft EIR/EIS has been revised to remove the use of Level of Service (LOS) as a significance criterion. The analysis of effects on LOS is retained for informational purposes and the following text on pages 4.12-2 through 4.12-32 of Section 4.12, Transportation and Circulation, in the Draft EIR/EIS is removed or edited.

On page 4.12-2:

Traffic operations are analyzed using level of service (LOS) ~~as the primary measure of performance~~ for informational purposes.

On pages 4.12-9 and 4.12-10:

~~Intersection Operations~~

~~Impacts to intersection operations would be significant if the project would:~~

- ~~Cause an intersection under Caltrans jurisdiction to worsen from an acceptable LOS D or better to an unacceptable LOS E or F during the a.m. or p.m. peak hours.~~
- ~~Cause an intersection under Caltrans jurisdiction that is currently (or projected to be) operating at an unacceptable LOS E or F during the a.m. or p.m. peak hours to experience an increase in overall average intersection delay of 1 second or greater.~~
- ~~Cause a signalized intersection or roadway in Placer County to worsen from an acceptable LOS to an unacceptable LOS during the a.m. or p.m. peak hours.~~
- ~~Cause a signalized intersection in Placer County that is currently (or projected to be) operating at an unacceptable LOS during the a.m. or p.m. peak hours to experience an increase in the overall average intersection delay of 4 seconds or greater.~~
- ~~Cause an unsignalized intersection in Placer County to worsen from an acceptable LOS to an unacceptable LOS during the a.m. or p.m. peak hours and cause the intersection to meet the Manual on Uniform Traffic Control Devices (MUTCD) peak hour traffic signal warrant.~~
- ~~Cause an unsignalized intersection in Placer County that is currently (or projected to be) operating at an unacceptable LOS during the a.m. or p.m. peak hours and meets the MUTCD peak hour traffic signal warrant to experience a 2.5-second or greater increase in delay.~~
- ~~Cause an intersection or roadway in the City of Auburn to worsen from an acceptable LOS to an unacceptable LOS during the a.m. or p.m. peak hours.~~

~~Roadway Segment Operations~~

~~Impacts to roadway segment operations would be significant if the project would:~~

- ~~Cause a roadway under Caltrans jurisdiction to worsen from an acceptable LOS D or better to an unacceptable LOS E or F during the a.m. or p.m. peak hours.~~
- ~~Cause a roadway under Caltrans jurisdiction that is currently (or projected to be) operating at an unacceptable LOS on a daily basis to experience an increase in v/c ratio of 0.01 or greater.~~
- ~~Cause a county road or state highway in El Dorado County to worsen from an acceptable LOS or v/c ratio to an unacceptable LOS or volume/capacity ratio during the a.m. or p.m. peak hours.~~
- ~~Cause a roadway in El Dorado County that is currently (or projected to be) operating at an unacceptable LOS on a daily basis to experience a two (2) percent increase in traffic during the a.m. peak hour, p.m. peak hour, or daily.~~
- ~~Increase the ADT volume by 100 or more project generated trips on a roadway segment in El Dorado County that is currently (or projected to be) operating at an unacceptable LOS.~~

- ~~Increase the a.m. or p.m. peak hour traffic volume by 10 or more project generated trips on a roadway segment in El Dorado County that is currently (or projected to be) operating at an unacceptable LOS.~~

- ~~Cause a roadway in Placer County that is currently (or projected to be) operating at an unacceptable LOS on a daily basis to experience an increase in v/c ratio of 0.05 or greater.~~

- ~~Increase the ADT volume by 100 or more project generated trips per lane on a roadway segment in Placer County that is currently (or projected to be) operating at an unacceptable LOS.~~

- ~~Cause an increase in delay on a roadway in the City of Auburn that is currently (or projected to be) operating at an unacceptable LOS.~~

- ~~Cause conversion of a residential street to a traffic-dominated TIRE index (greater than 3.0).~~

On page 4.12-11:

Impact Summary

All study intersections would continue to operate at an acceptable LOS with the addition of traffic generated by the No-Action Alternative, Proposed Action, and RME Alternative. ~~Therefore, the impacts to intersection operations under the No-Action Alternative, Proposed Action, and RME Alternative would be~~ **~~less than significant~~** ~~for the purposes of CEQA.~~ The effects of the Proposed Action would be similar to, but greater than, the No-Action Alternative. The effects of the RME Alternative would be the same as the No-Action Alternative.

