DECISION NOTICE
and
FINDING OF NO SIGNIFICANT IMPACT

CAMP RICHARDSON RESORT CAMPGROUND AND VEHICLE CIRCULATION BMP RETROFIT PROJECT

U.S. FOREST SERVICE
LAKE TAHOE BASIN MANAGEMENT UNIT (LTBMU)

EL DORADO COUNTY, CALIFORNIA

BACKGROUND

Camp Richardson Resort is a publicly owned recreation facility that is managed by the Forest Service, Lake Tahoe Basin Management Unit (LTBMU) and operated under a special use permit. The resort dates back to the 1930s and was purchased by the Forest Service in 1965.

All facilities proposed for rehabilitation are Forest Service properties located on National Forest System (NFS) lands. Rehabilitation of this facility is an identified need on the Tahoe Regional Planning Agency (TRPA) Environmental Improvement Program (EIP) list.

The project is located on approximately 79 acres of NFS lands within the Camp Richardson Resort special use permit area. Camp Richardson Resort is located on Highway 89, approximately 2 miles west of the City of South Lake Tahoe. The resort is bounded by Pope Beach Road to the east, the Tallac Historic site to the west, Lake Tahoe to the north, and general forest area to the south. Refer to page 1-4 in the Environmental Assessment (EA) for the project area location. The Camp Richardson Corral is located outside of the resort special use permit and Proposed Action project area.

The Environmental Assessment was published for comment on February 13, 2013.

The project area considered in this EA is somewhat smaller than that of the earlier environmental document and does not include the portion of Jameson Beach Road and resort day use parking located east of the road. An earlier Environmental Assessment (EA) document analyzing retrofit activities at the Resort was circulated for public comment in July 2011 and a Finding Of No Significant Impact and Decision Notice was signed in June

2012. Following further stakeholder involvement I formally withdrew this June 2012 NEPA Decision. All public input on this project including those received during the initial project scoping period and feedback during public document comment periods have been considered in the preparation of this EA.

DECISION

I have reviewed the Camp Richardson Resort Campground and Vehicle Circulation BMP Retrofit Environmental Assessment (EA), the Project Record, and the Response to Comments (DN/FONSI, Appendix C).

I have decided to implement Alternative 4 as fully described in the EA (Section 2.3). In summary, the selected alternative will reduce the environmental impacts and improve the recreational opportunities and associated infrastructure in the Camp Richardson campground and the resort area by retrofitting the three existing campground areas with water quality protection Best Management Practices (BMPs) and upgrading facilities. The selected alternative also upgrades facilities to make them responsive to current and projected recreational demands and are compliant with legal requirements for accessibility. The selected alternative also improves vehicular and pedestrian traffic patterns. This decision amends the LTBMU Forest Plan (LRMP) day use Persons At One Time figure at the resort to more accurately reflect existing use; this amendment does not increase use or capacity at the resort. The proposed BMP retrofit activities fall into four categories:

a. Install water quality protection BMPs.

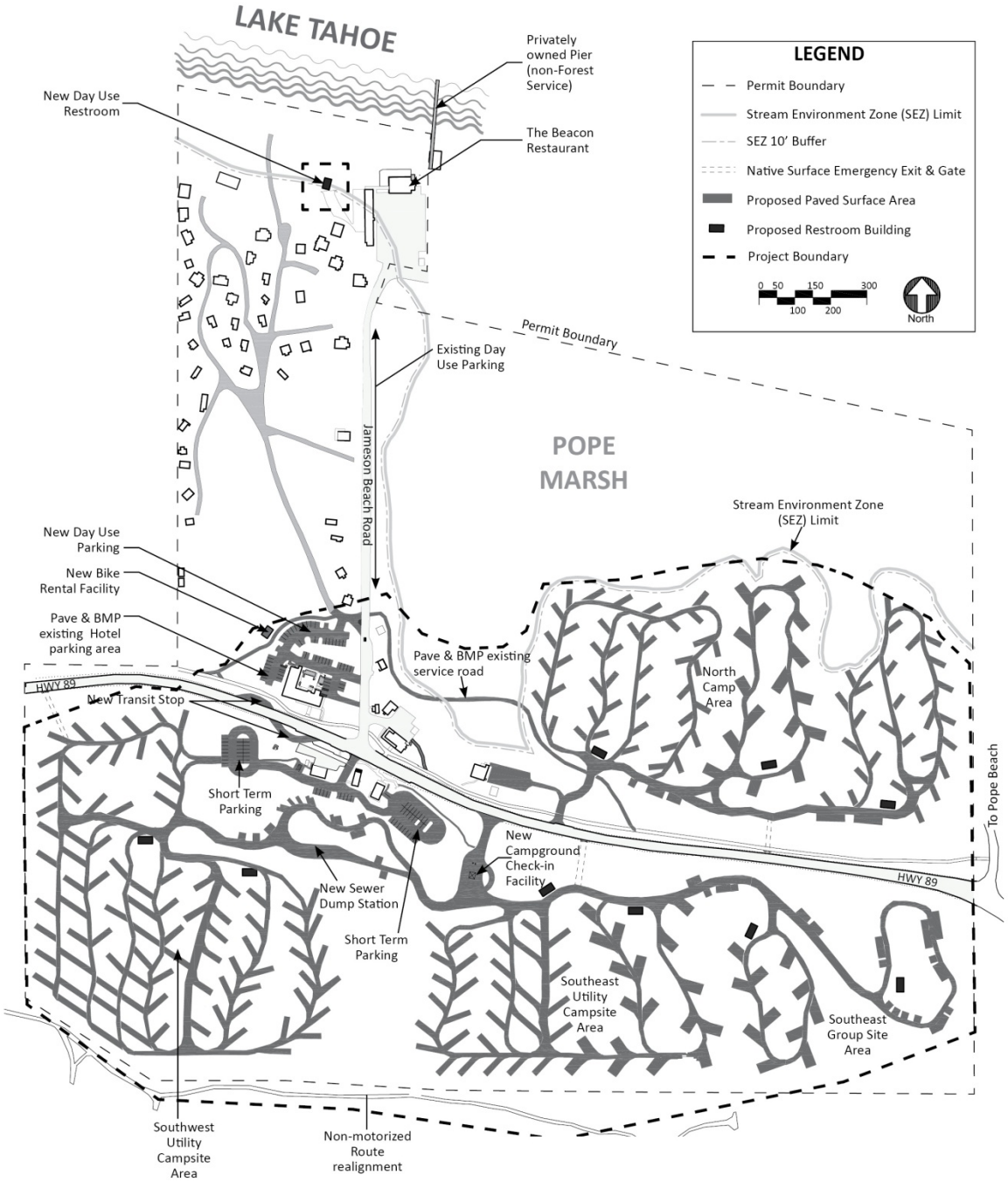
b. Retrofit the campground facilities (circulation routes, improved utilities, upgraded camping facilities, improved emergency access).

c. Reduce congestion along Highway 89 within Camp Richardson Resort (improved intersections, improved parking).

d. Upgrade resort parking (reconfigured and improved day use parking).

Camp Richardson Resort Campground and Vehicle Circulation BMP Retrofit

Alternative 4



DECISION RATIONALE

I have decided to implement Alternative 4 for the following reasons:

1. **It is fully responsive to the Purpose and Need (EA, Section 1.5).**
2. **The Selected Alternative meets the desired conditions (EA, Section 1.4).**
3. **The selected alternative provides a comprehensive, rigorous, and thorough set of project design features and Best Management Practices (see Appendix A) that are specifically designed to minimize adverse environmental effects.** These measures have been demonstrated to be effective in mitigating effects. The selected alternative and the design features and BMPs reflect a cooperative effort by the Forest Service, other public agencies, and interested publics as to the appropriate actions to be taken in order to meet the need for action.
4. **The selected alternative best balances the social and environmental concerns regarding the public's concerns with the Proposed Action and the need to upgrade the resort campground facilities.**

   Environmental concerns that were brought up by the public involve impervious coverage and large tree removal. I have considered those concerns along with balancing the recreation opportunity. While the selected alternative does result in more coverage than alternative 3 (Alt 3 – 761,476 sq. ft. compared to 827,466 sq. ft.), there is still a reduction of coverage of almost 320,000 sq. ft. (over seven acres) compared to the existing condition. The selected alternative also will provide the least reduction in campground capacity and the most extra vehicle parking of all the alternatives studied in detail while reducing the number of trees over 30" dbh to be removed from 40 down to 4.

   I heard concerns regarding an increase in year round camping opportunities resort-wide with Alternative 2. The Selected Alternative limits year round camping opportunities to 19 campsites, a reduction from allowing year round camping resort-wide at all utility campsites as proposed in Alternatives 2 and 3. While this decision does not prohibit opening up more campsites to year round camping opportunities in the future, depending on the demand, I felt that it was prudent to start small with a new use in this area.

   The project area considered in this EA is somewhat smaller than that of the earlier environmental document and does not include the portion of Jameson Beach Road and resort day use parking located east of the road. These areas are outside of the scope of this project which is primarily focused on retrofitting the resort campground to meet environmental protection and recreation standards.

ALTERNATIVES CONSIDERED

In addition to the Selected Alternative (Alternative 4), I also considered the following alternatives:

1. **No Action**: Under this alternative, no improvements would be made and the existing campground and day use levels would remain unchanged.
2. **Alternative 2:** the Proposed Action: This alternative retrofits the resort campground, vehicle circulation system, and some day use parking. It would result in a reduction in the number of campsites and a shift toward utility campsites and group use campsites. As a result of this alternative, up to 40 trees over 30 inches in diameter at breast height would be removed. The proposal to amend the Forest Plan is also included.
3. **Alternative 3:** This alternative is designed to respond to public concerns about the removal of trees larger than 30 inches in diameter and overall resort impervious coverage. Under this alternative, day use parking and pedestrian walkways would be improved as compared to the Proposed Action, and approximately 8 trees over 30 inches in diameter at breast height would be removed as compared to 40 trees in the Proposed Action. This alternative reduces coverage by 101,286 sq. ft. compared to Alternative 2. The proposal to amend the Forest Plan is also included.

Alternatives Considered but Dismissed from Detailed Analysis:

Scoping respondents had several suggestions for an alternative to the Proposed Action. Several of these suggestions were considered but dropped from detailed consideration for the reasons presented below.

- *Develop BMP compliant day use parking and non-motorized path along Jameson Beach Road.*

Forest Service Response: An earlier design proposal was considered which relocated existing day use parking from the east side of Jameson Beach Road to the west, routing the road in part along the area which is currently utilized for day use parking. Another feature of this earlier design proposal was the development of a non-motorized path leading from the Resort village to the beach with connections to the new day use parking.

One of the intents of this earlier design proposal was to reduce circulation conflicts and minimize the non-motorized use of Jameson Beach Road. Consequences of this earlier design proposal included the removal of a number of pine trees and the relocation or undergrounding of existing overhead electrical utility lines.

Based on stakeholder concerns, subsequent discussions, and analysis, the Forest Service has concluded that resolving concerns surrounding day use parking along Jameson Beach Road is important and that these actions need to be considered in more detail and in a broader scope. Appropriately addressing the retrofit of these resort areas and the 75

parking spaces for day use beach users will need to consider the reconfiguration of the area west of Jameson Beach Road. The retrofit of circulation and day use parking along Jameson Beach Road is outside of the scope of the current project and is not considered in detail at this time.

- Eliminate all parking along Jameson Beach Road and construct a parking lot northwest of the hotel.

Forest Service Response: Resolving concerns surrounding day use parking along Jameson Beach Road is important. To effectively address solutions to resolve concerns associated with vehicle, pedestrian, and bicycle circulation and day use parking there is a need to consider resort areas west of Jameson Beach Road between the resort village "core" and Lake Tahoe. The day use parking along Jameson Beach Road and these areas west of the road are beyond the scope of the current project area.

- Significantly reduce the number of RV utility hookup campsites allowed by not constructing RV sites in the area that is currently open space between the existing Eagle's Nest campground and the existing RV sites.

Forest Service Response: Proposed campsites are not identified as "RV" or "non-RV" sites, but are described based on their spur length and availability of utility amenities. The suggested alternative would not necessarily reduce the number of RVs that could use the campground, but would limit the spur length in these areas to 40 feet rather than 60 feet. These sites would not be provided with utility hookups, but would still allow for camping with self-contained vehicles. In addition, reducing the number of utility hookup campsites below current numbers would not be consistent with, nor would it meet, the Purpose and Need (#4 in the EA).

