
Donner Memorial State Park Road and Trail Management Plan



FINAL
MARCH 2021



California State Parks
Sierra District
Donner Memorial State Park



Donner Memorial State Park Road and Trail Management Plan

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TABLE OF CONTENTS

EXECUTIVE SUMMARY	iv
<i>Map: Overview of Planning Recommendation</i>	<i>vi</i>
Section 1 INTRODUCTION	1
1.1 Purpose	1
1.2 Planning Need	1
1.3 Project Setting.....	2
<i>Map: Park Region</i>	3
<i>Map: Existing Roads and Trails at Donner Memorial State Park</i>	5
<i>Map: Adjacent Land Ownership</i>	7
Section 2 THE PLANNING PROCESS	9
2.1 RTMP Planning Process.....	9
2.2 Change-in-Use Evaluation	11
2.3 Plan Consistency	13
Section 3 PARK CONDITIONS	14
3.1 Park Visitation	14
3.2 Existing Recreational Resources	14
3.3 Adjacent Recreational Opportunities and Connections	17
3.4 Natural Resources	18
3.5 Cultural Resources	18
3.5 General Plan.....	18
Section 4 DESIGNATIONS AND CLASSIFICATIONS	20
4.1 Road and Trail Designations	20
4.2 Designated Uses.....	21
4.3 Classification of Trails	22
Section 5 BEST MANAGEMENT PRACTICES	23
5.1 Sustainability.....	23
5.2 Resource Considerations	23
5.3 Maintenance Activities	24
5.4 Monitoring	24
5.5 Prioritization Matrix.....	24
5.6 Reconstruction	26
5.7 Re-engineering/Redesign.....	27
5.8 Road-to-Trail Conversion	27
5.9 Removal	27
5.10 Reroute	27
Section 6 THE PLAN	28
6.1 Parkwide Recommendations	28
6.2 Area-Specific Recommendations and Maps	29
Campground and Visitor Center Area Recommendations	31
<i>Map: Campground and Visitor Center Area Existing Roads and Trails</i>	33

<i>Map: Campground and Visitor Center Area Plan Recommendations</i>	35
Lower Coldstream Valley Area Recommendations	37
<i>Map: Lower Coldstream Valley Existing Roads and Trails</i>	39
<i>Map: Lower Coldstream Valley Plan Recommendations</i>	41
Upper Coldstream Valley, Lakeview Canyon, and Schallenberger Ridge Recommendations	43
<i>Map: Upper Coldstream Valley, Lakeview Canyon, and Schallenberger Ridge Existing Roads and Trails</i>	45
<i>Map: Upper Coldstream Valley, Lakeview Canyon, and Schallenberger Ridge Plan Recommendations</i>	47
Summit Canyon Area Recommendations	49
<i>Map: Summit Canyon Area Existing Roads and Trails</i>	51
<i>Map: Summit Canyon Area Plan Recommendations</i>	53
<i>Map: Parkwide Non-System Trail to System Trail Conversions and New Trails</i>	55
Section 7 ENVIRONMENTAL DOCUMENT	56
7.1 Introduction	56
7.1.1 Introduction and Regulatory Guidance	56
7.1.2 Lead Agency	56
7.1.3 Purpose and Document Organization	57
7.1.4 Summary of Findings	58
7.2 Project Description	58
7.2.1 Introduction	58
7.2.2 Project Location	58
7.2.3 Background and Need for the Project	60
7.2.4 Project Objectives	62
7.2.5 Project Description	62
7.2.6 Related Documents	62
7.2.7 Project Actions Covered by and Excluded from the RTMP	64
7.2.8 Project Requirements	65
7.2.9 Applicable Standard Project Requirements	66
7.2.10 Project Implementation	93
7.2.11 Visitation to Donner Memorial State Park	93
7.2.12 Consistency with Local Plans and Policies	93
7.2.13 Discretionary Approvals	93
7.2.14 Related Projects	93
7.3 Environmental Checklist	94
7.3.1 Initial Study Checklist	94
7.3.2 Environmental Factors Potentially Affected	Error! Bookmark not defined.
7.3.3 Determination	Error! Bookmark not defined.
7.4 Environmental Setting and Impact Analysis	96
I. Aesthetics	96
II. Agriculture and Forestry Resources	99
III. Air Quality	102
IV. Biological Resources	107

V.	Cultural Resources	136
VI.	Energy	141
VII.	Geology and Soils	144
VIII.	Greenhouse Gas Emissions	150
IX.	Hazards and Hazardous Materials	153
X.	Hydrology and Water Quality	160
XI.	Land Use and Planning.....	165
XII.	Mineral Resources	167
XIII.	Noise	169
XIV.	Parks and Recreation	174
XV.	Population and Housing.....	177
XVI.	Public Services.....	179
XVII.	Transportation	183
XVIII.	Tribal Cultural Resources	186
XIX.	Utilities and Service Systems	191
XX.	Wildfire	194
7.5	Mandatory Findings of Significance.....	198
7.6	Organizations and Persons Consulted	200
7.7	Notice of Determination	201
7.8	Response to Public Comments	202
Appendices	207
Appendix 1	Parkwide Summary of Trails	207
Appendix 2	Maintenance Recommendations Matrix.....	210
Appendix 3	Erosion Severity Maps	228
	<i>Map: Campground and Visitor Center Area</i>	<i>229</i>
	<i>Map: Lower Coldstream Valley Area</i>	<i>231</i>
	<i>Map: Upper Coldstream Valley, Lakeview Canyon, and Schallenberger Ridge</i>	<i>233</i>
	<i>Map: Summit Canyon Area</i>	<i>235</i>
Glossary	237
Planning Team	239

EXECUTIVE SUMMARY

Trails are fundamental to fulfilling the Department's mission to create opportunities for high-quality outdoor recreation. This Road and Trails Management Plan (RTMP) for Donner Memorial State Park (DMSP) describes the existing roads and trails of the park and provides specific direction for management and operations in the future. The goal is to ensure that recreational trail opportunities are made available at their fullest potential, while protecting the park's resources.

DMSP is located just east of the Sierra Nevada crest, along the Interstate 80 corridor, in Nevada and Placer counties. The park offers a wide variety of terrestrial and aquatic based recreation for both campers and day users. The park is surrounded by a variety of land uses including private property used for resource extraction or family residences, commercial establishments, and other public open space. The park has a total of 18.5 miles of non-motorized trails, 4.4 miles of paved roads, and 24 miles of unpaved roads.

The RTMP was prepared in accordance with Departmental Notice 2012-06 (Review, Approval and Achieving of Management Plans) and applicable state and federal regulations for resource protection and public participation. The planning team consisted of multi-disciplinary staff from the park district and headquarters. A base map was developed and park routes were characterized and categorized per the Department's guidelines. Data was gathered through field studies, park user surveys, and stakeholder meetings.

Issues such as trail sustainability, safety, adequate infrastructure, connectivity, land use compatibility, and potential user conflicts were identified. Various plan alternatives were considered and a preferred plan identified. The preferred plan and associated environmental assessment was publicly reviewed and modified, as necessary, to incorporate public comments. The final RTMP and related environmental assessment are included herein.

The final plan includes parkwide recommendations that apply to the park's entire trail system, such as the need to make all new trails and trail alterations accessible to the extent possible, remove all non-system trails, and maintain all trails to the appropriate standard.