Traffic volumes would be higher under the RE Alternative compared to the Proposed Action, and thus, the addition of project trips to the study intersections could potentially result in the degradation of LOS to unacceptable levels. ~~Therefore, this impact would be~~ ~~**potentially significant**~~ ~~for the purposes of CEQA. After implementation of Mitigation Measure 4.12-1, this impact would be reduced to a~~ **~~less-than-significant~~** ~~level, for the purposes of CEQA, but the effect would remain greater than under the No-Action Alternative.~~

On page 4.12-12:

The No-Action Alternative would result in no new trip-generating facilities; and thus, would result in a lower increase of new project-generated vehicle trips. Therefore, traffic volumes would be lower under the No-Action Alternative than the Proposed Action. As described below for the Proposed Action, all study intersections would continue to operate acceptably during the weekday a.m., weekday p.m., and weekend midday peak periods. ~~Therefore, impacts related to study intersection operations under the No-Action Alternative would be~~ ~~**less than significant**~~, ~~for the purposes of CEQA.~~

On page 4.12-13:

The effects from the Proposed Action related to study intersection operations would be greater than those of the No-Action Alternative. For the reasons detailed above, implementation of the Proposed Action would result in impacts to study intersection operations ~~that would be~~ ~~**less than significant,**~~ ~~for the purposes of CEQA~~.

On page 4.12-14:

The effects from the RME Alternative related to study intersection operations would be similar to those of the No-Action Alternative. ~~For the reasons detailed above, RME Alternative impacts related to study intersection operations would be **less than significant,** for the purposes of CEQA.~~

On page 4.12-14 and 4.12-15:

The effects from the RE Alternative related to study intersection operations would be greater than those of the No-Action Alternative. ~~For the reasons detailed above, this impact would be **potentially significant,** for the purposes of CEQA.~~

~~Mitigation Measures~~

~~Mitigation Measure 4.12-1: Limit visitor capacity to maintain acceptable operations~~

~~This mitigation measure would apply to the RE Alternative.~~

~~Before construction of any new trip-generating amenities (i.e., campsites, day-use facilities or parking spaces) in excess of that which is allowed under the Proposed Action within any activity node, CSP shall conduct a quantitative operations analysis of the study intersections and roadway study segments that could receive an increase in traffic volumes. The analysis shall determine whether the addition of project-generated trips to the surrounding roadway network would result in an increase in traffic volumes such that a degradation of operating conditions to unacceptable levels would occur, as determined by the intersection and roadway segment operations standards of the applicable jurisdiction (i.e., Caltrans, El Dorado County, Placer County, or the City of Auburn).~~

~~If through the project-specific analysis of study intersections and roadway study segments it is determined that any such facility would degrade to unacceptable operating conditions with the addition of project-generated trips, then CSP shall implement the following measures:~~

- ~~Modify the proposed amenity to reduce the number of project-generated vehicle trips on the surrounding roadway network. For example, the size of a new campground or day-use area could be decreased to reduce the number of visitor-related trips.~~
- ~~Conduct a revised project-level analysis that shall demonstrate through quantitative analysis that the modified amenity would not result in an exceedance of the study intersection or roadway study segment operations standards of the applicable jurisdiction.~~

~~CSP shall provide a copy of the project-level analysis to the appropriate agency based on the location of the impacted intersection and/or roadway segment (i.e., Caltrans, El Dorado County, Placer County, or the City of Auburn). CSP shall not develop any amenities that would result in the degradation of operating conditions for any study intersection or roadway segment such that the operations standards of the applicable jurisdiction would occur under existing plus project or cumulative plus project conditions.~~

~~Significance after Mitigation~~

~~Implementation of Mitigation Measure 4.12-1 would ensure that the addition of vehicle trips in excess of that which is projected under the Proposed Action, would not result in the exceedance~~

~~of any intersection LOS standard of the applicable jurisdiction (i.e., Caltrans, El Dorado County, Placer County, or the City of Auburn). Therefore, Implementation of Mitigation Measure 4.12-1 would reduce the impacts to intersection operations to a **less-than-significant** level.~~

On page 4.12-15:

Impact Summary

Traffic volumes would be higher under the RE Alternative than the Proposed Action, and thus, the addition of project trips to the study roadway segments could potentially result in the degradation of operating conditions to unacceptable levels. ~~Therefore, this impact would be **potentially significant** for the purposes of CEQA. After implementation of Mitigation Measure 4.12-2, this impact would be reduced to a **less-than-significant** level, for the purposes of CEQA.~~

The No-Action Alternative, Proposed Action, and RME Alternative would not result in unacceptable roadway operations. ~~They would be **less than significant,** for the purposes of CEQA.~~

On page 4.12-15:

The No-Action Alternative would result in fewer new facilities than the Proposed Action; and thus, would result in a lower increase of new vehicle trips on all roadway study segments and would continue to operate acceptably on both weekdays and weekends. ~~Therefore, this impact would be **less than significant,** for the purposes of CEQA.~~

On page 4.12-17:

The effects from the Proposed Action related to roadway segment operations would be greater than those of the No-Action Alternative. However, for the reasons detailed above, the Proposed Action would not result in unacceptable LOS.~~this impact would be **less than significant,** for the purposes of CEQA~~.