-Limit the overall allowed size of RVs that the campground will be able to accommodate (i.e., up to 26 feet in length). In addition, do not allow oversized RVs to park in the extra-vehicle parking area.

Forest Service Response: Size of vehicles would only be limited by the paved spur provided at the campsite. Limiting campsite spurs to 26 feet long would not meet the project purpose and need because many visitors have vehicles longer than 26 feet and/or have tow vehicles. Campsite extra vehicle parking spaces have been reduced in size in Alternatives 3 and 4.

- Designate the non-utility hookup sites as tent-only camping sites.

Forest Service Response: This is an operational issue. Analysis assumes that all sites are occupied by Class "A" RVs. Many tent sites are often occupied by campers choosing to sleep in their vehicle, regardless of vehicle length. The Proposed Action designates campsites by parking spur length, amenities, and availability of utility hookups, not by use. Campers would continue to have a choice regarding which amenities they wish to use at their campsite.

- Reduce the number of parking sites in the extra-vehicle campground parking area. Limit the size of the extra vehicle for the parking sites so as not to facilitate parking of large trailers.

Forest Service Response: The project purpose and need calls for providing BMP-compliant parking for resort guests. Elimination of parking for guests does not meet the project purpose and need. Reducing the number of extra vehicle campground parking spaces would likely result in un-managed parking off of paved surfaces. This would not be consistent with the purpose and need of providing BMP compliant parking. Campsite extra vehicle parking spaces have been reduced in size in Alternatives 3 and 4.

- No year-round operations of the campground.

Forest Service Response: The No Action Alternative would maintain the current operational season of the campground. The Forest Service considered not allowing year-round operations and determined that this would not meet the Purpose and Need (#5). Alternative 4 reduces the number of year-round campsites to one campground loop.

- Increase the number of highway parking sites that are to be removed from the Camp Richardson Resort/Tallac Historic area. Do not move the parking sites to other areas of the resort.

Forest Service Response: The CalTrans project would remove all highway shoulder parking within and near the resort corridor.

The highway parking spots to be removed from the project area are proposed to be relocated in BMP-compliant parking areas within the resort. The purpose and need calls for providing BMP-compliant parking for resort guests. Elimination of guest parking does not meet the project's purpose and need.

- Remove the emergency access and maintenance roads out of sensitive classes of land and restore those areas.

Forest Service Response: The Proposed Action improves the condition of this existing road, bringing it into compliance with BMP standards. This road provides alternative access for emergency vehicles and resort maintenance vehicles. Rather than moving the road from its current location to a non-disturbed area, BMPs would be applied to the existing roadway in order to meet water quality standards. Alternative 4 retrofits this existing route as part of the non-motorized bike path re-route.

- Increase the capacity of the storm water BMPs to accommodate 100-year flood storm events.

Forest Service Response: Proposed BMPs will be designed to prevent erosion during a 1 inch in one hour, and 2 inch in 24 hours storm event, meeting Environmental Protection Agency requirements. Forest Service regulations mandate that culverts be designed to pass a 100-year storm event, so any culvert replacement would be designed to the 100-year storm event standard.

- Use lighting standards recommended by the Dark Skies Initiative throughout the resort area.

Forest Service Response: Proposed lighting would be designed to current standards that include minimizing light pollution from light fixtures, and in keeping with the resort's historic character.

- Use Cabin Road as the Main Entrance to the Resort

Forest Service Response: This would not meet the purpose and need of reducing traffic congestion on Hwy 89 because it would add an additional intersection.

- Develop an access road for private home owners that did not require shared use with public vehicles and pedestrians or controlled access through a parking kiosk.

Forest Service Response: Providing a road on National Forest System lands dedicated for use by private individuals and not accessible to the general public would not be consistent with Forest Service policy. While it is possible that such a road could be designated for resort maintenance and operations staff, emergency vehicles, and private home owners it is not feasible to construct such a road. The road would need to be constructed parallel to and east of the existing Jameson Beach Road and day use parking. This area has been delineated as Stream Environment Zone (SEZ) associated with Pope Marsh.

The presence of a traffic control kiosk is needed to ensure safety and the smooth flow of traffic for resort guests and operators as well as private property owners. Development of a new highway intersection adjacent to the current Jameson Beach Road intersection at Hwy 89 would not be consistent with CalTrans safety standards for separation of intersections.

PUBLIC INVOLVEMENT

During preliminary review of the project with Forest Service personnel and with other interested agencies and stakeholders, several concerns were identified and were addressed in the final Proposed Action that was part of the formal scoping process. These preliminary concerns included:

- **The presence of noxious weeds within the project area.** Design features will be implemented to prevent the spread of these plants during project construction.
- **Known locations of heritage resource sites should be protected.** These sites will be avoided during project implementation.
- **TRPA has expressed concern regarding the proposed reduction in campsite capacity and its potentially negative effect on its Recreation Environmental Threshold.** The preliminary proposal reduces peak-season capacity, and increases capacity during nonpeak-season periods. Additionally, implementation of the Proposed Action would result in higher quality recreation opportunities compared to existing conditions. Therefore, while there would be a decrease in the number of sites, campsites would be of higher quality with better amenities than previously provided and would be consistent with TRPA's recreation threshold.
- **The need for water quality protection BMPs to address fine particles that could affect Lake Tahoe's water clarity, especially as these BMPs relate to proposed opportunities for year-round camping.** The final Proposed Action provides extensive BMPs that apply to the design, implementation, and operational phases of the project in order to ensure that benefits to water quality continue to accrue over time.

The project was listed on the LTBMU's quarterly "Schedule of Proposed Actions" on April 1, 2005. A scoping letter was mailed to interested parties on March 13, 2009. A press release was submitted to the Tahoe Tribune, Tahoe Mountain News, and Sacramento Bee regarding the scoping or this project and identifying how the public could learn more about the proposal. The press release was published in the Sacramento Bee on April 5, 2009. A total of 19 written or electronic comment letters were submitted (Project Record Documents D-1 through D-19) and a total of 125 comments were identified and evaluated for relevance. These comments and their disposition are summarized in Project Record Document C-3. An earlier EA was released for public comment in 2011 and a Decision Notice was released in 2012 which was consequently withdrawn (as described in the "Background" section of this Decision Notice). A revised Environmental Assessment was released to the public on February 13, 2013 for a 30-day comment period. A total of 26 comment letters were received during the 30-day scoping period. The Forest Service responded to the comment letters (see Appendix C).

FINDING OF NO SIGNIFICANT IMPACT

After considering the environmental effects described in the EA, I have determined that these actions will not have a significant effect on the quality of the human environment considering the context and intensity of impacts (40 CFR 1508.27). Thus, an environmental impact statement will not be prepared. I base my finding on the following:

1. **Beneficial and adverse impacts –** My finding of no significant environmental effects is not biased by the beneficial effects of the action (EA, pp. 3.1-1 through 3.9-3). Design features and BMPs implemented will mitigate effects to less than significant levels (DN/FONSI, Appendix A and B).
2. **The degree to which the proposed action affects public health or safety –** There will be no significant effects on public health and safety, and design features address public health and safety. The project involves routine work that has occurred and continues to occur within and near the project area. Signs will be used warning public users of project activities such as vehicles using the road, vegetation cutting, and equipment usage. A short-term forest order closing a portion of the project area during implementation could occur depending upon visitor use and the timing of implementation activities.
3. **Unique characteristics of the geographic area –** The project area includes forested areas and a streamside environment zone (SEZ) which are considered common characteristics of the geographic area adjacent to Lake Tahoe. There will be no significant effects on the forest and SEZ environments or on Lake Tahoe (EA, section 3.6.5).
4. **The degree of controversy over environmental effects –** Public involvement with interested and affected individuals and agencies throughout the environmental analysis identified concerns regarding the environmental effects of implementing the proposed actions, particularly with regard to tree removal and the SEZ associated with Pope Marsh. The EA adequately addresses these concerns and discloses the environmental effects.
5. **The degree to which the possible effects on the human environment are highly uncertain or involves unique or unknown risks –** The LTBMU has considerable experience and success with the types of activities to be implemented (i.e. tree removal and facility improvements within existing campgrounds). The effects analysis in the EA shows the effects are not uncertain, and do not involve unique or unknown risk (EA, Chapter 3).
6. **The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration.** The action will not establish a precedent for future actions with

significant effects. No significant effects are identified (EA, Chapter 3), nor does this action influence a decision in principle about any future considerations.

7. **Whether the action is related to other actions with individually insignificant but cumulatively significant impacts –** There are no known significant cumulative effects between this project and other ongoing or planned projects in or adjacent to this project. The effects of other foreseeable future actions as well as past actions and ongoing actions were included in the analysis (EA, Chapter 3).

8. **The degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places, or may cause loss or destruction of significant scientific, cultural, or historical resources** – Although the project area encompasses the Camp Richardson Historic District, which has been determined eligible for listing on the National Register of Historic Properties, the action will have no significant adverse effect on districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places (EA, Section 3.3.5) and Project Record Documents E-12 and E-13).

9. **The degree to which the action may adversely affect an endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species Act of 1973** – The action will have "no effect" on any endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species Act of 1973. No federally-listed endangered or proposed species or critical habitat were identified by the US Fish and Wildlife Service (FWS) within the analysis area. The project BE/BAs (Project Record Documents E-1 and E-5) determined no proposed or designated critical habitat exists in or near the project action area (EA, Section 3.4.4).

10. **Whether the action threatens a violation of Federal, State, or local law or other requirements imposed for the protection of the environment** – The action will not violate Federal, State, and local laws or requirements for the protection of the environment. Applicable laws and regulations were considered in the EA (EA, Section 1.10). The action was designed to be consistent with the LTBMU LRMP (EA Section 1.10; Project Record Document B-1).

FINDINGS REQUIRED BY OTHER LAWS AND REGULATIONS

National Forest Management Act

This Act requires the development of long-range land and resource management plans. The LTBMU LRMP was approved in 1988 as required by this Act. It has been amended several times, including the Sierra Nevada Forest Plan Amendment, (2004). The LRMP

provides guidance for all natural resource management activities on National Forest System lands in the Lake Tahoe Basin. The Act requires all projects and activities are consistent with the LRMP. The LRMP has been reviewed in consideration of this project. I find that this decision is consistent with the Lake Tahoe Basin LTBMU Land and Resource Management Plan (LRMP). The consistency check is documented in the project planning record (Project Record Document B-1).I also find that the proposed Forest Plan amendment is a non-significant amendment because it does not alter management or conditions on the ground.

Endangered Species Act

I find that this decision is consistent with Section 7(c) of the Endangered Species Act, the United States Fish and Wildlife Service list of "endangered and threatened species that may be affected by Projects in the Lake Tahoe Basin Management Area" (updated on September 18, 2011). The list was reviewed (Project Record Documents E-5 and E-10). The action will have a "no effect" on any endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species Act of 1973.

National Historic Preservation Act

I find that this decision is consistent with Section 106 of the National Historic Preservation Act, which requires federal agencies to take into account the effect of a project on any district, site, building, structure, or object that is included in, or eligible for inclusion in the National Register. Section 106 of the National Historic Preservation Act (NHPA) requires federal agencies to take into account the effect of a project on any district, site, building, structure, or object that is included in, or eligible for inclusion in, the National Register of Historic Places. Section 106 of the NHPA (Public Law 89.665, as amended) also requires federal agencies to afford the State Historic Preservation Officer a reasonable opportunity to comment. The State Historic Preservation Officer has concurred with the determination that there would be no adverse effect on the Camp Richardson Historic District from the project (Project Record Documents E-12 and E-13). No other cultural sites or archaeological sites would be affected.

Clean Water Act (Public Law 92-500)

I find that this decision is consistent with the Clean Water Act, which requires all Federal agencies to comply with the provisions of the Clean Water Act. The Clean Water Act regulates forest management activities near federal waters and riparian areas. I find that the Best Management Practices (Appendix B) and project design features (Appendix A) associated with this decision will ensure that the terms of the Clean Water Act are met, primarily pollution caused by erosion and sedimentation (Project Record Documents E-8 and E-10).