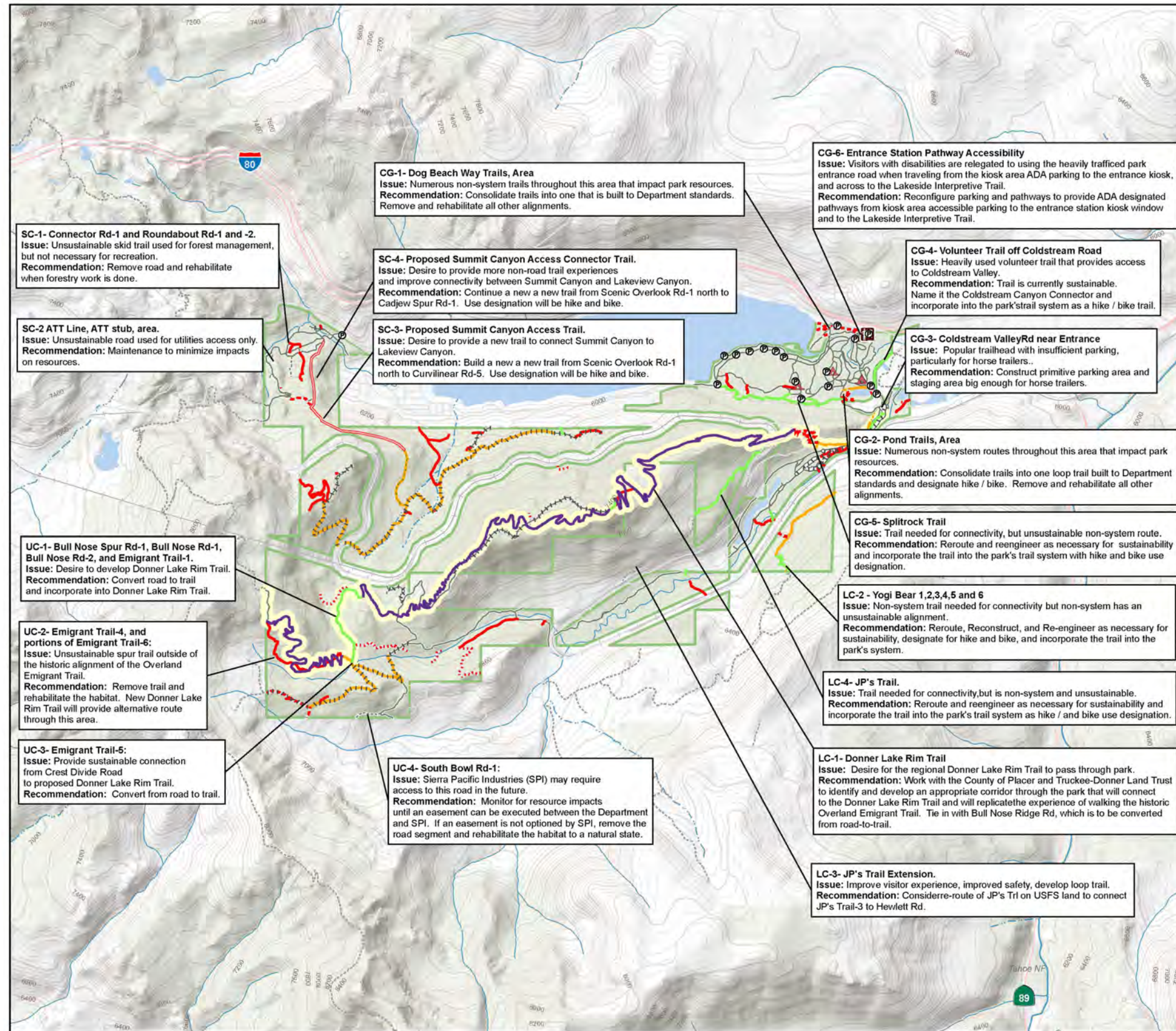
Area-specific recommendations were made for four areas of the park: (1) Campground and Visitor Center; (2) Lower Coldstream Valley; (3) Upper Coldstream Valley, Lakeview Canyon, and Schallenberger Ridge; and (4) Summit Canyon. Within these areas, specific roads and trails were identified for conversion, removal, realignment, and reconstruction to address sustainability and accessibility concerns. New and upgraded trails and associated amenities, such as a new trailheads and signage, were also recommended to improve the visitor experience.

Plan recommendations include:

- The types of permissible trail uses (hike, bike, horse) for over 28 miles of roads and trails.
- Annual and cyclical trail maintenance, including brushing, logging out, slough and berm removal, and drainage maintenance.
- Annual and cyclical road maintenance, including brushing, grading, rock armoring, and drainage maintenance.
- Re-engineer, reconstruct, and/or reroute approximately 10.0 miles (35%) of road or trail.
- Decommission and restore to natural conditions approximately 2.5 miles (8%) of obsolete, harmful, or dangerous roads and trails.
- Remove 3.3 miles (45%) of user-created (“volunteer” or “non-system”) trails and rehabilitate the vegetation where they intersect with system routes.
- Convert 4.0 (55%) miles of user-created trails to system trails. Construct approximately 9.1 miles of new trails within identified corridors.
- A proposed alignment for the development of the new Donner Lake Rim Trail using existing roads and trails and developing new trail as necessary.
- Develop a new trailhead at Coldstream Valley Road entrance that includes a primitive parking area and staging area big enough for horse trailers.
- Remove skid trails used for forestry after forestry work is completed and rehabilitate the site to its natural state.
- Improve connections between Summit and Lakeview canyons with existing and new trails.

Maps that illustrate the existing conditions, as well as recommendations for planning and maintenance, are included.

Map: Overview of Planning Recommendation



Plan Recommendations

Maintenance Recommendations

- Remove
- - - - Reconstruct / Re-engineer and Reroute
- Maintain, Reconstruct/Re-engineer
- Convert Road to Trail
- Other
- Maintain
- - - - Monitor
- - - - Abandon

Planning Recommendations

- Conceptual Donner Lake Rim Trail Corridor
- Proposed New Multi-use Trail Construction
- Convert from Non-system to System Route
- - - - Change to Gated Service Rd - Non-motorized Recreation

Legend

- Donner Memorial State Park Boundary
- Other Public Lands Restricted Access
- M Museum/Visitor center
- Local Road
- ▲ Developed Camp Area
- Non-system Route
- Parking
- Other Agency
- Other Public Lands
- Highway
- + Railroads

Scale
1:43,000
1 inch = 3,583 feet

Donner Memorial State Park Road and Trail Management Plan

NOTES:
 Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

**CALIF STATE PARKS
SIERRA DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES**

Date: 3/17/2021
 Sources:
 Calif. Dept. of Parks & Recreation,
 Other Public Lands:
 GreenInfo, Inc.

Section 1 INTRODUCTION

Trails are a key component of public recreation and, therefore, are critical to fulfilling the mission of the California Department of Parks and Recreation (Department). The Department is committed to providing the highest quality trails for a diverse user group by planning and developing trails pursuant to the Department's Trails Policy:

The Department, through a public planning process, will strive to meet the recreational, educational, and interpretation needs of its diverse trail users by developing trails within state park units, consistent with unit classification, general plan directives, cultural and natural resource protection, public safety, accessibility, use compatibility, and other legal and policy mandates. Multi-use trails and trail connectivity with adjacent public trail systems will be considered in the development of trail plans or individual trails.

1.1 Purpose

The purpose of a Road and Trails Management Plan (RTMP) is to provide specific guidance and direction for implementing the goals and objectives of the park's approved General Plan (California State Parks Planning Handbook, 2010). It describes the existing road and trail conditions in a park and provides a roadmap for future management including specific actions for individual roads and trails. It takes into consideration the park's values and mission as well as the Department's mission, trail policies, and the 2019 Trails Handbook to achieve the following goals.

- Maximize visitor use and experiences;
- Reduce potential safety issues;

- Minimize impacts to natural and cultural resources;
- Coordinate with local and regional planning efforts;
- Provide access to surrounding public lands;
- Reduce maintenance and management costs;
- Provide an appropriate range of recreational opportunities and associated infrastructure;
- Limit impacts on the natural environment to a level acceptable under CEQA; and
- Prioritize roads and trails projects.

A comprehensive RTMP is paramount to ensuring that recreational trail opportunities are made available at their fullest potential, while providing sufficient and often enhanced protection for cultural and natural resources. Although planning can be implemented on a single trail basis, park-wide and regional trail system planning remain the preferred and the most effective methods for identifying and establishing linked recreational trail corridors. Comprehensive planning also reduces construction and maintenance costs.