On page 4.12-18:

Resource Management Emphasis (RME) Alternative

The effects from the RME Alternative related to roadway segment operations would be similar to those of the No-Action Alternative. The RME Alternative would result in fewer new facilities than the Proposed Action; and thus, would result in a lower increase of new vehicle trips on all roadway study segments. Specifically, this alternative would result in up to 185 fewer campsites and up to 420 fewer parking spaces than the Proposed Action. As shown in Table 4.12-8, the RME Alternative would result in 3,687 fewer daily weekday trips and 5,657 fewer daily weekend trips than the Proposed Action. ~~Therefore, this impact would be **less than significant,** for the purposes of CEQA.~~

Recreation Emphasis (RE) Alternative

The RE Alternative would result in a greater number of new facilities than the Proposed Action; and, thus, would result in a greater number of new vehicle trips on roadway study segments. Specifically, this alternative would result in up to 177 more campsites and up to 100 more parking spaces than the Proposed Action. As shown in Table 4.12-8, the RE Alternative would

result in 1,392 more daily weekday trips and 2,293 more daily weekend trips than the Proposed Action. Traffic volumes would be higher under the RE Alternative than the Proposed Action. Because the traffic-dominated index for Riverview Drive between Skyridge Drive and Maidu Drive under the Proposed Action nears the significance threshold of 3.0, it is possible that the greater number of trips generated by the RE Alternative could result in this roadway segment changing to a traffic-dominated index. Additionally, the increase in project-generated trips above that which would be generated under the Proposed Action, could potentially result in the degradation of operating conditions along roadway study segments to unacceptable levels.

The effects from the RE Alternative related to roadway segment operations would be greater than those of the other action alternatives. ~~For the reasons detailed above, this impact would be **potentially significant,** for the purposes of CEQA.~~

~~Mitigation Measure 4.12-2: Limit visitor capacity and maintain acceptable operations~~

~~This mitigation measure would apply to the RE Alternative.~~

~~CSP and Reclamation shall implement Mitigation Measure 4.12-1 as described above.~~

~~Significance after Mitigation~~

~~The implementation of Mitigation Measure 4.12-2 for the RE Alternative would ensure that the addition of vehicle trips in excess of that which are projected to be generated under the Proposed Action, would not result in the exceedance of any roadway segment operations standard of any of the applicable jurisdictions (i.e., Caltrans, El Dorado County, Placer County, or the City of Auburn). Therefore, Implementation of Mitigation Measure 4.12-2 would reduce the impacts to roadway segment operations to a **less-than-significant** level for the purposes of CEQA.~~

On page 4.12-28:

The RME Alternative would result in fewer new trip-generating facilities than the Proposed Action; and thus, would result in a lower increase of new project-generated vehicle trips. However, similar to the Proposed Action, the intersection of SR 49/SR 193/Old Foresthill Road could potentially be degraded to unacceptable conditions with the addition of project trips. The RE Alternative would result in a greater number of new facilities as compared to the Proposed Action; and thus, would result in a greater number of new vehicle trips on the surrounding roadway network. Thus, traffic volumes would be higher under the RE Alternative compared to the Proposed Action, and similar to the Proposed Action the addition of project trips would result in unacceptable operating conditions at the intersection of SR 49/SR 193/Old Foresthill Road. Additionally, because the RE Alternative would result in higher traffic volumes as compared to the Proposed Action, it could potentially result in additional impacts to study intersection operations. ~~Therefore, this impact would be **cumulatively significant** for the Proposed Action, RME Alternative, and RE Alternative.~~

On page 4.12-31 and 4.12-32:

As shown in 4.12-16 through Table 4.12-19, all roadway segments operate acceptably under Cumulative Plus Project conditions for the Proposed Action. The RME Alternative would result in fewer new facilities and less visitation than the Proposed Action; and thus, would result in a lower increase of new vehicle trips on all roadway study segments and lesser impacts to

roadway segment operations. The RE Alternative would result in a greater number of new facilities and more visitation than the Proposed Action; and thus, would result in a greater number of new vehicle trips on roadway study segments. Therefore, traffic volumes would be higher under the RE Alternative than the Proposed Action, and the addition of project trips could result in the segment of Riverview Drive from Skyridge Drive to Maidu changing to a traffic-dominated index under the RE Alternative. Additionally, because the RE Alternative would result in higher traffic volumes than the Proposed Action, it could result in additional impacts to roadway study segment operations. ~~Therefore, this impact would be **cumulatively significant** for the RE Alternative.~~