Clean Air Act (Public Law 84-159)

I find that this decision is consistent with the Clean Air Act. The project area lies within the Lake Tahoe Air Basin and the El Dorado Air Quality Management District. The Traffic Study (Project Record Document E-11) identifies a net reduction in vehicle trips of approximately 11% from the improvements associated with the project. Chapter 93.3.B of the TRPA Code of Ordinances (TRPA 1987) requires that a project provide an air quality impact analysis only if the project is expected to significantly increase vehicle trips. This project is predicted to reduce vehicle trips and is compliant with the TRPA ordinances. In addition, project design features (Appendix A) provide for the control of fugitive dust associated with the implementation of the project.

Environmental Justice (Executive Order 12898)

I find that this decision is consistent with Executive Order 12898, which requires that all federal actions consider potentially disproportionate effects on minority and low-income communities, especially if adverse effects to environmental or human health conditions are identified. Analysis determined that there would be no adverse environmental or human health conditions created by any of the alternatives considered that would affect any minority or low-income neighborhood disproportionately.

The activities proposed in all alternatives were based solely on the existing and desired conditions of the project site, sensitivity of the environment, and practical treatment access in response to the purpose and need. In no cases were the proposed activities based on the demographic makeup, occupancy, property value, income level, or any other criteria reflecting the status of adjacent non-federal land. Reviewing the location of the proposed treatments in any of the alternatives in relationship to non-federal land, there is no evidence to suggest that any minority or low-income neighborhood would be affected disproportionately. Conversely, there is no evidence that any individual, group, or portion of the community would benefit unequally from any of the actions in the proposed alternatives.

Migratory Bird Treaty Act of 1918 as amended (16 USC 703-712)

I find that this decision is consistent with the Migratory Bird Treaty Act. The original 1918 statute implemented the 1916 Convention between the United States and Great Britain (for Canada) for the protection of migratory birds. Later amendments implemented treaties between the United States and Mexico, Japan, and the Soviet Union (now Russia). Specific provisions in the statute include the establishment of a federal prohibition, unless permitted by regulations, to "pursue, hunt, take, capture, kill, attempt to take, capture or kill, possess, offer for sale, sell, offer to purchase, purchase, deliver for shipment, ship, cause to be shipped, deliver for transportation, transport, cause to be transported, carry, or cause to be carried by any means whatever, receive for shipment, transportation or carriage, or export, at any time, or in any manner, any migratory bird, included in the terms of this Convention…for the protection of migratory birds…or any part, nest, or egg of any such bird." Because forestlands provide a substantial portion of breeding habitat, land

management activities within the LTBMU can have an impact on local populations. The Camp Richardson Project would not adversely impact any populations or habitat of migratory birds (Project Record Documents E-7 and E-10).

Invasive Species, Executive Order 13112 of February 3, 1999

I find that this decision is consistent with Executive Order 13112. The EA covers botanical resources and noxious weeds. The project's design features are designed to minimize risk of new weed introductions (Project Record Documents E-3 and E-4).

Recreational Fisheries, Executive Order 12962 of June 6, 1995

I find that this decision is consistent with Executive Oder 12962. The effects to fish habitat from the project are expected to be positive, as reductions in potential sedimentation and impervious surfaces will reduce the current impacts to the project site and to the adjacent streamside environment zone (Project Record Documents E-8 and E-10).

Architectural Barriers Act

I find that this decision is consistent with the Architectural Barriers Act (ABA), which requires that facilities designed, built, altered, or leased with funds supplied by the United States federal government be accessible to the public. The ABA provides uniform standards for the design, construction, and alteration of buildings so that persons with disabilities will have ready access to and use of them. These standards have been incorporated into the design of this project.

Floodplain Management, Executive Order 11988 of May 24, 1977, and Protection of Wetlands, Executive Order 11990 of May 24, 1977

I find that this decision is consistent with Executive Orders 11988 and 11990.These executive orders provide for protection and management of floodplains and wetlands. Compliance with these orders will be ensured by adhering to the project design features, including the implementation of BMPs (Project Record Documents E-8 and E-10)

Special Area Designations

There are no specially designated areas that would be affected by the Camp Richardson Project (e.g., Research Natural Areas, Inventoried Roadless Areas, Wilderness Areas, and Wild and Scenic Rivers).

Tahoe Regional Planning Agency

I find that this project will be consistent with requirements associated with TRPA. This project will be reviewed by TRPA consistent with the terms of the 1989 MOU between TRPA and the Forest Service. Depending on the extent of implementation phases, project permits may be required (see below).

Local Agency Permitting Requirements and Coordination

I find that this project will comply with all local agency permitting requirements. This finding is based upon the past record of the LTBMU working closely with all local agencies to ensure proper permitting of projects. There would be no planned ground-disturbing project activities that occur between October 15 and May 1. In the event that circumstances require resource protection work during this period a grading exemption from TRPA and Lahontan Water Board would be required. In addition, any required permits will be obtained from TRPA and / or the Lahontan Water Board prior to project implementation. Appropriate permits will be obtained with Caltrans prior to implementation affecting the right-of-way along Highway 89.

IMPLEMENTATION DATE

If an appeal is filed, implementation may occur on, but not before fifteen business days from the date of appeal resolution. If no appeal is filed, implementation may begin five business days from the close of the appeal period.

ADMINISTRATIVE REVIEW OR APPEAL OPPORTUNITIES

This decision is subject to administrative review (appeal) pursuant to 36 CFR Part 215. Individuals or organizations who provided comments or otherwise expressed interest in the proposal by the close of the comment period are eligible to appeal the decision pursuant to 36 CFR part 215 regulations. The notice of appeal must meet the appeal content requirements at 36 CFR 215.14.

The appeal must be filed (regular mail, fax, email, hand-delivery, or express delivery) with the Appeal Deciding Officer at:

Randy Moore, Regional Forester
USDA Forest Service
Pacific Southwest Region
1323 Club Drive
Vallejo, CA 94592

Email: appeals-pacificsouthwest-regional-office@fs.fed.us
Phone: (707) 562-8737
Fax: (707) 562-9091

The office business hours for those submitting hand-delivered appeals are: 7:30 AM to 4:00 PM Monday through Friday, excluding holidays. Electronic appeals must be submitted in a format such as an email message, plain text (.txt), rich text format (.rtf), or Word (.doc) to the email address listed above. In cases where no identifiable name is attached to an electronic message, a verification of identity will be required. A scanned signature is one way to provide verification.

Appeals, including attachments, must be filed within 45 days from the publication date of this notice in the Tahoe Daily Tribune, the newspaper of record. Attachments received after the 45 day appeal period will not be considered. The publication date in the Tahoe Daily Tribune, newspaper of record, is the exclusive means for calculating the time to file an appeal. Those wishing to appeal this decision should not rely upon dates or timeframe information provided by any other source.

CONTACT

For additional information concerning this decision or the Forest Service appeal process, contact:

Daniel Cressy or Matt Dickinson, Lake Tahoe Basin Management Unit
35 College Drive
South Lake Tahoe, CA 96150
Phone (530)543-2600, Fax (530)543-2693

Nancy J. Gibson

NANCY J. GIBSON

7/3/13

DATE

Forest Supervisor
Lake Tahoe Basin Management Unit

Appendices:

Appendix A – Project Design Features

Appendix B – BMP's

Appendix C – Response to Comments

The U.S. Department of Agriculture (USDA) prohibits discrimination in all its programs and activities on the basis of race, color, national origin, age, disability, and where applicable, sex, marital status, familial status, parental status, religion, sexual orientation, genetic information, political beliefs, reprisal, or because all or part of an individual's income is derived from any public assistance program. (Not all prohibited bases apply to all programs.) Persons with disabilities who require alternative means for communication of program information (Braille, large print, audiotape, etc.) should contact USDA's TARGET Center at (202) 720-2600 (voice and TDD). To file a complaint of discrimination, write to USDA, Director, Office of Civil Rights, 1400 Independence Avenue, S.W., Washington, D.C. 20250-9410, or call (800) 795-3272 (voice) or (202) 720-6382 (TDD). USDA is an equal opportunity provider and employer.

APPENDIX A: PROJECT DESIGN FEATURES

The project direction from the Forest Supervisor was for the interdisciplinary team to prevent negative effects up-front, rather than include mitigation measures to correct effects after they occur. These prevention measures are termed "design features" because they are part of the design of the project to minimize or prevent negative environmental effects.

Project design features were developed in response to community input during scoping and interdisciplinary team discussion and analysis. Project design features are elements of the project design that ensure consistency with the Forest Plan. These features are included as part of the selected alternative based upon past experience with similar projects in the Lake Tahoe Basin area and have been proven to be effective based on monitoring and professional observations.

Activities associated with implementation of this project could have localized, short-term effects. The following design features have been incorporated into the Selected Alternative and are intended to minimize or avoid effects on soils, water, vegetation, wildlife, fisheries, heritage resources, recreational resources, and air quality. In addition to the following design features, applicable BMPs are identified in *Water Quality Management for Forest System Lands in California* (USDA Forest Service 2000a). Adherence to these BMPs ensures compliance with the Clean Water Act. These specific BMPs are listed in Appendix B. Detailed specification for these BMPs would be incorporated into the final design plans and SWPPP which will be approved by the Lahontan Water Board prior to issuance of the General Permit.

Air Quality

AIR-1 Require watering of exposed road surfaces to minimize fugitive dust during implementation.

AIR-2 Water all exposed stockpiled materials (soils, mulch) during construction to avoid dry material conditions that may be prone to wind erosion during storage. Cover exposed stockpiled materials between periods of active construction to prevent wind and water erosion.

AIR-3 Prohibit vegetative slash and construction burning.

Botany

Species of Concern

BOT-1 No federally Endangered, Threatened, Proposed, or Candidate plant species, or Forest Service Region 5 Sensitive plant and fungi species (collectively referred to TESP), were found during botany surveys for the proposed project. Because most botanical surveys of the project area are more than 5 years old, the project area will be resurveyed prior to implementation. If any TESP species are found during these surveys or project implementation, resource protection measures will be implemented to ensure full protection of these plants. Measures may include, but are not limited to, flagging, buffering, and avoiding the populations. There will be an amendment to the project file

documenting any new TESP occurrences.

Invasive Plants

BOT-2 Four invasive plants—cheatgrass, bull thistle, tall whitetop, and oxeye daisy—are known from the project area. Invasive plant infestations located within ~75 feet of project activities will be treated prior to project implementation in accordance with the design features of the LTBMU's 2010 Terrestrial Invasive Plant Species Treatment Project Environmental Assessment (TIPS EA). If treatment is not feasible, infestations will be flagged and avoided. Because most botanical surveys of the project area are more than 5 years old, the project area will be resurveyed prior to implementation. Any additional invasive plant infestations discovered during these surveys or during project implementation will be treated as discussed above. The Project Leader will notify the Forest Botanist prior to project initiation to coordinate the treatment of invasive plant infestations, and GIS layers and maps of invasive plant infestations will be provided to the Project Leader.

BOT-3 All vehicles and equipment must be cleaned before moving into the project area, in order to ensure that they are free of invasive plants. Equipment will be considered clean when visual inspection does not reveal soil, seeds, plant material, or other debris that could contain or hold seeds of invasive plants.

BOT-4 All gravel, fill, or other materials are required to be "weed-free". Use on-site sand, gravel, rock, or organic matter when possible. Otherwise, obtain "weed-free" materials from gravel pits and fill sources that have been surveyed and approved by the Nevada Department of Agriculture or by the Forest Botanist. A list of suitable material sources, based on annual inspections, will be provided to the project leader annually.

BOT-5 Minimize the amount of ground and vegetation disturbance in construction areas. Reestablish vegetation where feasible on disturbed bare ground to minimize non-native invasive species establishment and infestation. Where not feasible, coordinate with the Forest Botanist for alternative prevention measures.

BOT-6 Use "weed-free" mulches and seed sources. Salvage topsoil from project area for use in onsite revegetation, unless contaminated with non-native invasive species. Do not use soil or materials from area contaminated by cheatgrass. Seed mixes must be approved by the Forest Botanist or their appointed representative. Utilize locally collected native seed sources when possible. Plant and seed material should be collected from or near the project area, from within the same watershed and at a similar elevation when possible. When not possible, coordinate with the Forest Botanist for alternative sources. Persistent non-natives such as *Phleum pratense* (cultivated timothy), *Dactylis glomerata* (orchard grass), or *Lolium spp.* (ryegrass) will not be used.