1.2 Planning Need

In most parks, roads and trails are the primary avenue for park visitors to access park features and facilities. When properly sited, designed, constructed, maintained, and managed, roads and trails can provide quality recreational opportunities while also protecting sensitive natural and cultural resources by focusing recreational activity on less sensitive park lands.

Frequently, a park's trail system has evolved from trails and roads that were on the property when it was acquired. They were constructed to meet the needs of the original property owners, such as loggers and ranchers, and seldom serve the needs of the park unit adequately or meet trail standards currently identified in the Department's Trails Handbook (2019). Old trails are often improperly sited, poorly designed and constructed, or inadequately maintained. Additionally, older trails may have limited accessibility or other deficiencies. Trails also may fail to adequately protect the park's natural or cultural resources.

This RTMP provides an opportunity for Department managers to address concerns regarding old roads and trails, propose new trails for development, and revisit, refine, and prioritize previous road and trail management recommendations.

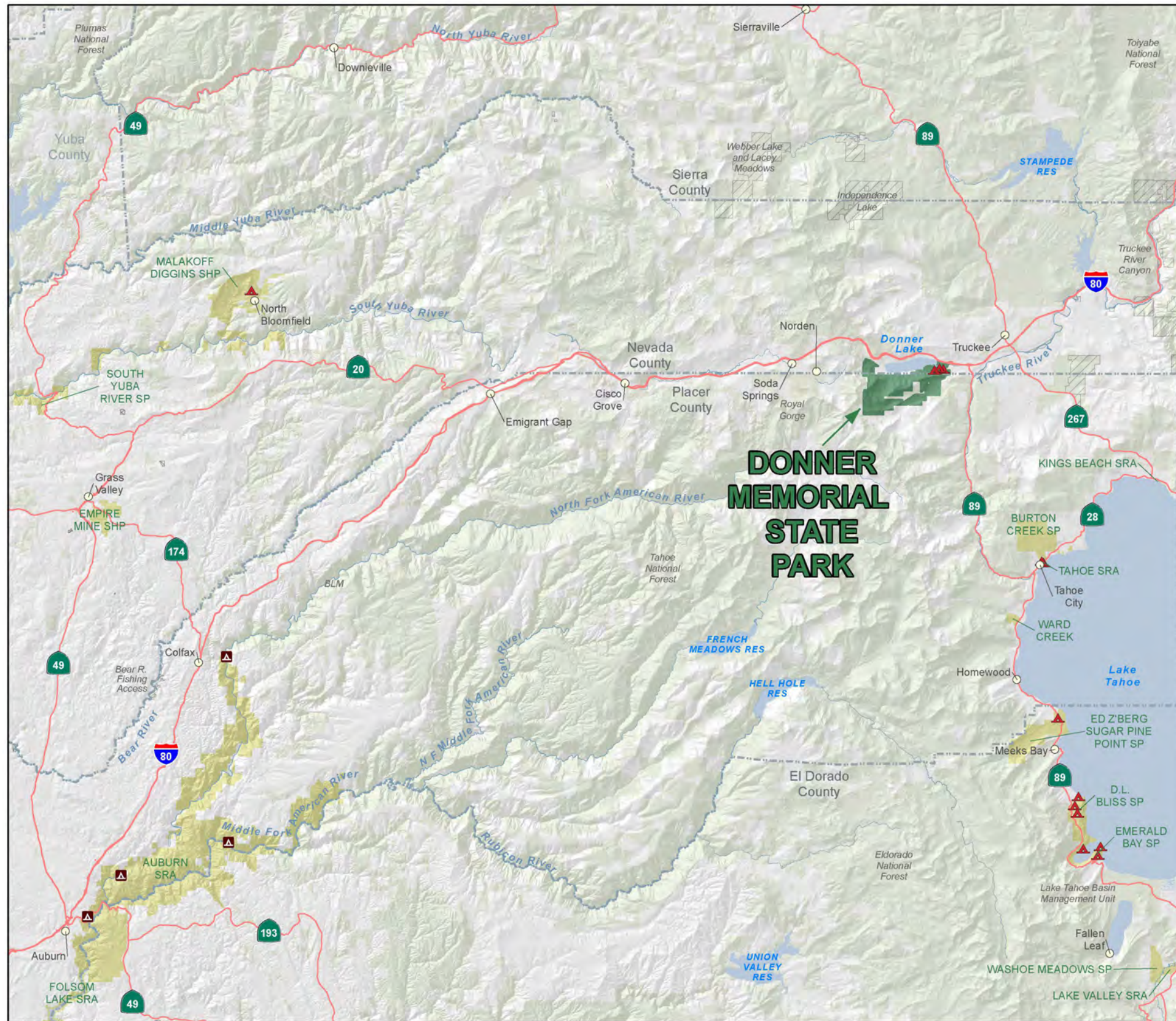
1.3 Project Setting

Donner Memorial State Park (DMSP) consists of approximately 3,300 acres of coniferous forests and an alpine lake set in a deep, glacier-formed valley, surrounded by the peaks of the Sierra Nevada. This park was initially dedicated to public ownership for the purpose of preserving and perpetuating the memory of the ill-fated Donner Party and the experiences of other pioneers heading west in the mid-19th century. It is located just east of the Sierra Nevada crest, along the Interstate 80 corridor, in Nevada and Placer counties. The park offers a wide variety of terrestrial and aquatic based recreation for both campers and day users. The park is surrounded by a variety of land uses including private property used for resource extraction or family residences, commercial establishments, and other public open space. The park has a total of 6.3 miles of non-motorized trails, 5.1 miles of paved roads, and 21.6 miles of unpaved roads.



Donner Museum Trail

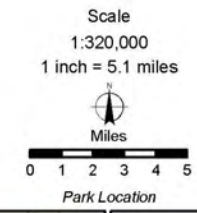
Map: Park Region



Vicinity Map

- Legend**
- Donner Memorial State Park
 - State Park Campground-Other category
 - State Park Developed Campgrounds
 - Nearby State Parks
 - Other Public Lands
 - Restricted Public Access
 - No Public Access
 - County Line; STATELINE
 - Rivers
 - City Points
 - Highways

Key to Park Name Abbreviations:
 SP = State Park
 SRA = State Recreation Area
 SHP = State Historic Park
 no abbreviation = unclassified park property



Donner Memorial State Park Road and Trail Management Plan

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<p>CALIFORNIA STATE PARKS SIERRA DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES</p>	<p>Date: 11/9/2018 Sources: Calif. Dept. of Parks & Recreation Other Public Lands GreenInfo, Inc.</p>	
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Map: Existing Roads and Trails at Donner Memorial State Park

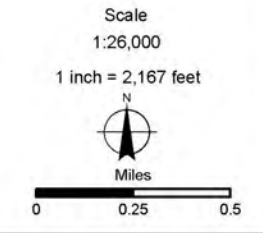


Parkwide Existing Roads and Trails

Current Road & Trail Network by Category and Use Designation

- Hike
 - Hike and Bike
 - Hike, Bike and Horse
 - <all other values>
 - State Park Rd, Hike, Bike and Horse
 - State Park Rd, Not Determined or unknown
 - State Park Rd, Hike and Bike
 - Trl on Rd Bed (No Vehicles) Hike and Bike
 - Paved Park Roads
 - Accessible Trail Highlighter
 - Old Overland Emigrant Trail
 - Highways
 - Local Road
 - Other Agency Trail
-
- Donner Memorial State Park
 - Other Public Lands
 - Restricted Access - Other Public Lands
 - Restricted Access - Other Public Lands
 - Railroads
 - ▲ Hike/Bike Camp Area
 - Museum/Visitor center
 - ▲ Campground

PARKWIDE SUMMARY OF EXISTING TRAILS BY USE AND ROUTE DESIGNATIONS			
Use Designation	Mileage of Road	Mileage of Trail on Roadbed	Mileage of Trail
Hike	0.03	0	2.87
Hike and Bike	4.34	0.53	2.29
Hike and Horse	0	0	0
Hike, Bike and Horse	17.41	0	1.19