~~**Mitigation Measure 4.12-7a: Convert intersection of SR 49/SR 193/Old Foresthill Road to a signalized intersection**~~

~~This mitigation measure would apply to the Proposed Action RME Alternative, and RE Alternative.~~

~~CSP and Reclamation will coordinate with Caltrans to facilitate the installation of a traffic signal at the intersection of SR 49/SR 193/Old Foresthill Road at the time when the applicable signal warrant is met, which may include paying their fair share of the cost in accordance with applicable state and federal law.~~

~~**Mitigation Measure 4.12-7b: Implement Mitigation Measure 4.12-1 to limit visitor capacity and maintain acceptable operations**~~

~~This mitigation measure would apply to the RE Alternative.~~

~~CSP and Reclamation shall implement Mitigation Measure 4.12-1, as described above.~~

~~Significance with Mitigation~~

~~Implementation of Mitigation Measure 4.12-7b would ensure that the addition of vehicle trips resulting from the RE Alternative in excess of that which are projected to be generated under the Proposed Action, would not result in the exceedance of any study intersection operations standard of any of the applicable jurisdictions (i.e., Caltrans, El Dorado County, Placer County, or the City of Auburn).~~

~~The effect of the implementation of Mitigation Measure 4.12-7a was analyzed for the intersection of SR 49/SR 193/Old Foresthill Road using the criteria described in Section 4C.04 of the California Manual on Uniform Traffic Control Devices (MUTCD). The intersection met Warrant 3B for weekend midday peak hour conditions. Table 4.12-20 shows the mitigated Cumulative Plus Project conditions under the Proposed Action at the intersection of SR 49/SR 193/Old Foresthill Road with the implementation of Mitigation Measure 4.12-7a.~~

Table 4.12-20 Intersection Operations Analysis – Cumulative Plus Project (Mitigated) Conditions

Intersection	Jurisdiction	Traffic Control[1]	Peak Hour	LOS[2] / Delay (s)Cumulative No Project Conditions	LOS[2] / Delay (s)Cumulative Plus Project Conditions	LOS[2] / Delay (s)Cumulative Plus Project Conditions (Mitigated)
4. SR 49/SR 193/Old Foresthill Road	Caltrans	SSSC[3]/ Signal	Weekday a.m.	B (C) / 11 (16) (WB LT / RT)	B (C) / 13 (20) (WB LT / RT)	B / 16
			Weekday p.m.	A (C) / 6 (19) (WB LT / RT)	B (D) / 11 (31) (WB LT / RT)	B / 15
			Weekend MD	A (C) / 10 (20) (WB LT / RT)	C (**E**) / 18 (**39**) (WB LT / RT)	A / 8

[1] Signal = traffic signal-controlled intersection; SSSC = side-street stop-controlled intersection

[2] LOS = level of service; calculated based on methodologies contained in the Highway Capacity Manual (HCM) 6th Edition.

[3] For SSSC intersections, the overall intersection delay and LOS is shown outside the parentheses, and the worst movement delay and LOS is shown inside the parentheses.

Bold text indicates unacceptable operations. All intersections were analyzed in Synchro 10.

Source: Fehr & Peers 2019

As shown in Table 4.12-20, the implementation of Mitigation Measure 4.12-7a would improve the intersection LOS to acceptable operating conditions. Thus, with implementation of Mitigation Measure 4.12-7a and Mitigation Measure 4.12-7b, the Proposed Action, RME Alternative, or RE Alternative would **result in a less-than-significant cumulative effect.**

4.8 Revisions to Section 4.17, Wildfire

To improve the readability of this paragraph, page 4.17-3 is revised as follows:

> The fire regime in any area is defined by several factors, including fire frequency, intensity, severity, and area burned. Each of these are important for an understanding of how the variables that affect fire behavior produce fire risks. Fire frequency refers to the number of fires that occur in a given area over a given period of time.~~,~~ F~~f~~ire intensity refers to the speed at which fire travels and the heat that it produces.~~,~~ F~~f~~ire severity involves the extent to which ecosystems and existing conditions are affected or changed by a fire, and area burned is the size of the area burned by wildfire.

4.9 Revisions to Appendix C, Biological Resources

In response to comment I197-8 requesting a revision to the elevational range of pincushion navarretia, the elevational range of the species was revised. This update does not alter the conclusions with respect to the significance of any environmental impact. In response to comment I197-8, the text in Table C-1 has been edited to read:

> Vernal pools, wetland. Clay soils within non-native grassland. ~~148 to 328 ft~~ 65 to 1082 ft in elevation. Blooms April-May.