BOT-7 Staging areas for equipment, materials, or crews will not be situated in areas infested by invasive plants. Avoid areas containing invasive plants during project activities. When working in areas known to harbor invasive plants, equipment shall be cleaned at a washing station before moving to other non-infested lands. If this isn't possible coordinate with the Forest Botanist for alternative approaches.

BOT-8 Notify the Forest Botanist after project completion so that the project area can be monitored for three years (as funding allows) to ensure additional invasive plants do not spread or become established in the areas affected by the project.

Heritage Resources

HR-1 Flag and avoid any known Washoe heritage sites.

HR-2 Provide advanced notice to Washoe Tribal site monitors to observe ground

disturbing activities, including trenching and tree stump removal at specified locations.

HR-3 In the event any historic or prehistoric properties are discovered during the implementation of this undertaking, stop all project-related work in the area of discovery immediately, notify the LTBMU Heritage Resources personnel immediately, and implement the procedures as set forth in Section 800.13 of the Advisory Council on Historic Preservation's regulations in accordance with the guidance as stated in this subsection.

Recreation

REC-1 Prepare a traffic safety and control plan prior to commencing project implementation. The plan will provide for public safety on Forest Service controlled roads and trails open to public travel.

REC-2 Phase implementation over more than one year in order to minimize impacts to recreationists and recreational opportunities. Maintain a portion of the campground open to public camping throughout implementation. Initiate temporary forest closure only during the project activity period to ensure public safety. Closure should be as limited as possible to reduce restrictions to public access.

REC-3 Provide advanced notice to the public and area permittees to ensure that they are aware of proposed project activity, including tree removal. Post signs in project areas near public access points to highlight the proposed action and impacts to public access.

REC-4 Maintain recreational facilities in a usable condition to the extent possible as long as human health and safety is not compromised and project implementation is unimpeded.

REC-5 Do not implement re-alignment of the travel route south of the campground between mid-June and Labor Day. Coordinate with Corral permittee on the route of the proposed re-alignment prior to implementation. Re-align route prior to constructing campground areas near the existing travel route.

REC-6 Provide buffer and separation between the campground and adjacent corral. Features such as fencing may be required to achieve adequate safety buffer.

REC-7 Limit hours of construction to between 7am and 7pm.

Soil and Water

SOI-1 Implement erosion control and prevention of sediment transport in accordance with: *USDA Water Quality Management for National Forest System Lands in California - Best Management Practices* (USDA Forest Service 2000a).

SOI-2 Coordinate construction to occur between May 1 and October 15. If grading or movement of soil becomes necessary between October 16 and April 30, a standard grading exemption request will be submitted to TRPA and the Lahontan Water Board prior to October 15.

SOI-3 During and after periods of inclement weather, consult with an LTBMU hydrologist to determine if soil conditions are sufficiently dry and stable to allow construction to continue without the threat of substantial erosion, sedimentation, or offsite sediment transport. Incorporate language in the construction contract to

ensure the contractor is aware of this requirement and potential work limitation. Incorporate language in the construction contract and adjust the allowable time for construction if necessary to reduce the likelihood of construction after October 15.

SOI-4 Include provision for hazardous materials (i.e., hydraulic fluids, oil, gas) spill kits in contract specifications.

SOI-5 Restore areas disturbed during construction activities after construction has ended (such as staging areas and access road footprints). Restoration could include decompacting soil and/or mulching (BMP 2-2).

SOI-6 Staging of materials and equipment will be limited to existing disturbed areas (where soils are already compacted and vegetation has been cleared). No new disturbance will be created for staging and stockpile areas.

Wildlife

WILD-1 No limited operating periods currently apply to this project. If special status wildlife species are detected in the project vicinity, limited operating periods would be implemented as determined by the project biologist (SNFPA 2004 standards and guidelines 57, 62, 76, 77, 78, 79, 83, 85, 88; TRPA Code of Ordinances, Chapter 78). See Table 2-2 for a list of current species and dates of LOP's on the LTBMU. LOP's would be posted in advance by forest order, and be as short as possible. LOP's would be implemented as necessary, based on the most current wildlife data from pre-project field surveys, or habitat suitability as determined by the project biologist (SNFPA, TRPA code of ordinances).

Table 2-2. Limited Operating Periods on the LTBMU

Species	Date Range
Bald eagle nest area	March 1 through August 31
Bald eagle winter area	October 15 through March 15
Golden eagle	March 1 through July 31
Osprey	March 1 through August 15
Peregrine falcon	April 1 through July 31
Northern goshawk	February 15 through September 15
California spotted owl	March 1 through August 15
Great gray owl	March 1 through August 15
Willow flycatcher	June 1 through August 31
Waterfowl	March 1 through June 30
American Marten	May 1 through July 31
Pacific Fisher	March 1 through June 30
Townsend's Big-eared Bat	May 1 through August 31

WILD-2 Any sightings of threatened, endangered, candidate, sensitive, management indicator, or special-interest species would be reported to the project biologist. Nests and dens would be protected with flagging, fencing, or limited operating periods in accordance with management direction. Species identification, known locations, and protection procedures would be brought up during a preconstruction meeting.

WILD-3 Minimize the removal of larger trees as required for an efficient road system and campground. Species preference would be given to large cedars, then pines, and finally to firs. Trees showing signs of stress, or insect and disease infection would be removed, consistent with project activities.

WILD-5 Minimize ground and vegetation disturbance to avoid the loss of native vegetation and wildlife habitat.

WILD-6 Due to detections in the action area, one season of northern goshawk surveys will be conducted June-August the year of implementation.

WILD-7 Willow flycatcher surveys will be conducted during June and July prior to the year of implementation in the portion of Pope Marsh that is within the action area.

WILD-8 Bear-proof garbage dumpsters would be used or all trash associated with the project implementation would be removed daily.

APPENDIX B: BEST MANAGEMENT PRACTICES

This document discusses the applicable best management practices (BMPs) for the proposed action's design features. Details are provided for application of the BMPs. These BMPs are designed to reduce or eliminate direct, indirect, and cumulative impacts to soil and hydrologic conditions and to reduce potential impacts (nutrient and sediment loads, affecting lake clarity) to Lake Tahoe, a unique national feature. Actual application of these BMPs are based on the proposed action and integration (further refinement) with project design features (EA, Section 2.3.2). All applicable water quality BMPs would be implemented.

Note: The USFS recently updated the Water Quality Management Handbook (Region 5 FSH 2509.22, Chapter 10), and in turn updated several of the Regional BMPs listed below. These changes primarily affected the Road Building and Site Construction BMPs (BMP numbers 2-1 through 2-26 below) and did not change the intent of the practices, but only revised the numbering system and the descriptions. The new Water Quality Management Handbook will be used for this project and protective measures will be taken to ensure project work complies with required permit conditions including RWQCB Board Order No. R6T-2011-0019, Updated Waste Discharge Requirements and NPDES General Permit No.CAG616002 for Discharges of Storm Water Runoff Associated with Construction Activity Involving Land Disturbance in the Lake Tahoe Hydrologic unit.

Summary of revised BMPs for Road Building and Site Construction from December 2011 Water Quality Management Handbook that apply to this project

PSW Region BMPs	Best Management Practice Description
BMP 2.2: General Guidelines for Location and Design of Roads Replaces former BMP 2-1 and 2-7 National BMP Road-2	Location, design and construction of campground roads will be agreed upon by the IDT in order to result in minimal resource damage. This includes design and location of drainage features and road surfacing.
BMP 2.3: Road Construction and Reconstruction Replaces former BMP 2-3, 2-4, 2-5, 2-6, 2-9, 2-10, 2-11, and 2-13 National BMP Road-2	Temporary road construction and road re-construction activities will be conducted during the dry season, when rain and runoff are unlikely and weather and ground conditions are such that impacts to soils and water quality will be minimal. This also includes construction of drainage structures, erosion control measures on incomplete roads prior to precipitation events, and providing groundcover or mulch on disturbed areas. The contractor shall limit the amount of disturbed area at a site at any one time, and shall minimize the time that an area is left bare.

PSW Region BMPs	Best Management Practice Description
BMP 2.4: Road Maintenance and Operations Replaces former BMP 2-7, 2-22, 2-23, and 2-24 National BMP Road-2	Assess campground road maintenance needs periodically as it relates to water quality effects. Provide the basic maintenance required to protect the road and to ensure that damage to adjacent land and resources is prevented. At a minimum, maintenance must protect drainage structures and runoff patterns. This also includes road surface treatments and drainage structure improvements as needed based on road use.
BMP 2.7: Road Decommissioning National BMP Road-6	Campground roads that are not needed will be stabilized, restored and revegetated in order to protect and enhance NFS lands, resources, and water quality.
BMP 2.8: Stream Crossings Replaces former BMP 2-13, 2-15, 2-17, and 2-20 National BMP Road-2	Crossing locations shall be identified by the IDT to limit the number of crossings to minimize disturbance to the waterbody. During crossing installation, minimize streambank and riparian area excavation, ensure imported fill materials are free of toxins and invasive species, divert streamflow around work site, dewater work areas, and stabilize streambanks and other disturbed surfaces following crossing installation or maintenance. The diverted flows are returned to their natural stream course as soon as possible after construction or prior to seasonal closures. Restore the original surface of the streambed upon completing the crossing construction or maintenance. Provide soil cover on exposed surfaces and revegetate disturbed areas. Remove temporary crossing and restore waterbody profile and substrate when the need for the crossing no longer exists.
BMP 2.10: Parking and Staging Areas New BMP, no former BMP equivalent National BMP Road-9	Construct and maintain an appropriate level of drainage and runoff treatment for parking and staging areas to protect water, aquatic and riparian resources. Infiltrate as much runoff as possible using permeable surfaces and infiltration ditches or basins and limit the size of temporary parking or staging areas. Rehabilitate temporary parking or staging areas immediately following use, including preventing continued access to these areas.
BMP 2.11: Equipment Refueling and Servicing Replaces former BMP 2-12 National BMP Road-10	Service and refueling sites shall be located away from wet areas and surface water. If the volume of stored fuel at a site exceeds 1,320 gallons, project Spill Prevention, Containment, and Counter Measures (SPCC) plans are required. Contractors are required to remove service residues, waste oil, and other materials from National Forest land following completion of the project, and be prepared to take responsive actions in case of a hazardous substance spill, according to the Forest SPCC plan.

PSW Region BMPs	Best Management Practice Description
BMP 2.13: Erosion Control Plan Replaces former BMP 2-2, 2-9, and 2-18 National BMP Fac-2	Effectively plan for erosion control to control or prevent sedimentation. Prior to initiation of construction activities, prepare a general erosion control plan for limiting and mitigating erosion and sedimentation from land disturbing activities. For this project, a Stormwater Pollution Prevention Plan (SWPPP) will be used in place of an Erosion Control Plan per Regional Water Quality Control Board permit requirements. Protective measures will be taken to ensure project work complies with required permit conditions including RWQCB Board Order No. R6T-2011-0019, Updated Waste Discharge Requirements and NPDES General Permit No.CAG616002 for Discharges of Storm Water Runoff Associated with Construction Activity Involving Land Disturbance in the Lake Tahoe Hydrologic unit.
BMP 4.2: Provide Safe Drinking Water Supplies Same National BMP Fac-3	Location, design, sampling and sanitary surveys will be performed by qualified individuals who are familiar with drinking water supply systems and guidelines. Coordination and cooperation will be pursued with State or local Health Department representatives in all phases of drinking water system management. Sampling and testing frequencies vary depending on the water source, the number and type of user, and the type of test. If State or local Health Departments do not perform the water sample analysis, State Certified laboratories must be used.
BMP 4.4: Control of Sanitation Facilities Same National BMP Fac-4	State and local authorities will be consulted prior to the installation of new sanitation facilities, or modifications of existing facilities to assure compliance with all applicable State and local regulations. All phases of sanitation management (planning, design, inspection, operation, and maintenance) will be coordinated with State and local Health Departments and RWQCB representatives.
BMP 4.5: Control of Solid Waste Disposal Same National BMP Fac-5	A public education effort to control refuse disposal will be a continuing process accomplished through the use of signs, printed information, mass media, and personal contact. Solid waste disposal methods, which define and describe collection, removal, and final disposal methods are described in the operating plan. Garbage containers are planned in areas that are convenient for recreationists.
BMP 4.8: Sanitation at Hydrants and Water Faucets Within Developed Recreation Sites Same National BMP Fac-3	The public will be informed of their sanitary responsibilities by posting signs, on recreation site bulletin boards and at hydrants or faucets, and by personal contact.
BMP 4.9: Protection of Water Quality Within Developed Recreation Areas Same LTBMU Practice	In the campground, the public is encouraged through the use of signs, pamphlets, and public contact to conduct their activities in a manner that will not degrade water quality.