Donner Memorial State Park Road and Trail Management Plan

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<p>CALIFORNIA STATE PARKS SIERRA DISTRICT & FACILITIES MANAGEMENT DIVISION</p>	<p>Date: 10/1/2020</p> <p>Sources: Calif. Dept. of Parks & Recreation Other Public Lands GreenInfo, Inc.</p>	
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Map: Adjacent Land Ownership



Ownership Map

Donner Memorial State Park
Public Lands Ownership Category

- Non Governmental Organization
- Other State (except C DPR)
- Special District
- Federal
- Sierra Pacific Industries
- Other Private Lands - 200 meters around Park Boundary

State Park Developed Campgrounds
 County Line
 Highways
 State Park Trail: Hike
 State Park Trail: Hike and Bike
 State Park Trail: Hike, Bike and Horse
 Paved Park Trails
 State Park Rd, Hike and Bike
 State Park Rd, Not Determined or unknown
 State Park Rd, Hike, Bike and Horse
 Hike and Bike
 Paved Park Roads
 Accessible Trail Highlighter
 Local Road
 Other Agency Trail
 Railroads

Other Non-tinted areas are assumed to be in private ownership



Donner Memorial State Park Road and Trail Management Plan

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Section 2 THE PLANNING PROCESS

Developing an RTMP is a dynamic process that can take several years to complete. Per the Department's Trails Policy, opportunities for public participation in the planning process must be provided. Specifically, an RTMP should:

- Meet guidelines provided by the unit's general plan;
- Address stakeholder needs;
- Incorporate and coordinate with local and regional planning documents;
- Adhere to existing laws and regulations;
- Include the public and all potential user groups in the planning process;
- Provide user accessibility;
- Protect resources; and
- Provide a mechanism to monitor outcomes.

2.1 RTMP Planning Process

Preparation of this RTMP followed the process outlined below and was in compliance with Departmental Notice 2012-06 regarding the review and approval of management plans, as well as applicable state and federal regulations for resource protection and public participation.

1. Develop the planning team. The planning team consisted of multi-disciplinary staff from the park sector, district and headquarters.

2. Inventory and Mapping. A road and trail inventory is conducted and a base map with associated attributes is created. This inventory and assessment process was developed to provide an objective and consistent method for determining road and trail infrastructural problems and associated solutions as well as to officially record road and trail information such as physical

characteristics and allowed uses. The data collection process relies on easily repeatable and non-controversial measurements of features and conditions. Terminology and methods are standardized and applicable throughout the state and across various environments to provide reliable comparisons between watersheds, parks, or other geographic areas of interest. The base map and route attributes conforms to the Department's established guidelines for categorization, segmentation, and classification of roads and trails.

3. Stakeholder Input. As appropriate to the park, data is gathered from park users and other stakeholders. Typically, data includes information on issues pertinent to road and trail use and sustainability. Public or stakeholder workshops are held to allow those people to assist in identifying needs, suggest routes and restoration opportunities, and provide general comments. Trails use surveys are conducted during different seasons and times to solicit input from trail users.

4. Evaluate and synthesize data. Data is collated, compared, and assessed. Issues such as trail sustainability, safety, adequate infrastructure, connectivity, land use compatibility, and potential user conflicts are identified.

5. Development of proposal and alternatives. To develop alternatives, staff considers stakeholder input, accessibility needs, resource issues, National Historic or Recreation Trail certification and/or nomination, and linkages to transit and other recreational trails and facilities outside the park. Recommendations for plan alternatives

may include maintenance strategies, new routes, new or alterations to trailhead facilities, or change-in-use designations.

6. Administrative Draft RTMP. A preferred plan is developed for review by departmental staff.

7. Draft RTMP. Following review, and necessary revisions, of the Administrative Draft, a Draft RTMP is developed. A public meeting, as determined by plan specifics, may be initiated to solicit comments related to the plan.

8. Final Draft RTMP/Environmental Document. The Final Draft Plan is developed to include the appropriate Draft Environmental Document as required by law. Public comments are solicited through the required environmental review process.

9. Public Review. Department staff receive and evaluate public comments and respond as appropriate per CEQA guidelines. The draft

may be modified, as necessary, to incorporate public comments or concerns.

10. Final RTMP/Environmental Document.

The final RTMP and associated environmental document, including changes resulting from public comments as required, is produced and recommended for adoption.

DMSP Planning Specifics

For this RTMP, District staff conducted a road and trail inventory, including components, condition assessment, and preliminary recommendations, in 2001 and 2002. The inventory was verified and expanded upon to include GPS location data in 2017. The purpose of these assessments was to:

- Integrate field data into the management process;
- Provide the current status of the roads and trails for decision making purposes; and
- Provide a knowledge-base for ongoing assessment, monitoring, and planning.



The park's roads and trails were evaluated to determine: 1) roads critical for fire, public safety, resource management, and general circulation; 2) non-system roads and trails to be decommissioned or incorporated into the system; 3) system roads and trails that require maintenance; 4) historic relevance; and 5) system roads and trails that require redesign, reconstruction, or reroute to meet Departmental standards.

A thorough, inclusive, and transparent public process was initiated to gather data regarding public perception of the appropriate types and locations of roads and trails, and to analyze the relative impacts of proposals. Stakeholder meetings were held to receive comments and recommendations about the park's roads and trails uses by the community and targeted user types. These meetings were originally conducted in 2002 but the planning process was halted and later restarted with new stakeholder meetings in 2015 and 2016. Stakeholders included representatives of user groups, adjoining land management agencies and private land owners, permitting agencies, cooperating associations, and others, including Truckee Donner Land Trust, USFS, Placer County, Sierra Pacific Industries, Town of Truckee, Truckee River Watershed Council, Tahoe Area Mountain Bike Association, and Truckee Trails.



2.2 Change-in-Use Evaluation

The Department has developed a process to facilitate and make consistent the review of change-in-use proposals resulting from this planning process that would add or remove uses from existing recreational roads and trails in the state park system. This process is intended to identify those changes that best accommodate accessibility and recreational activities appropriate for each road or trail. Specifically, the process is intended to achieve the following objectives:

- Implement the Department's Trail Policy, including consideration of multi-use trails and trail connectivity;
- Ensure that projects can be implemented in a manner that avoids or mitigates significant impacts to the environment;
- Inform decision-making to include the diversity of resources and users at each park unit;
- Ensure that changes are considered in a transparent process; and
- Establish a process for decision making with objective criteria for evaluating proposed changes to trails.

A Change-in-Use Evaluation can provide the planning team with critical information, including:

- Existing conditions;
- Compatibility with the park's classification and other trail uses;
- Effects to trail circulation patterns;
- Effects to trail safety;
- Effects to trail sustainability;
- Effects or impacts to natural and cultural resources; and
- Effects or impacts to facility maintenance and operational costs.

Recommendations based on survey results typically fall into one of the following categories:

- Conditional approval that includes design modifications or repairs;
- Conditional approval that includes management options;
- Approval;
- Disapproval; and
- Put on hold.

When a change-in-use is conditionally approved, all proposed conditions need to be implemented, project specific environmental compliance completed, and funding secured prior to the change taking affect.

A process flow chart has been developed to assist staff in the evaluation process. The principal steps are outlined below. The first four steps are completed as part of the RTMP process. The second half is conducted for each individual project.

1. Request for change-in-use submitted to district by a user group, Departmental staff, neighboring agency, or other stakeholder;
2. Inventory of Existing Conditions;
3. Change-in-Use Evaluation completed;
4. Recommendation by evaluation team;
5. Input gathered from the public and stakeholders;
6. Final Change-in-Use decision;
7. Prepare project plans and designs;
8. CEQA and permitting compliance;
9. Construction cost estimate prepared;
10. Work plan developed; and
11. Project implementation.