Appendix C
Response to Comments
From 30 Day Comment Period (February / March 2013)
Camp Richardson Resort Campground and Vehicle Circulation BMP Retrofit Project

In response to the legal notice for the 30 day comment period for the Environmental Assessment (EA), twenty-six comment letters were received.

All references to the EA in this document refer to the Final EA unless otherwise noted. In the event that commenters reiterate comments made to and responded to earlier in this document, these duplicated comments are noted and reference to previous responses are provided. The comments and the Forest Service (FS) responses are as follows:

Comment Letter A– Vern Parker

Comment #1: I would prefer that the total number of [campground] sites remain the same as current conditions.

Forest Service Response: *Under the No Action Alternative, the total number of campsites remains the same. Each of the action alternatives result in an overall reduction in the total number of campsites at the resort. The alternatives provide a range of different campsite types and sizes. The campground configurations described in the alternatives meet current USFS standards for universal accessibility and reduce campsite density in some areas which will contribute to an improvement in camping experience. Campground circulation and layout has been designed to provide adequate vehicle turning radii for large vehicles including emergency service vehicles. The campground designs do not expand the resort's special use permit boundary, which is consistent with the project's Purpose and Need. The planned reduction in campsite numbers is the result of meeting current standards, maintaining the existing resort permit boundary, and maintaining the quality of the resort setting and camping experience.*

Comment #2: Alternative 2 seems like the best compromise for both the environment and the public's access to Lake Tahoe's recreation opportunities.

Forest Service Response: *Comments that state a position for or against a specific alternative are appreciated as this gives the Forest Service a sense of the public's feeling and beliefs about a proposed course of action. Such information can only be used by the decision maker(s) in arriving at a decision and not for improving the environmental analysis or documentation.*

Comment #3: Year round use [of the campground] seems like a fantastic idea.

Forest Service Response: *See response to Comment A*-2.

Comment Letter B– Doug Calkin

Comment #1: The EA does not mention access to Jameson Beach Road, the congestion

that occurs at the parking kiosk on Jameson Beach Road, or removing parked cars from Jameson Beach Road.

Forest Service Response: *Initial project scoping included the retrofit of the existing day use parking along Jameson Beach Road and establishment of non-motorized paths paralleling the road to the beach. The Forest Service developed and analyzed a plan to retrofit this resort area and resolve many of the concerns surrounding it. Based on subsequent stakeholder input and discussions the Forest Service withdrew this proposed plan, concluding that resolving concerns surrounding day use parking along Jameson Beach Road is important and needs to be considered in more detail and in a broader scope. Appropriately addressing the retrofit of this resort area and its associated parking and circulation patterns needs to consider the area west of Jameson Beach Road. These areas are beyond the scope of the current campground retrofit project.*

The primary Purpose and Need of the project focuses on the retrofit of the resort's campground areas and also includes reducing vehicle, bicycle, and pedestrian traffic congestion on Hwy 89 by reducing the need for campground traffic to enter the resort village core. Figure 2-1 of the EA identifies the Project Area Boundary for this project.

Congestion is a noted concern in this part of the resort, especially during peak use hours on holidays and weekends during July and August.

The Forest Service intends to engage area stakeholders in the coming years leading to the re-issuance of the Resort's special use permit. This stakeholder engagement will help to frame concerns and potential solutions to balance the various operational, environmental, and social considerations in this area, including the circulation and day use parking associated with Jameson Beach Road.

Since the project does not propose changes to the Jameson Beach Road area at this time, the EA does not analyze social and environmental attributes associated with this area.

Comment #2: The overflow parking behind the ice cream shop sounds as if it could be troublesome and I would appreciate more detail.

Forest Service Response: *Each of the action alternatives include providing managed and BMP-compliant day use parking south of the resort village core. This parking is intended to provide short-term use for resort guests visiting resort facilities, such as the ice cream shop, and will accommodate some of the use displaced by CalTrans' proposed elimination of highway shoulder parking.*

Each alternative provides access to this parking via the existing driveway between the current coffee shop and the ski/bike rental facility. Alternative 2 includes a 50-car parking area west of the ski/bike rental facility as well as 40 spaces accessed via the proposed campground access road. Alternatives 3 and 4 include two smaller parking areas, a 29-space area east of the ice cream shop and a 25-space area west of the ski/bike facility; 36 additional spaces are provided north of the hotel. Parking areas south of highway 89 would include visual screening with native/adapted plants.

Comment #3: I would like more detail regarding the year-round hookups including

snow removal, increased traffic, and why this is necessary at all.

Forest Service Response: *Alternative 2 includes up to 152 year-round campsites with utility hookups, Alternative 3 includes up to 117 year-round campsites with utility hookups, and Alternative 4 includes 18 year-round campsites with utility hookups. The analysis of year-round camping at campsites with utilities under each alternative considers snow removal operations which utilize snow blowing techniques. Snow removal strategies would prohibit the use of traction grit as long as conditions could provide for public safety. Site grading would be designed to direct surface run-off and stockpiled snow to shallow infiltration basins to prevent run-off from generating erosion and sedimentation.*

While the alternatives consider various numbers of year-round camping opportunities, The Forest Service acknowledges that current demand for year-round camping is limited and would most likely be much less than that analyzed under Alternatives 2 and 3. Current demand does exist for limited year-round camping, particularly in sites with utility hookups which have been designed with snow removal operations in mind. This is demonstrated at other similar campgrounds within the Lake Tahoe area.

Traffic associated with winter time camping would represent an increase during these non-peak use periods compared to the existing condition. During these non-peak use periods traffic congestion is generally low and does not pose a concern.

Comment Letter C– TM Scruggs

Comment #1: The overflow parking behind the ice cream shop could be a nightmare that complicates the intersection [Jameson Beach Road and Hwy 89] even more than now, or maybe not, depending on the plan.

Forest Service Response: *See response to Comments A-2, B-2.*

Comment #2: I wonder why 40 trees need to be taken out.

Forest Service Response: *Tree removal varies by alternative. Alternative 2 includes removal of up to 40 trees 30 inch or greater diameter at breast height (DBH) and up to 895 trees smaller than 30 inch DBH from the 79-acre project area. Alternative 3 includes the removal of up to 8 trees 30 inch or greater DBH and up to 784 trees smaller than 30 inch DBH. Alternative 4 includes removal of up to 4 trees 30 inch or greater DBH and 782 trees smaller than 30 inch DBH.*

Tree removal associated with the project would be the result of improving public facilities to meet current USFS, safety, and BMP standards. Campground roads are designed to provide paved, BMP-compliant surfaces with adequate widths and turning radii to allow large vehicles including emergency service vehicles to safely navigate the campground. Campsite parking spurs are designed to meet USFS standards for universal accessibility including spurs with a minimum width of 16 feet.

The proposed configuration of campground alternatives has attempted to minimize the need for tree removal, recognizing that the forested setting is an important character of the campground which contributes to maintaining a quality camping experience.

Comment #3: I disagree with proposals to pave bicycle routes within the resort.

Forest Service Response: *See response to Comment A*-2.

Comment #4: I do not think there is much demand for year round RV camping at the resort.

Forest Service Response: *While the alternatives consider various numbers of year-round camping opportunities, The Forest Service acknowledges that current demand for year-round camping is limited and would most likely be much less than that analyzed under Alternatives 2 and 3. Current demand does exist for limited year-round camping, particularly in sites with utility hookups which have been designed with snow removal operations in mind. This is demonstrated at other similar campgrounds within the Lake Tahoe area.*

Comment Letter D– Walter Stevens

Comment #1: I believe that improvements to Jameson Beach Road between Hwy 89 and the Beacon Restaurant should be included in the project alternatives to address effects on Pope Marsh meadow and unsafe circulation between the Lake and resort improvements.

Forest Service Response: *See response to Comment B-1.*

Comment #2: The EA does not address the primary causes of traffic congestion along Hwy 89 at the Jameson Beach Road intersection – the parking kiosk.

Forest Service Response: *See response to Comment B-1. No changes are currently proposed to the parking control kiosk. The kiosk provides operational control of vehicles along Jameson Beach Road during peak-use periods and is required by El Dorado County as part of the private marina's permit conditions to control traffic and minimize congestion which could delay emergency vehicle access in the event of emergency.*

The Forest Service has worked collaboratively with the Jameson Beach private home owners and the resort to make operational improvements at the parking control kiosk and along the road itself. These operation changes have included providing a secondary traffic lane that authorized users, including private home owners, can bypass traffic waiting at the kiosk to pay fees, etc, and striping of the road to help separate non-motorized users from vehicle circulation and parking.

Comment #3: I suggest that a pedestrian overcrossing [overpass], turn lanes or a traffic signal is needed to reduce traffic congestion in the resort core.

Forest Service Response: *CalTrans is developing a project to address concerns within the Hwy 89 Right-Of-Way between the 50/89 "Y" in the City of South Lake Tahoe and Cascade Road. The project is currently in design and should go to construction in 2015. The project proposes to install a pedestrian hybrid beacon (traffic light) near Jameson Beach Road. The beacon will act as a pedestrian activated traffic signal when there is any pedestrian crossing demand, but the traffic light will remain "green" when no pedestrians have pressed the buttons. There will also be some delay for pedestrians between crossing phases, which should reduce the congestion on Highway 89 in this area at peak times.*

The CalTrans project also proposes to widen shoulders along Highway 89 to 4 feet through the Camp Richardson area,increase lane widths to the standard 12 feet, and improve the geometry of highway intersections within the project area.

Comment Letter E– Bill Runyan

Comment #1: I am in favor of the BMP work proposed.

Forest Service Response: *See response to Comment A-2*

Comment Letter F– Ron Roques

Comment #1: I am concerned that the action alternatives provide an alarming increase in opportunities for RV campers and a decrease in tent-camping opportunities.

Forest Service Response: *Each of the action alternatives reduces the overall number of resort campsites. Compared to the no-action alternative (325 sites), Alternative 2 provides 237 sites, Alternative 3 provides 217 sites, and Alternative 4 provides 237 sites. While the number of utility hookup sites increases in each action alternative compared to the current condition, the use of campsites within the campground is not limited to any type of camping use. Tent camping opportunities will be available at each of the resort's campsites.*

Comment #2: I question how the removal of trees and installation of parking areas contribute to the goal of improving environmental quality at the resort.

Forest Service Response: *Tree removal associated with the project would be the result of improving public facilities to meet current USFS, safety, and BMP standards. Campground roads are designed to provide paved, BMP-compliant surfaces with adequate widths and turning radii to allow large vehicles including emergency service vehicles to safely navigate the campground. Campsite parking spurs are designed to meet USFS standards for universal accessibility including spurs with a minimum width of 16 feet.*

The proposed configuration of campground alternatives has attempted to minimize the need for tree removal, recognizing that the forested setting is an important character of the campground which contributes to maintaining a quality camping experience.

Comment #3: I am concerned with potential impacts associated with concentrating vehicles in areas such as a parking lot. Particular concerns include air pollution, leaking automotive fluids, and storm water run off.

Forest Service Response: *Each of the action alternatives include providing BMP-compliant parking areas to manage concentrated vehicle parking. These BMP-compliant parking areas will include infiltration basins to intercept surface storm water runoff, allowing for filtration prior to ground water infiltration.*

Potential effects to air quality is analyzed in section 3.7 of the EA. This section uses the number of vehicle trips associated with each alternative as method to compare vehicle emissions. The analysis determines vehicle trips would be reduced approximately 11% under Alternative 2, and slightly more under Alternatives 3 and 4.

Comment #4: I suggest developing a shuttle system from an area such as the "Y" (Hwy 89 – Hwy 50 intersection) to serve the resort rather than developing parking within the resort.

Forest Service Response: *Each of the action alternatives provides an area within the resort village core on both sides of Hwy 89 to allow for safe use by transit service without causing additional traffic congestion. The operation of transit service is outside of the scope of this project. The area at the "Y" is private property.*

Comment Letter G– Dan Rogers

Comment #1: The current project represents a piecemeal approach to NEPA since the USFS has identified a future planning project to consider improvements to the area north of the hotel including Jameson Beach Road and the day use parking along it, which are not included in the current project scope.

Forest Service Response: *The concept of a "piecemeal approach to NEPA" relates to the NEPA topic of "Connected Actions". "Connected Actions" are those that are dependent on each other; one action cannot be achieved without the other action also being achieved. Connected Actions are required to be analyzed together. The BMP retrofit of the resort campground is not dependent on the retrofit of Jameson Beach Road and the two are not "connected actions".*

The Forest Service acknowledges that resolving concerns surrounding day use parking along Jameson Beach Road is important and needs to be considered in more detail and in a broader scope than the current project which is primarily focused on the retrofit of the campground.

The Forest Service intends to engage area stakeholders during the summer of 2013 to develop a comprehensive plan that balances the various operational, environmental, and social considerations in this area, including the circulation and day use parking associated with Jameson Beach Road.

The current project does not represent a piecemeal approach to NEPA because The BMP retrofit of the resort campground is not dependent on the retrofit of Jameson Beach Road and the two are not "connected actions". Furthermore, there are no specifics identified regarding a future configuration of this area and there is no Proposed Action for this area to consider for future cumulative effects or under another NEPA analysis.

Comment #2: The Jameson Beach Homeowners don't mind the proposed improvements to the campground area of the resort.

Forest Service Response: *See response to Comment A-2.*

Comment #3: The current project should address Jameson Beach Road and the day use parking which occurs along it. Not addressing this area perpetuates an existing condition which is a health and safety concern.

Forest Service Response: *See response to Comment B-1.*

Comment #4: The improved conditions at the resort will result in an increase in

visitation and traffic on Jameson Beach Road.

Forest Service Response: *Each of the action alternatives reduce the capacity of the resort campground, while maintaining existing day use parking capacity. Traffic analysis concluded that each of the action alternatives would reduce the number of vehicle trips associated with the resort by approximately 11%. The claim that the project will increase visitation and traffic is not supported by the analysis.*

Comment #5: I request that an additional alternative is considered which improves Jameson Beach Road and reduces the number of day use parking spaces along the road. All parking should be removed from the east side of the road and much fewer than 75 parking spaces should be provided on the west side of the road.

Forest Service Response: *Alternatives were considered which addressed BMP and parking needs along Jameson Beach Road, however these alternatives were not analyzed in detail because they were outside of the Project Area Boundary as shown in Figure 2.1 of the EA. Additionally, see response to Comment B-1.*

Comment #6: I suggest that day use parking be developed north of the hotel with a footpath leading to the beach.

Forest Service Response: *Alternatives 3 and 4 provide BMP-compliant day use parking north of the hotel. The Forest Service acknowledges that the development of a non-motorized path connecting the resort village core (and day use parking north of the hotel) to the beach is a needed improvement at the resort, and that this path should be located to serve a future configuration of day use parking, which currently occurs on the east side of Jameson Beach Road.*

The Forest Service intends to engage area stakeholders during the summer of 2013 to develop a comprehensive plan that balances the various operational, environmental, and social considerations in this area, including the circulation and day use parking associated with Jameson Beach Road. Identification of an appropriate route for a non-motorized path connecting the resort village core to the beach would occur during this future project.

Since the day use parking currently proposed north of the hotel relocates existing use from the highway corridor and these users currently access the beach via Jameson Beach Road, this relocation does not increase existing use on Jameson Beach Road.

Comment Letter H– Kathryn Holden

Comment #1: The removal of almost 1,000 trees seems excessive.

Forest Service Response: *See response to Comment C-2.*

Comment #2: The project should address the existing crosswalk in front of the resort's General Store. This area is responsible for much of the traffic congestion in the area. There needs to be a way to monitor the crosswalk so the traffic can move through the area.

Forest Service Response: *See response to Comment D-3.*

Comment #3: I am concerned that the project will have a negative effect on the historic

appearance of the resort.

Forest Service Response: *Section 3.3 of the EA analyzes the potential effects of the project on Cultural, Archaeological, and Heritage resources. In compliance with Section 106 of the National Historic Preservation Act, the State Historic Preservation Officer has concluded that the project would not adversely affect the integrity of the Camp Richardson Historic District.*

Comment Letter I– Michael P. O'Brien

Comment #1: The project should upgrade Jameson Beach Road between the Beacon Restaurant and Hwy 89 to address the dangerous conditions that exist for campground visitors trying to reach the beach.

Forest Service Response: *See response to Comment B-1.*

Comment #2: I feel that the proposed upgrades to the campground facilities are needed.

Forest Service Response: *See response to Comment A-2.*

Comment #3: The parking kiosk, crosswalks, hotel, and general store auto and pedestrian traffic on Jameson Beach Road contribute to traffic congestion. This congestion makes it difficult for Jameson Beach homeowners to get to and from their driveways, and for emergency vehicles to access areas near the lake.

Forest Service Response: See response to Comment B-*1. The action alternatives do not propose changes to the parking kiosk, crosswalk, or hotel and general store auto circulation. Project elements do include the creation of a bike path bypass which is anticipated to contribute to a reduction of overall congestion at the Jameson Beach Road / Hwy 89 intersection. The traffic analysis of each action alternative concludes that a reduction of approximately 11% of vehicle trips associated with the resort would be expected.*

Comment #4: The EA does not adequately analyze key elements relating to Jameson Beach Road and the degradation to Pope Marsh resulting from parking along the road.

Forest Service Response: *See response to Comment B-1.*

Comment Letter J– Shannon Connelly

Comment #1: We do not agree with the proposed plans for the retrofit.

Forest Service Response: *See response to Comment A-2.*

Comment Letter K– John Bryden

Comment #1: I am opposed to alternatives that cut down between 700-950 trees at Camp Richardson. The lack of ground litter has almost completely removed the fire danger, and the positive camping experience derives its atmosphere from the perfectly spaced mature trees that provide the right amount of shade.

Forest Service Response: *See response to Comment C-2.*

Comment #2: What is really needed at Camp Richardson (and the Tallac Historic Site) is more winter parking, a winterized bathroom, and many places for dog owners to obtain dog waste bags and garbage cans that are serviced in the winter.

Forest Service Response: *The action alternatives provide BMP-compliant parking at the resort which can be operated during winter conditions. Existing winterized bathroom facilities are located nearby. The provision of dog waste bags and servicing of garbage cans is an operational issue and is not affected by a Forest Service NEPA decision on this project.*

Comment #3: The Forest Service should create a parking area for 100+ cars with a year-round restroom and garbage service located near the end of Hwy 89's 4-lane section where there is currently a large burn pile resulting from recent forest thinning activities. This area should be connected to the Camp Richardson Resort campground via a bike path, and some campsites should be designated as "bike-in / walk-in" sites.

Forest Service Response: *The creation of a parking area and facilities outside of the Camp Richardson Resort permit boundary and project area is outside of the scope of this project.*

Comment #4: The Taylor Creek Snow Park needs increased maintenance to address dog waste as well as conditions related to the toilet facilities there.

Forest Service Response: *Management activity at the Taylor Creek Snow Park is outside of the scope of this project. The Forest Service will forward this concern to CalTrans, which operates the Snow Park during the winter.*

Comment #5: The Taylor Creek Snow Park is a hazardous materials disaster and needs to be closed immediately until it is cleaned up and fixed. The Snow Park is causing pollution to Taylor Creek.

Forest Service Response: *Management activity at the Taylor Creek Snow Park is outside of the scope of this project. The Forest Service will forward this concern to CalTrans, which operates the Snow Park during the winter.*

Comment Letter L– Steve and Kim McCarl

Comment #1: We object to the Camp Richardson Resort Campground and Vehicle Circulation BMP Retrofit project because the plan does not provide unimpeded access to private properties or emergency vehicles.

Forest Service Response: *See response to Comments A-2, B-1.*

Comment #2: The plan may result in a more dangerous situation along Jameson Beach Road [compared to existing conditions].

Forest Service Response: *See response to Comment G-4.*

Comment Letter M– Lachlan Richards

Comment #1: The EA represents a piecemeal approach to planning because it neglects many of the most troublesome concerns within the [resort] permit boundary.

Forest Service Response: *See response to Comments B-1, G-1.*

Comment #2: Excluding Jameson Beach Road from the project scope is irresponsible, inappropriate and negligent because it is the only link between campers in the campground and the beach destination. A reasonable project decision cannot be made exclusive of this area.

Forest Service Response: *See response to Comment B-1.*

Comment #3: The project planning process does not comply with the Forest Service's "2012 Planning Rule" which requires planning to "Ensure planning takes place in the context of the larger landscape by taking an 'all-lands approach'."

Forest Service Response: *The Forest Service's "2012 Planning Rule" directs the preparation of Forest Plans and does not direct the preparation of project-level NEPA documents.*

Comment #4: The project is unacceptable because it allows 75 parking spaces to remain along the eastern edge of Jameson Beach Road on "Class 1" soils that drain directly into the Pope Marsh SEZ.

Forest Service Response: *See response to Comment B-1. The TRPA Land Capability Verification of the resort identifies the eastern edge of Jameson Beach Road where day use parking currently occurs as high capability soils. Soils east of this area are identified as "Class 1" SEZ soils.*

Comment #5: The Proposed Action ignores the identified "relevant issue" related to removing large diameter trees. In comparison to other alternatives considered, the Proposed Action removes approximately 250 additional trees including 36 trees over 30" DBH, and adds an additional 100,000 square feet of impervious coverage which negatively impacts the lake and environment.

Forest Service Response: *Tree removal varies by alternative. Alternative 2 includes removal of up to 40 trees 30 inch or greater diameter at breast height (DBH) and up to 895 trees smaller than 30 inch DBH from the 79-acre project area. Alternative 3 includes the removal of up to 8 trees 30 inch or greater DBH and up to 784 trees smaller than 30 inch DBH. Alternative 4 includes removal of up to 4 trees 30 inch or greater DBH and 782 trees smaller than 30 inch DBH.*
Impervious coverage within the project area also varies by alternative. Alternative 2 would result in 862,762 square feet of impervious coverage, Alternative 3 would result in 761,476 square feet of coverage, and Alternative 4 would result in 827,466 square feet of coverage. Each of these alternatives would result in a decrease in impervious coverage compared to 1,146,737 square feet under the no-action alternative.

Comment #6: The plan does not propose re-routing of existing user-created trails within the [Pope Marsh] SEZ. This will result in an increase of adverse impacts to soil and water.

Forest Service Response: *The project does not propose changes to existing user created trails within the Pope Marsh. Each of the alternatives proposes a reduction in the number of campsites and campground capacity within the Badger's Den campground, adjacent to Pope Marsh. The reduction in campground capacity is anticipated to consequentially reduce the use of these trails compared to current conditions. The claim that the use of these trails will increase compared to current conditions is unsubstantiated. Potential re-route of these trails in the future is not a connected action to the campground BMP retrofit.*

Comment #7: The Proposed Action ignores the traffic congestion and highway interference caused by the current location of the parking kiosk which does not provide an adequate vehicle stacking distance.

Forest Service Response: *See response to Comment B-1.*

Comment #8: The Proposed Action does not resolve the currently dangerous conditions along Jameson Beach Road.

Forest Service Response: *See response to Comment B-1.*

Comment #9: The Proposed Action will result in an increase of pedestrian and traffic hazards on Jameson Beach Road because it will result in a net loss of 50 day use parking spaces. This means that more people will be competing for fewer parking spaces which will increase traffic and pedestrian congestion hazards both at the Hwy 89 entrance and on Jameson Beach Road.

Forest Service Response: *Each of the action alternatives reduce the number of resort campsites and maintain the current number of day use parking spaces within the resort. Traffic analysis of the action alternatives identifies an approximately 11% reduction of vehicle trips associated with the resort. Analysis does not support the claim that the alternatives will increase traffic and congestion on Jameson Beach Road and at its intersection with Hwy 89.*

Comment #10: The Proposed Action promotes conditions that negatively impact emergency vehicle access due to the chaos and congestion that currently occur on Jameson Beach Road.

Forest Service Response: *See response to Comment B-1. The project does not propose changes to Jameson Beach Road. Traffic analysis of the action alternatives does identify an approximately 11% reduction of vehicle trips associated with the resort.*

Comment #11: It is irresponsible and negligent to not consider "safety related to congestion along Jameson Beach Road" as a "significant issue" because the purpose and need of the project includes the "reduction of safety hazards".