The Department's CIU process was vetted through a Programmatic Environmental Impact Report (PEIR). The purpose of the PEIR was to evaluate the environmental effects of adoption and implementation of the CIU process and was prepared pursuant to the California Environmental Quality Act (Public Resources Code Section 21000, et seq.). Additional information on the Department's Trail Change-in-Use process and PEIR can be found at

http://www.parks.ca.gov/?page_id=28461.



Old Emigrant Trail

2.3 Plan Consistency

Recommendations in this RTMP are consistent with California Public Resources Code Section 5019.53, which provides the overarching directive on the purpose of improvements, such as trails, in a state park. Specifically, the section stipulates that:

Improvements undertaken within state parks shall be for the purpose of making the areas available for public enjoyment and education in a manner consistent with the preservation of natural, scenic, cultural, and ecological values for present and future generations.

In addition, this RTMP is consistent with the park unit's classification and general plan and

follows guidelines and policies established in other management and interpretive plans; departmental manuals; local, regional, and statewide plans; sensitive natural and cultural resources documents; deed restrictions; and control agency policies, including:

- Donner Memorial State Park General Plan (2003);
- California State Parks Trails Handbook (2019);
- California State Parks General Planning Handbook (2010);
- Town of Truckee 2025 General Plan (2006);
- Nevada County General Plan (2014); and
- Placer County General Plan (2013).



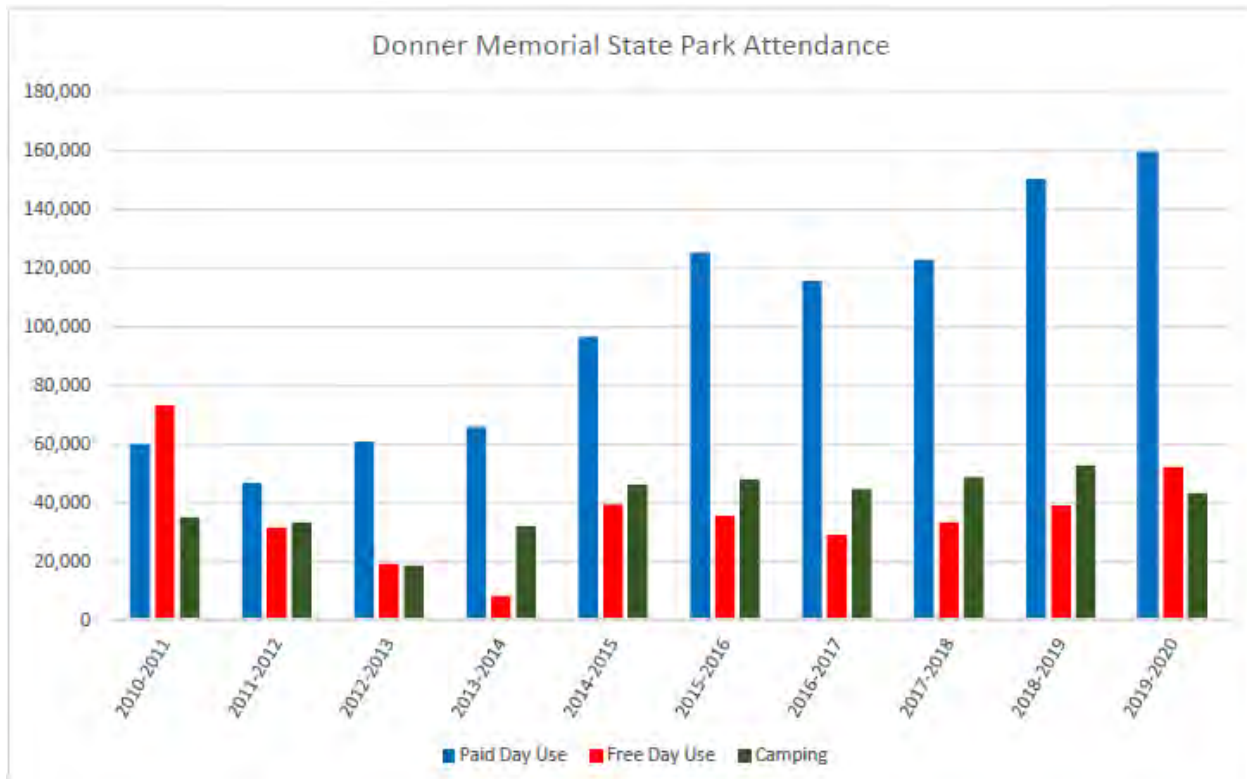
Lakeside Interpretive ADA Trail

Section 3 PARK CONDITIONS

3.1 Park Visitation

Visitor attendance to the park from July 1, 2019, to June 30, 2020, was approximately 255,010 people with 159,608 paid day users, 52,139 free day users, and 43,263

campers (Department's System Statistical Report 2019/20 Fiscal Year). The heaviest recreational use occurs from June through August annually.



3.2 Existing Recreational Resources

DMSP offers both camping and day use opportunities for park visitors. There are 147 campsites in three separate campground loops, equipped with six comfort stations or combination restroom/shower buildings. Seventy-eight picnic sites are spread throughout the park, mostly along the edge of Donner Lake in the day use areas. At the park entrance, a 45-car parking area adjacent to Donner Pass Road serves the Emigrant Trail Museum and Pioneer Monument. DMSP serves different user groups, including hikers, bicyclist, and trail runners/walkers, and

provides a variety of different trail types for each of these groups. In 2015 a new, multi-million dollar visitor center opened, telling the dramatic story of human perseverance, suffering, and loss within the larger context of the great migration of people across the continent. The visitor center also highlights many of the plant and animal communities that have become adapted to the dynamic Sierra Nevada mountain environment.

Popular Park Destinations

Donner Lake

The lake, which is used for both motor and sailing boat recreation, is the focal point for recreation in the area. The park offers kayak rentals and there is a public boat ramp nearby that is operated by the Truckee Donner Recreation & Parks District. Fishing and swimming are also popular recreational activities.

Donner Memorial State Park Visitor Center

The DMSP Visitor Center depicts the history of the area and the people who came into this part of the Sierra, including local Native Americans, the Donner Party, and builders of the transcontinental railroad. Postcards, posters, maps, and books about the human and natural history of the area are for sale at the museum.

Popular Trail Routes

Coldstream Valley

The road through Coldstream Valley follows portions of the original alignment of the Emigrant Trail. Hikers, cyclists, and equestrians can use the Coldstream Valley Road to connect to trails outside the park, including the PCT and the Donner Lake Rim Trail on the north side of Highway 80.

Schallenberger Ridge

Schallenberger Ridge offers hikers magnificent views of Donner Lake and the Donner Pass area.

Lakeside Interpretive Trail This 1.2 mile path hugs the southern shore of Donner Lake and provides 18 trailside exhibits illustrating the history of the Emigrant Trail and the area's

geology and ecology, Washoe culture, and the local recreational opportunities.

Nature Trail

This half-mile meanders by a pine and fir forest to Donner Creek and the site of the Murphy Cabin. An interpretive booklet, available at the museum, explains the flora and fauna in the area. Guided walks are provided by the park during the summer.

Donner Camp Interpretive Trail

This short interpretive trail makes a loop through the meadow where the Donner family camped.

Popular trail routes not listed above as a destination in themselves are listed below. A complete list of park trails and their designated uses is included in Appendix 1. Many of the trails below are popular because they are part of a larger loop or they lead to a visitor or scenic destination.

Popular Trailheads

Summit Canyon Trailhead

Summit Canyon Trailhead is located on Donner Pass Road/Old Highway 40 about one half mile past the intersection with South Shore Drive on the west end of Donner Lake. From the trailhead, miles of hiking and biking opportunities are available. Explore the historic Old Lincoln Highway/Dutch Flat route that settlers pulled wagons across the crest of the Sierra in the early 1900s. You can hike to the Pacific Crest trail or stroll to a Donner Lake overlook. Hike up to the old railroad snow sheds that once served the Union Pacific railroad as it wound its way over the Sierra. The popular climbing destination Black Rock towers above the property and provides a dramatic back drop for the climb towards Donner Summit. There

are good chances to see a variety of different wildlife species that inhabit the property on your trek as well.

Coldstream Valley Trailhead

The Coldstream Valley Trailhead is a heavily used access point into the park that consists of an informal parking area with no amenities. From the trailhead, visitors can access miles of dirt roads and trails through Coldstream Valley and up to Schallenberger Ridge where dramatic views of Donner Lake and the mountains to the south can be enjoyed. The trailhead also provides connections to regional trail systems including the Pacific Crest Trail and the Donner Lake Rim Trail, which is currently under development. Popular attractions from this trailhead include Cold Creek where you can swim and fish, and the old gravel mining ponds that provide opportunities for

wildlife viewing. The main east to west Union Pacific Railroad line traverses the valley, and visitors can watch trains as they make the climb over the summit. Adventurers can trek the remnants of the Old Immigrant Trail that led settlers, including the well-known Donner Party, over the Sierra Nevada crest in search of gold in the foothills to the west.

Visitor Center Trailhead

The visitor center parking lot provides direct access for two ADA accessible trails. Lakeside Interpretive Trail, which leads to the popular China Cove Day-use area along the eastern shore of Donner Lake, is accessed on the west side of the Donner Museum. The Donner Museum Trail (Aka Nature Trail) starts from the east end of the Visitor Center entrance just past the Pioneer Monument. This trail follows Donner Creek past the campground and then loops back around to the historic Breen Cabin site and then back to the visitor center.



Coldstream Valley Trailhead

3.3 Adjacent Recreational Opportunities and Connections

Regional Trails

A number of existing and conceptual trail corridors pass near the park and provide opportunities for connections to trails across the state.

Donner Lake Rim Trail

Once it is completed, this 22-mile loop will extend through the eastern side of Donner Memorial State Park, up the mouth of Coldstream Valley, and onto Schallenberger Ridge. It will connect with the Pacific Crest Trail at Donner Summit, cross I-80 on the PCT alignment, and continue east along ridges on the north side of the freeway to the I-80 Donner Pass Road overcrossing next to the park, and back into the park.

Pacific Crest Trail

This existing National Scenic Trail extends from the Mexican border in the south to the Canadian border in the north. It runs just west of the park and is accessible from the park via the Emigrant Trail and the Summit Canyon Trailhead.

American Discovery Trail

This trail is actually a system of recreational trails and roads that stretch from the Delmarva Peninsula on the Atlantic Ocean to Point Reyes National Park on the Pacific Ocean. Portions of it are also known as the Western States Trail. It runs just south of the park and is accessible from the park via the Donner Lake Rim Trail.

Cross-California Ecological Corridor (Across-California Trail)

The brain child of hiking enthusiast and environmental activist, John Olmstead, the Across California Trail will stretch over 300 miles from Mendocino to Lake Tahoe when

complete, traversing California's distinct ecological areas. The alignment will likely use existing trails, such as the American Discovery Trail, where feasible, and will likely pass near or through DMSP.

Local Recreational Opportunities

A number of private entities and public agencies manage lands for public recreation near or adjacent to DMSP.

U.S. Forest Service

Tahoe National Forest includes parcels located near DMSP. Hiking, camping, and off-highway vehicle recreation are the most popular summer time activities.

Snowmobiling, snow shoeing, and cross country skiing are popular activities during the winter. A number of ski resorts are also located nearby.

Truckee-Donner Recreation and Park District

The Town of Truckee owns and operates Shoreline Park and West End Beach on Donner Lake as well as the Donner Lake Boat Launch Facility and the Donner Lake Public Piers. These facilities primarily provide access to aquatic recreation opportunities.

Tahoe-Donner

Tahoe Donner is one of America's largest homeowner's associations located on over 7,300 acres immediately north of Donner Lake. Tahoe Donner has over 60 miles of trails and fire service roads, covering approximately 3,474 acres. However, access is limited to home owners and their guests.

Truckee Donner Land Trust

The Truckee Donner Land Trust is a not-for-profit organization that has purchased land around Donner Lake for the purposes of

conservation and recreation. The Trust builds and maintains trails in partnership with government agencies, including the Donner Lake Rim Trail, both on Trust property and on local public lands.

3.4 Natural Resources

DMSP sits in a deep, glacier-formed valley, surrounded by the peaks of the Sierra Nevada. The park extends west along the southern half of Donner Lake and south up Coldstream Valley to Schallenberger Ridge. Vegetation is primarily mixed conifer forest with interspersed riparian, shrub, and meadow habitats. In the mid-1900s gravel and sand was extensively quarried for construction of Interstate 80, which left a number of open water ponds that provide unique habitat and recreational opportunities in what is now DMSP. Typical vegetation communities feature coniferous forests and woodlands characteristic of the mid-elevation Sierra Nevada, as well as a mosaic of meadow types, typically found in low-lying sites with relatively poorly drained soils.

3.5 Cultural Resources

Cultural resources include tribal sites and prehistoric artifacts representing Early Archaic, Middle Archaic, and Late Archaic occupations from over 5,000 years ago, as well as features associated with the Donner party from 1846-47, which have been added to lists of California and National Historic Landmarks. Nearly all of the emigrants to California between 1844 and 1925 passed through or near what is now DMSP. Segments of the California Emigrant Trail are still accessible within the park.

A complete discussion of the natural and cultural history of the park, including climatology, air quality, geology, topography,

hydrology, soils, vegetation, and animal life, is included in the park's general plan.

3.5 General Plan

The RTMP is intended to be a sub-component of a park's general plan, addressing the specific transportation management issues of the unit within the context of the plan's goals and objectives. The 2003 DMSP General Plan called for the development of a RTMP to guide "the location, distance, use, and maintenance of existing and future roads and trails," and provided the following guidelines:

(1) The Roads and Trails Management Plan should make recommendations that increase visitors' enjoyment and safety when exploring the park.

- To serve park destinations and attractions, create a circulation system that does not create traffic conflicts. Consider the development of multi-use and single purpose trails and create separate travelways where necessary to improve safety and minimize traffic conflicts.
- Evaluate signs on roads and trails within the park to determine if they are adequate to announce, orient, and focus visitors arriving and moving through the park. Make changes where necessary to create continuity of siting and design, concentrating visitors' attention on the park identity, destinations, and attractions, and to provide appropriate warnings of potential hazards (e.g., pedestrian or bicycle crossing points) and opportunities for disabled visitors. Use Department sign standards for materials and content.
- Provide more loop trails, staging areas, and backcountry trail experiences as a high priority for each of the park's trail user groups, including equestrians, mountain bicycle users, and visitors with disabilities.

- Evaluate the current backcountry roads to determine future needs:

- Roads to be retained in order to provide critical safety and fire response;
- Access for resource management projects such as vegetation inventory and assessments, restoration of habitat, wildlife species monitoring, and prescription fire preparations and management;
- Roads to be converted to trails to provide essential linkages in the trail system; and
- Roads to be removed to lessen the impact on the natural or cultural resources.

(2) Consider expansion of park road and trail linkages with surrounding lands.

- Evaluate and propose a backcountry trail system that provides longer hikes with connection to U.S. Forest Service lands and trails, the Donner Lake Rim Trail, the Pacific Crest Trail, trails in the Town of Truckee and within its Trail Plan, and others, and to accommodate overnight camping opportunities.
- Assess the possibilities of developing connections from the park's trail system to surrounding trails through acquisitions by willing sellers or easements.

(3) Ensure a high level of protection for the park's resources.

- In the Roads and Trails Plan, emphasis should be placed on creating opportunities for visitors to enjoy the park's diverse topography, biotic communities, scenic views, and cultural attractions with minimal or no impact to the park's natural or cultural resources. Avoid loss of trees and impacts to important habitats and soil stability in all significant ecosystems within the park.