Forest Service Response: *An "Issue", in the context of NEPA scoping, is a point of contention with the Proposed Action. Issues are considered "relevant" (use of the term "relevant" has replaced the term "significant" to avoid potential confusion with NEPA thresholds regarding the "significance or non-significance of effects") if they meet the purpose and need of the project, and are relevant with respect to the geographic distribution, duration, or intensity of interest regarding proposed changes in the environment. Since the project does not propose changes to the Jameson Beach Road area, issues raised regarding areas outside of the project area are not considered "relevant" for the basis of developing alternatives to the Proposed Action.*

The Forest Service has worked collaboratively with the Jameson Beach private home owners and the resort to make operational improvements at the parking control kiosk and along the road itself. These operation changes have included

providing a secondary traffic lane that authorized users, including private home owners, can bypass traffic waiting at the kiosk to pay fees, etc, and striping of the road to help separate non-motorized users from vehicle circulation and parking. Congestion alone along Jameson Beach Road does not pose an immediate safety hazard. Safety concerns do exist when vehicle speeds along this road increase, especially in the context of concentrated use by vehicles, pedestrians and bicyclists. Traffic controls and protocols provided by the Resort, including the operation of the parking kiosk, manage the road in the event of an emergency to reduce potential delays associated with emergency service vehicle access.
The Forest Service intends to further engage area stakeholders during the summer of 2013 to develop a comprehensive plan that balances the various operational, environmental, and social considerations in this area, including the circulation and day use parking associated with Jameson Beach Road.
Also see response to Comment B-1.

Comment #12: The Proposed Action unduly restricts Jameson Beach home owners from the ability to use their deeded right-of-way without restrictions and without undue safety hazards to access their homes.

Forest Service Response: *The project does not propose changes to Jameson Beach Road and uses surrounding this road.*
The Forest Service has worked collaboratively with the Jameson Beach private home owners and the resort to make operational improvements at the parking control kiosk and along the road itself. These operation changes have included providing a secondary traffic lane that authorized users, including private home owners, can bypass traffic waiting at the kiosk to pay fees, etc, and striping of the road to help separate non-motorized users from vehicle circulation and parking.
Also see response to Comment B-1.

Comment #13: The Proposed Action does not meet the Purpose and Need to "more accurately reflect the current use levels" because the current use levels result from illegal and unpermitted existing conditions, specifically the 75 parking spaces on the Jameson Beach Road right-of-way.

Forest Service Response: *See response to Comment M-12. The current uses at the resort include day use parking of 75 vehicles along Jameson Beach Road. This current use has been incorporated into the calculation of existing People At One Time (PAOT) levels at the resort and the amendment of the Forest Plan to accurately reflect existing day use levels.*

Comment #14: The public recreation facilities do not meet health and safety, and local building code requirements because they do not bring the existing day use parking east of Jameson Beach Road into compliance with TRPA BMP requirements. For this reason this parking should not be allowed to continue.

Forest Service Response: *See response to Comment B-1.*

Comment #15: The Proposed Action does not reduce soil compaction in SEZ and non-SEZ soil areas along the east side of Jameson Beach Road.

Forest Service Response: *See response to Comment B-1.*

Comment #16: The proposed new bike path moves congestion from one part of the resort permit area to another area which is outside of the current project scope.

Forest Service Response: *Each of the action alternatives provides a non-motorized path which bypasses the Jameson Beach Road intersection at Hwy 89, the location of serious traffic congestion concerns. This trail bypass crosses Jameson Beach Road approximately 300 linear feet north of Hwy 89, north of the traffic control parking kiosk. This location is within the project area. The location of the proposed trail crossing provides improved safety sight lines and reduced vehicle speeds compared to the existing condition, which will contribute to improved safety and reduced congestion.*

Comment #17: This project does not "only affect NFS lands" because Jameson Beach Road is a surveyed recorded, private and deeded right-of-way of the owners in the Jameson Beach subdivision; it is not NFS land. This area should be eliminated from resort plans for parking and traffic control, and be returned to its original purpose as a "road right-of-way for use of owners in Jameson Beach Tract".

Forest Service Response: *See response to Comment M-12.*

Comment #18: Public comment during the initial scoping period related to Jameson Beach Road, which has now been declared as "outside of the project scope". The concerns raised in these scoping comments should be addressed in the project.**Forest Service Response:** *See response to Comment B-1*

Comment #19: The Proposed Action has an adverse effect on the integrity of the Camp Richardson Resort Historic District because it allows the continued use of Jameson Beach Road as the main entrance to the resort rather than preserving the historic entrance on Cabin Road.

Forest Service Response: *See response to Comment H-3.*

Comment #20: The issues surrounding Jameson Beach Road between Hwy 89 and the marina must be considered for cumulative effects.

Forest Service Response: *See response to Comment G-1. Cumulative effects analysis considers the additive effects of the proposed project with the effects of past, present, and reasonably foreseeable future projects. The existing conditions associated with Jameson Beach Road and the marina are considered in cumulative effects as "past projects".*

Comment #21: The Proposed Action is overly influenced by the private profit motivation of the resort operator at the expense of the resort's historical and environmental integrity.

Forest Service Response: *The EA analyzes the historical and environmental effects of the alternatives. The analysis concludes that no significant effects result from the implementation of any of the alternatives considered in detail. The project alternatives are each consistent with the public services offered through the resort operator under the terms of its special use permit with the Forest Service. Each action alternative reduces the total number of resort campsites and*

campground capacity; maintaining the existing number of campsites and their economic opportunities was not possible while meeting the project's purpose and need.

Comment #22: The EA should study the noise impacts of the Resort's current use and any proposed changes.

Forest Service Response: The effects of noise resulting from implementation of the action alternatives is discussed in the Section 3.1 of the EA.

Comment #23: The EA should implement noise restrictions on noise pollution cause by the resort's regular loud amplified music.

Forest Service Response: *The management of the campground currently includes "quiet hours" to minimize disturbance to campers and their surroundings. This operational consideration is anticipated to remain unchanged as a result of this project.*
Noise generated outside of the project area, including amplified music at the Beacon Restaurant, occur within an approved annual operating plan which among other considerations places restrictions on noise associated with musical performances and other events. The annual operating plan for the Beacon Restaurant is outside of the scope of this project, but is informed by all current analysis.

Comment #24: The EA should bring back the historical operating marina to the south shore.

Forest Service Response: *The operation of the private marina is outside of the scope of this project.*

Comment #25: The EA should embrace the goal of making the resort truly "family oriented".

Forest Service Response: *The project meets the purpose and need of responding to visitor use trends which include providing single family and small group camping opportunities, recognizing that changing camping demographics have a need for family camping sites that are not limited by a six-person capacity.*
This project proposes changes to and analyzes the effects of changing facilities at the resort. Activities that occur at the resort are guided by an approved annual operating plan. The resort operating plan itself is not a NEPA decision and is outside of the scope of this project, however it is informed by all current analysis.

Comment #26: The Proposed Action should be revised to remove the 75 parking spaces from the eastern side of Jameson Beach Road, remove the parking control kiosk from Jameson Beach Road, and eliminate parking on the west side of Jameson Beach Road.

Forest Service Response: *See response to Comment B-1.*

Comment #27: The Proposed Action should remove fewer older growth trees.

Forest Service Response: *See response to Comment C-2.*

Comment Letter N– Charles E. McCarl

Comment #1: I am in agreement with the content of letters sent to the Forest Service regarding this project from Lachlan Richards, Walter Stevens, and Kim and Steve McCarl.

Forest Service Response: *See responses to Comment Letters D, L, and M.*

Comment Letter O– Nancy Proano

Comment #1: The project should include resolution of safety concerns related to public use of Jameson Beach Road.

Forest Service Response: *See response to Comment B-1.*

Comment #2: The plan, as proposed, seems to be piecemealed.

Forest Service Response: *See response to Comment G-1.*

Comment #3: Please include an additional alternative that considers removing parking from Jameson Beach Road, enlarging the proposed parking on the land available and routing pedestrians onto an adjacent path.

Forest Service Response: *See response to Comment G-5.*

Comment Letter P– Shel Kaphan

Comment #1: I am concerned about the removal of trees.

Forest Service Response: *See response to Comment C-2.*

Comment #2: The analysis should consider the aesthetic and ecological effects of implementing this project, particularly on the remaining forest.

Forest Service Response: *The EA analyzes the environmental effects associated with the project. Scenic Resources (aesthetics) are discussed in Section 3.2. Effects to vegetation are discussed in Section 3.5.*

Comment #3: The increased capacity of the campground will bring even more people and crowds into an area that is already crowded in the summer time.

Forest Service Response: *Each of the action alternatives result in an overall reduction in the total number of campsites and campground capacity at the resort. The alternatives provide a range of different campsite types and sizes.*

Comment Letter Q– Braden Schrader

Comment #1: The project does not mitigate the single greatest environmental, traffic, and safety concern to the area – Jameson Beach Road.

Forest Service Response: *See response to Comment B-1.*

Comment #2: The plan fails to address the air pollution and soil pollution caused by cars idling on Hwy 89 as a result of congestion on Jameson Beach Road.

Forest Service Response: *See response to Comment B-1. Traffic analysis of the project identifies an approximately 11% reduction in vehicle trips associated with the resort under each action alternative. Changes in the number of anticipated vehicle trips are used as a measure of potential air pollution. Soils and hydrologic resources are analyzed in the EA in Section 3.7.*

Comment #3: The current plan fails to adhere to the basic Federal, State, or El Dorado County design regulations regarding egress and ingress of vehicular traffic on Jameson Beach Road.

Forest Service Response: *The conform (intersection) of Jameson Beach Road and Hwy 89 is within the CalTrans Right-Of-Way. This and other intersections are being addressed in the proposed CalTrans project along Hwy 89 between the Hwy 50/89 "Y" and Cascade Road which is anticipated to be constructed in the summer of 2015. The comment does not identify any specific details that are not in compliance with relevant design standards.*

Comment Letter R– Helen O'Brien

Comment #1: One cannot begin to propose a plan for this area [resort] that does not include and address Jameson Beach Road, which is the major issue in the area.

Forest Service Response: *See response to Comment B-1.*

Comment Letter S– Laura Nicolaides Johnson

Comment #1: I strongly ask that you improve road conditions on the one artery that feeds traffic from Hwy 89 to the beach: Jameson Beach Road. The traffic during the summer is just ridiculous and is also dangerous. The parking should be moved (even to the other side of the road) and a clear pedestrian path should be provided off of the road.

Forest Service Response: *See response to Comment B-1.*

Comment #2: It is frustrating as a resident to have to wait in long lines of traffic in order to drive down Jameson Beach Road.

Forest Service Response: *See response to Comment B-1 and D-2. Traffic analysis of the project identifies an approximately 11% reduction in vehicle trips associated with the resort under each action alternative. The project is anticipated to reduce current peak period traffic congestion, but heavy traffic volumes along Hwy 89 east and west of the resort will persist, especially during holidays and weekend peak-use hours during late summer.*

Comment Letter T– William and Sara Connolly

Comment #1: Removing 40 large trees to provide parking will have a negative scenic impact.

Forest Service Response: *See response to Comment C-2 and M-27.*

Comment #2: Put the parking lot near the ice cream store and ski/bike rental facility.

Forest Service Response: *Alternative 2 provides a short-term parking area near the ice cream store. Alternatives 3 and 4 provide two smaller short-term parking areas, one near the ice cream store, and one near the ski/bike rental facility.*

Comment #3: The pedestrian crossing of Hwy 89 at the resort is dangerous and there is no signal.

Forest Service Response: *See response to Comment D-3.*

Comment #4: Why not put the parking lot behind the grocery store, which will reduce the pedestrian crossing of the highway.

Forest Service Response: *The area north of the existing parking area at the resort general store has been classified as low-capability SEZ soils. Development of additional parking areas in this area would be inconsistent with the Purpose and Need to "reduce soil compaction in SEZ….soil areas".*

Comment #5: If there are "no parking" signs placed along the highway they will desecrate the forest.

Forest Service Response: *CalTrans has jurisdiction for projects planned within the Right-Of-Way of Hwy 89, which are outside of the scope of this project. The LTBMU is coordinating closely with CalTrans on their planned project to ensure both compatibility with the resort campground retrofit, and stewardship of the setting - including scenic resource considerations.*

Comment Letter U– Kelly Ross

Comment #1: We are concerned about the project boundary between the RV camping area and the Corral perimeter.