- Evaluate the suitability of using the historic Emigrant Trail for future trail use and/or an interpretive trail experience.

(4) Establish design and maintenance criteria for new and existing roads and trails in the park.

- Establish criteria and characteristics for appropriate road and trail design to guide future road-to-trail conversions and new road and trail construction and maintenance.



Bald eagle (*Haliaeetus leucocephalus*)

Section 4 DESIGNATIONS AND CLASSIFICATIONS

The following is a summary of guidelines pertaining to the planning, design, layout, and maintenance of roads and trails in the state park system.

4.1 Road and Trail Designations

As part of this planning effort, existing roads and trails and their uses were identified in a geographic information system (GIS) database. Roads and trails were identified using the best available information from topographic and road and trail maps, existing GIS data, global positioning system data, aerial photography, light detection and ranging technology, ground surveys, staff institutional knowledge, and records searches. This information was used to develop a base map that included all system and non-system roads and trails.

All roads and trails were identified as either a “system” or “non-system” route. If the alignment was a system route, then the route was further designated as either a “road” or “trail.” System roads and trails are included in the park’s facilities inventory. “Non-system” routes (e.g. user-created or volunteer trails) or routes maintained by another agency or landowner are not recognized as owned or maintained by the Department.

System routes and most non-system routes were assigned a unique name followed by a number for each segment of the route. Routes are typically segmented at intersections with other routes and trailheads. As an example, Nature Trail-1 identifies the first segment of the Nature Trail.

“Non-system roads” are located on state park property, but operated or maintained by other agencies or landowners, such as private roads, local roads, county roads, and highways. Management and maintenance of these roads may be determined by an easement and legal agreement with the outside agency. “Non-system trails” occur in most parks and can be (1) routes maintained by another agency under a legal agreement, (2) unsanctioned, user created trails, or (3) remnants from historic uses. Non-system routes are not maintained by the park and are not recognized as part of the park’s trails system. Non-system routes at DMSP were identified and recommended for removal.

If the route currently accommodates street-legal vehicles or was initially constructed to allow street-legal vehicle access, then it is designated a “road.” From here forward the term “vehicle” refers to street legal vehicles and not vehicles specifically designed for off road use only. Roads include routes that were initially constructed as roads and topographically display a road prism profile, but may no longer accommodate vehicles due to erosion, vegetation growth, physical barriers, or use designation. Roads may have trail uses such as hiking, biking, or horseback riding, in addition to vehicle use. Old roads may be difficult to detect due to vegetation or geological movement. At first observation, a route may look like a trail (e.g. single-track, three feet wide), but is actually located in the middle of a twelve-foot-wide road prism profile.

Trails on road beds that are no longer passable by vehicles are considered a road in the sub-category of “Trail on Roadbed.” This sub-categorization is useful to track the location and condition of old or abandoned roads. This information can then be used to determine if the route should be maintained as a road, converted to a trail, or removed. Work to remove or maintain this type of road requires heavy equipment, not hand labor typically associated with the removal or maintenance of trails.

The route is a “trail” if it was not initially constructed to allow street-legal vehicle access and currently does not accommodate street-legal vehicles. Unconstructed, informal routes of travel that accommodate recreational and/or vehicle uses may be designated as “routes.” Routes include river and stream gravel bars utilized as roads, paths across beaches or through sand dunes, or peak ascent paths in authorized climbing areas. They are often inherited from past land use practices. In some situations, they are designated by staff as the most appropriate place to put roads and trails in dynamic and/or sensitive environments.

4.2 Designated Uses

All trails in California’s state parks allow for pedestrian use, although pedestrian access may not be considered the primary use. Once the route is designated as a road or trail, the type of use is assigned. All roads and trails are assigned one of the following uses:

- Hike only
- Hike and bike
- Hike and horse
- Hike, bike, and horse (“multi-use”)
- None/Controlled Access (e.g. residence areas, administrative facilities)
- Road with Bike Lane

A trail designated for hiking only has a much different design than roads and trails designated for bikes or horses. For example, sight distances, abrupt grade changes, turning radii, and linear grades are much more flexible with pedestrian trails than for other types of trails and roads.

A “multi-use” trail is one that allows two or more uses in addition to pedestrian. Thus, a bike trail, which by default allows for pedestrian use, is not considered “multi-use,” but a bike and horse trail is considered “multi-use.” A multi-use trail designation dictates the most sustainable and least resource-damaging design, which is blended from both horse and bike trail standards.

4.3 Classification of Trails

Once identified, trails are further classified based on intensity of use and location within the park. Classifying trails allows a manager to objectively assign design standards and work priorities that are consistent with the primary function of the trail, environmental sensitivity of the habitat, relationship to developed facilities, and visitor use. Class I trails require the highest trail construction and maintenance standards. The standards for Classes II, III and IV diminish consecutively. The selection of trails to receive maintenance and rehabilitation is also influenced by their classification. Assuming visitor safety, resource protection, and trail investment concerns are equal; those trails with the highest classifications (“Class I” being the highest) will receive the highest maintenance and rehabilitation priority.

Class I - Includes ADA accessible, bicycle, equestrian, interpretive, and hiking trails within close proximity to developed facilities. Gravel, turnpikes, puncheons or other drainage structures are required for resource protection and visitor safety in areas of trail trenching, trampling, multiple trails, or saturated trail beds.

- **Class II** - Includes hiking, bicycle, and equestrian trails that lead away from developed facilities. Primarily native materials are used for trail tread.
- **Class III** - Includes lightly used hiking trails. Native materials are used for trail tread.
- **Class IV** - Includes special use and access trails. The minimal trail tread necessary to provide safe footing is used.



Donner Visitor Center and Museum

Section 5 BEST MANAGEMENT PRACTICES

This section provides a summary of the best management practices used by the Department to plan, design, construct, and maintain sustainable roads and trails within the state park system. Additional and more detailed information can be found in the Department's Project Implementation and Best Management Practices, 2009, and the Department's Trails Handbook, 2019. This section is meant to supplement but not replace potential avoidance, minimization, and mitigation measures located in the environmental document for this plan.

General road and trail design and layout practices include:

- Establish trail user type(s) and identify appropriate design standards.
- Maintain system connectivity and circulation patterns.
- Provide for long-lasting, low-maintenance, and low-erosion (i.e., "sustainable") roads and trails.
- Minimize disruption or alteration of the natural hydraulic flow of the landform.
- Avoid, minimize, or mitigate significant impacts to natural and cultural resources.
- Use inherent aesthetic resources to enhance new trail alignments.
- Design roads and trails so that they meet the needs of the intended user group(s).
- Use standard Departmental project requirements as described in the plan's environmental document.

5.1 Sustainability

A "sustainable" road or trail has been designed, constructed, or re-constructed such that it:

- Does not adversely impact natural and cultural resources;

- Can withstand the impacts of the intended user groups;
- Meets the needs of the intended user to a degree that the user does not deviate from the established road or trail alignment; and
- Survives the natural elements while receiving only routine cyclical maintenance.

To design, construct, and maintain sustainable roads and trails requires a thorough understanding of the landform that the road or trail is or will be traversing. It also requires an understanding of the user groups being served, and the needs and design standards that are specific to each user group. Combining this information with high-quality construction materials, results in a sustainable road or trail. Roads or trails that do not meet the definition of sustainable but are considered integral to park operations may be constructed with specific trail structures added to help address the problems that lead to the lack of sustainability.

5.2 Resource Considerations

Roads and trails can be considered as park facilities similar to restrooms, campsites, and parking lots. They are developed to provide access to some of the natural and cultural resources of a park and to enhance the visitor's enjoyment of those resources. Roads and trails are not developed to provide access to all cultural resources since many are sensitive and not suitable for visitors. The resources of a park should live in harmony with its facilities and decisions regarding design, layout, and construction of roads and trails should be balanced with what is best for the park's resources. No road or trail shall compromise the integrity of park resources.