Forest Service Response: A project design feature has been added for each action alternative to provide a buffer and separation between the campground and the adjacent corral. Features such as fencing may be required to achieve a safe separation between the two land uses.

Comment #2: We are concerned that the southern boundary of the campground conflicts with summer horse tours and winter sleigh rides which occur under conditions of a LTBMU special use permit.

Forest Service Response: Each project alternative has been modified to resolve this conflict. Approximately 1,500 linear feet of the existing non-motorized travel route near the southern boundary of the campground will be realigned. The realignment would not result in any net increase in impervious coverage, nor would it alter the route's character or use.

Comment Letter V– Dave Painter

Comment #1: It seems that there are no provisions made to repair the damage to the Pope Marsh Meadow.

Forest Service Response: *Each of the action alternatives include the removal and restoration of over 5,600 square feet of impervious coverage from the Pope Marsh SEZ.*

Comment #2: There is no safe designated egress to the new/improved campgrounds and parking lot(s) from the lake.

Forest Service Response: *The Forest Service acknowledges that the development of a non-motorized path connecting the resort village core to the beach is a needed improvement at the resort, and that this path should be located to serve a future configuration of day use parking, which currently occurs on the east side of Jameson Beach Road.*

The Forest Service intends to engage area stakeholders in the coming years leading to the re-issuance of the Resort's special use permit. This stakeholder engagement will help to frame concerns and potential solutions to balance the various operational, environmental, and social considerations in this area, including the circulation and day use parking associated with Jameson Beach Road. Identification of an appropriate route for a non-motorized path connecting the resort village core to the beach would be an important outcome from this engagement.

Comment #3: The project should address Jameson Beach Road. This road has been congested for decades and in recent years has become deplorable, including wait times as high as 30-45 minutes, hazards for pedestrians and drivers, delays for emergency vehicles, and the inability for residents and resort guests to safely exit the property in the case of an emergency.

Forest Service Response: *See response to Comment B-1 and D-2.*

Comment #4: This plan continues to unduly restrict Jameson Beach home owners from the ability to use their deeded right-of-way property without restrictions and undue safety hazards while accessing their homes.

Forest Service Response: *See response to Comment B-1, M-12.*

Comment #5: There are serious issues across the entire length of Jameson Beach Road which must be considered for their cumulative effects as they are essential to Resort operations and homeowners alike.

Forest Service Response: *See response to Comment M-20.*

Comment Letter W– Ari Birger

Comment #1: The EA represents a piecemeal approach to planning from which the current "central nervous system" and core of the Project Area – Jameson Beach Road – has been severed.

Forest Service Response: *See response to Comment G-1.*

Comment #2: There can be no valid excuse to eliminate Jameson Beach Road from the scope of the EA because it is the only link between campers in the campground and the beach destination.

Forest Service Response: *See response to Comment B-1.*

Comment #3: The project planning process does not comply with the Forest Service's "2012 Planning Rule" which requires planning to "Ensure planning takes place in the context of the larger landscape by taking an 'all-lands approach'." The Forest Service has blatantly violated this planning principle by piecemealing the Project Area Boundary and not simultaneously planning the entire permit boundary.

Forest Service Response: *See response to Comment M-3.*

Comment #4: The project does not meet the purpose and need to "reduce the potential for adverse environmental impacts to soils and water" because it allows 75 parking

spaces to remain along the eastern edge of Jameson Beach Road on sensitive unpaved "Class 1" soils that drain directly into the Pope Marsh SEZ. This is arguably the most damaging environmental situation currently existing within the Permit Boundary, and to allow this existing condition to remain for some unknown time period is unacceptable.

Forest Service Response: *See response to Comment M-4.*

Comment #4a: The current Proposed Action eliminates BMPs for the existing day use parking along Jameson Beach Road that was planned in the July 2011 EA.

Forest Service Response: *See response to Comment B-1. The project does not propose changes to areas outside of the project boundary, including removal of features along Jameson Beach Road.*

Comment #5: The Proposed Action ignores the identified "relevant issue" related to removing large diameter trees. In comparison to other alternatives considered, the Proposed Action removes approximately 250 additional trees including 36 trees over 30" DBH, and adds an additional 100,000 square feet of impervious coverage which negatively impacts the lake and environment. These items result in an increase, not reduction, of adverse environmental impacts.

Forest Service Response: *See response to Comment M-5.*

Comment #6: The plan does not propose re-routing of existing user-created trails within the [Pope Marsh] SEZ. This will result in an increase of adverse impacts to soil and water.

Forest Service Response: *See response to Comment M-6.*

Comment #7: The Proposed Action ignores the traffic congestion and highway interference caused by the current location of the parking kiosk which does not provide an adequate vehicle stacking distance.

Forest Service Response: *See response to Comment B-1.*

Comment #8: The Proposed Action does not resolve the currently dangerous conditions along Jameson Beach Road.

Forest Service Response: *See response to Comment B-1.*

Comment #9: The Proposed Action will result in an increase of pedestrian and traffic hazards on Jameson Beach Road because it will result in a net loss of 50 day use parking spaces. This means that more people will be competing for fewer parking spaces which will increase traffic and pedestrian congestion hazards both at the Hwy 89 entrance and on Jameson Beach Road.

Forest Service Response: *See response to Comment M-9.*

Comment #10: The Proposed Action promotes conditions that negatively impact emergency vehicle access due to the chaos and congestion that currently occur on Jameson Beach Road.

Forest Service Response: *See response to Comment B-1, M-10.*

Comment #11: It is irresponsible and negligent to not consider "safety related to congestion along Jameson Beach Road" as a "relevant issue" for the basis of developing alternatives to the Proposed Action.

Forest Service Response: *See response to Comment M-11.*

Comment #12: The Proposed Action does not meet the Purpose and Need to "more accurately reflect the current use levels" because the current use levels result from illegal and unpermitted existing conditions, specifically the 75 parking spaces on the Jameson Beach Road right-of-way.

Forest Service Response: *See response to Comments M-12, M-13.*

Comment #13: The public recreation facilities do not meet health and safety, and local building code requirements because they do not bring the existing day use parking east of Jameson Beach Road into compliance with TRPA BMP requirements. For this reason this parking should not be allowed to continue.

Forest Service Response: *See response to Comment M-14.*

Comment #14: The Proposed Action does not reduce soil compaction in SEZ and non-SEZ soil areas along the east side of Jameson Beach Road.

Forest Service Response: *See response to Comment M-15.*

Comment #15: The proposed new bike path moves congestion from one part of the resort permit area to another area which is outside of the current project scope.

Forest Service Response: *See response to Comment M-16.*

Comment #16: This project does not :"only affect NFS lands" because Jameson Beach Road is a surveyed recorded, private and deeded right-of-way of the owners in the Jameson Beach subdivision; it is not NFS land. This area should be eliminated from a resort plans for parking and traffic control, and be returned to its original purpose as a "road right-of-way for use of owners in Jameson Beach Tract".

Forest Service Response: *See response to Comment M-12.*

Comment #17: The Proposed Action has an adverse effect on the integrity of the Camp Richardson Resort Historic District because it allows the continued use of Jameson Beach Road as the main entrance to the resort rather than preserving the historic entrance on Cabin Road.

Forest Service Response: *See response to Comment M-19*

Comment Letter X– Jeanne Dabbagh, DA Dabbagh, Leila Talbott, Russ Talbott

Comment #1: We agree that the improvements made to the campground and parking facilities on the south side of highway 89 will be beneficial for the high season in the area.

Forest Service Response: *See response to Comment A-2.*

Comment #2: We think the project should address or alleviate the dangerous parking/traffic problem and congestion along Jameson Beach Road.

Forest Service Response: *See response to Comment B-1.*

Comment #3: The proposed parking by the ice cream and bike rental shop will increase pedestrian traffic on Jameson Beach Road, and the plan does not provide anything to address this foot traffic.

Forest Service Response: *The Forest Service acknowledges that the development of a non-motorized path connecting the resort village core to the beach is a needed improvement at the resort, and that this path should be located to serve a future configuration of day use parking, which currently occurs on the east side of Jameson Beach Road.*

The Forest Service intends to engage area stakeholders in the coming years leading to the re-issuance of the Resort's special use permit. This stakeholder engagement will help to frame concerns and potential solutions to balance the various operational, environmental, and social considerations in this area, including the circulation and day use parking associated with Jameson Beach Road. Identification of an appropriate route for a non-motorized path connecting the resort village core to the beach would be an important outcome of this engagement.

Since the day use parking areas currently proposed by the ice cream and bike rental shops relocate existing use from the highway corridor and these users currently access the beach via Jameson Beach Road (if they do not remain in the resort village core), this relocation does not increase existing use on Jameson Beach Road.

Comment #4: It is alarming to see that [the parking along Jameson Beach Road] will be allowed to remain under the plan and will not be paved to lessen the environmental impact on Pope Marsh.

Forest Service Response: *See response to Comment B-1.*

Comment #5: Perhaps redesigning the intersection of Jameson Beach Road and Hwy 89 would better serve the public.

Forest Service Response: *See response to Comment A-2.*

Comment Letter Y– Ron Saxon

Comment #1: Instead of respecting this most beautiful, serene location, and maintaining the very things that make it special, the focus seems to be biased toward making the commercial ventures profitable.

Forest Service Response: *See response to Comment A-2.*

Comment #2: Your plan is to cut down "up to 910 trees". We have lost so many already from bark beetles and the Angora Fire, can we not preserve what is left? It particularly disturbs me to see the older trees (30"+ DBH) go.

Forest Service Response: *See response to Comment C-2.*

Comment #3: Campfires ruin the experience of clean Tahoe air. Can you consider eliminating campfires altogether? A second choice would be to have one central community firepit instead of a fire at each campsite.

Forest Service Response: *Each of the action alternatives reduce the overall number of campsites within the campground. Associated with the reduction in number of campsites is a reduction in the number of camp fire rings. This change is anticipated to reduce campground smoke compared to current conditions. The use of campfires within the developed campground is consistent with Forest Service policy and other local regulations, including temporary fire restrictions.*

Comment #4: The number of people visiting Camp Richardson now far exceeds anything this area has seen before. The overall experience is diminished as congestion increases. More people equals more noise, more cars, more impact, and a diminishing experience. Please consider reducing the number of campsites even further.

Forest Service Response: *See response to Comment P-3. Traffic analysis of the alternatives anticipate an approximately 11% reduction in vehicle trips associated with the resort compared to current conditions, which will result in a decrease in traffic congestion.*

Comment #5: I understand that the issue of parking on Jameson Beach Road is outside the scope of this plan. However, I believe that the parking will eventually have to be eliminated on Jameson Beach Road. That distinct probability should be taken into consideration now.

Forest Service Response: *See response to Comment B-1.*

Comment Letter Z– CalTrans, Marlo Tinney

Comment #1: CalTrans concurs with several items referenced in the document to improve circulation in the Camp Richardson area, specifically: the elimination of existing driveways to the southwest campground and the Richardson House, the construction of a bike path bypass of the busy pedestrian area near Hwy 89, construction of fencing or similar features to direct pedestrians to the crosswalk across Hwy 89, and the relocation of the bike rental facility to the north side of the highway as shown in Alternative 4.

Forest Service Response: *See response to Comment A-2.*

Comment #2: The relocation of the bike rental facility to the north side of the highway should be considered under each alternative as this would reduce the number of pedestrians and bicyclists that cross the highway in this area.

Forest Service Response: *The establishment of a facility on the north side of the highway which could provide bike rental services is identified in Alternative 4. The Forest Supervisor has the ability to incorporate this element of the alternative into*

other alternatives through the Decision Notice.

Comment #3: CalTrans requests additional consideration of the location of proposed transit stops. Constructing these transit stops just to the east of the existing crosswalk would increase the likelihood that transit riders would use the crosswalk.

Forest Service Response: The Forest Service will continue to collaborate with CalTrans regarding project work within the highway right-of-way.

Comment #4: The proposed BMPs need to be designed based upon hydrological and hydraulic calculations, which should be summarized in the drainage report. The drainage report should identify if any storm water runoff is proposed to be directed towards the CalTrans Right-Of-Way, and if so should be submitted to CalTrans for review and include proposed methods for monitoring.

Forest Service Response: *The project proposes to infiltrate storm water within the project area to ensure treatment before it leaves the resort permit area or enters the CalTrans Right-Of-Way.*