If a road or trail cannot be constructed without significantly impacting resources, or if it becomes too costly to construct or maintain a road or trail to avoid impacts to resources, an alternative corridor should be considered or the need for the trail should be reassessed.

5.3 Maintenance Activities

A thorough maintenance program will prevent deferred maintenance problems and reconstruction projects. Maintenance activities can be broken into three types:

1. Annual/Cyclical – Includes drainage maintenance, vegetation clearing, tread maintenance, and brushing performed on a re-occurring basis. Typically, annual trail maintenance tasks require minimal supervision and can be conducted by maintenance staff, a conservation corps, or volunteer crews. Typically, cyclical maintenance is planned for the average life span of a facility. However, weather, vandalism, and other unpredictable events can greatly affect the life span and periodic trail inspections are necessary to keep staff abreast of current conditions.
2. Pro-rated/Deferred – Includes construction, re-construction, re-engineering, and restoration activities performed on a periodic basis and necessary to address road and trail infrastructure deterioration due to age and/or improper initial design.
3. Incident-Related/One-time Repair – Includes construction, re-construction, re-engineering, and restoration activities performed on a project basis to address road and trail infrastructure damaged caused by natural or man-made events such a major storm, wildfire, or vandalism.

5.4 Monitoring

A comprehensive monitoring program is suggested for all roads and trails and required for some road and trail projects. The purpose of a monitoring program is to evaluate the effectiveness of the project and to adapt management of a project to improve its success over time. In addition, monitoring provides valuable data that can be used to improve the success of future road and trail projects, as well as further assess problem areas. Monitoring protocols are described in the Department’s Field Guide for Road and Trail Assessment and the Official Manual for Road and Trail Assessment.

5.5 Prioritization Matrix

Usually there are more trail project proposals than there are funds and time to complete them and the project selection process can be contentious. Setting maintenance priorities facilitates allocation of limited resources and provides a focus for fund raising efforts and volunteer work. To make the prioritization of trail projects less subjective, trail projects should be categorized based on the trail’s deficiencies and opportunities as well as rating.

To determine the priority of trail projects, trail deficiencies, opportunities, and their associated criteria are assigned a point value. A range of points for each criterion enables staff to determine a score that corresponds with the relative necessity of the improvement. A higher score indicates more deficiencies or opportunities for the trail.

For example, a trail with exposed rocks in the trail tread that could cause someone to trip may receive a rating of two, whereas a trail with a rotted safety railing on a bridge suspended 40 feet above a stream channel

may receive a rating of ten due to its significantly higher potential for creating a health and safety problem. A new trail that provides improved access to a view point may receive a rating of two, whereas a new trail that provides improved access to a view point and creates an important link to other trails may receive a rating of three due to the greater opportunity for recreational benefits.

The range of points for each criterion should allow more points to be awarded for those projects that are essential to the mission of the Department. Stakeholder and public input

should be considered in the assignment of point values. Thus, projects that ensure visitor safety, resource protection, or protection of the facility itself may take priority over projects that provide a visitor convenience or provide additional recreational opportunities.

Potential projects can be listed and assigned points for each of the project criterion. Those points can then be totaled and projects ranked from high to low with the highest priority projects receiving the most points.

Project Criteria	Point Rating Example	Example
Visitor Safety	1-10 points	Trail conditions that represent a threat to the safety of park visitors, usually severe enough to warrant barricades, warning signs, or temporary to permanent trail closures.
Resource Protection	1-10 points	Trail conditions that represent a threat to the park's natural or cultural resources, usually severe enough that critical resources are being damaged.
Preservation of Investment	1-7 points	Trail structure conditions that, if not repaired, will result in total loss of the structure.
Visitor Convenience	1-5 points	Trail conditions that make it uncomfortable to use the trail such as overgrown brush or desired improvements to an existing trail such as change-in-use
New Trail Construction	1-3 points	The development of an entirely new trail.

The following charts list the priority and frequency of annual trail maintenance and pro-rated and incident related maintenance.

ANNUAL TRAIL MAINTENANCE	PRIORITY	EXAMPLE MAINTENANCE OCCURRENCE
Emergency drainage	1	Major Water Runoff
Structure repair	2	Annual
Drainage repair	3	Annual
Clearing	4	Annual
Tread repair	5	Annual
Brushing	6	Annual

PRO-RATED OR INCIDENT-RELATED TRAIL MAINTENANCE	PRIORITY	EXAMPLE REPLACEMENTS
Structure construction/re-construction <ul style="list-style-type: none"> - Bridges - Puncheon - Steps - Retaining walls 	1	As Needed 8-15 years 8-15 years 10% of total yearly As Needed
Drainage facility construction/re-Construction	2	As Needed
Trip rehabilitation (Brushing, slough and berm removal, and reshaping the trail tread)	3	Every 5 years
Turnpike construction/re-construction	4	Every 10 years
Trail reroute	5	As Needed

5.6 Reconstruction

“Reconstruction” is construction work on an existing road or trail to bring it back to its original design. Reconstruction can be used to re-establish trail sustainability if the original design was sustainable, or to re-establish an “unsustainable but

maintainable” trail. Trail reconstruction also may reshape the backslope of the trail, remove the berm, scarify the tread, and restore tread elevations and drainage structures. Typically, work of this scope also involves repair or reconstruction of other trail structures, such as switchbacks,

climbing turns, retaining walls, steps, bridges, and puncheons.

5.7 Re-engineering/Redesign

The term “redesign” can be used interchangeably with the term “re-engineer.” In cases where a trail was improperly aligned or improper design techniques were used, reengineering/redesign techniques can be used to improve trail sustainability. Reengineering/redesign can also be implemented to create an “unsustainable but maintainable” trail when political, cultural, or environmental issues require retaining a sub-standard alignment.

Reengineering/redesign can include minor re-routes within the original trail corridor; curvilinear layout techniques to reduce the linear grade and improve drainage by lengthening the trail, installation of drainage structures; and reducing linear grades through cut-and-fill techniques.

5.8 Road-to-Trail Conversion

Road-to-trail conversion is a re-engineering technique used for transforming an existing road, originally constructed for vehicles or currently used by vehicles, into a recreational trail. Similar to road removal, road-to-trail conversion involves excavating road fill from the embankment and placing it against the cutbank to match the slope above. A four- to six- foot wide portion of the original road bench must be retained to serve as the new trail tread.

5.9 Removal

Road and trail removal and site restoration should correct damage or disturbance to natural and cultural resources created by road and trail construction, maintenance,

and/or visitor use. When a trail or section of trail is abandoned, steps should immediately be taken to restore the habitat. Typically, the reroute or replacement trail is constructed before the old trail is removed and the site rehabilitated.

During site restoration, the cut bank and bench are de-compacted and the soil aerated to promote re-vegetation of the trail bench and bonding of imported soil, if necessary. Soil from the fillslope is excavated and placed against the cut bank to restore the natural slope or contour and facilitate natural sheet flow drainage. Once the trail bench is re-contoured and gullies are stabilized, vegetation is re-established through management of existing native seed banks, or active transplanting of native species.

5.10 Reroute

A trail should be “rerouted” outside of its original corridor when the current corridor is determined to be unsustainable. A reroute can be used to by-pass environmentally or culturally sensitive areas, provide a sustainable grade, expand trail width, or improve system connections.



Section 6 THE PLAN

This RTMP includes system-wide and area-specific recommendations. These recommendations shall be implemented in accordance with the Department's Best Management Practices as outlined in Section 5 above to minimize and avoid impacts to resources as well as ensure road and trail sustainability. Standard Project Requirements as outlined in the RTMP's environmental document will also be required if Best Management Practices are insufficient to minimize and avoid impacts to resources and ensure road and trail sustainability. The intent of the RTMP is not necessarily to build all recommendations presented, but to provide options that have been vetted for design and resource feasibility at a planning level to help guide future park management decisions. Recommendation implementation will be dictated by park priorities and funding availability. Additional mitigation measures may also result from subsequent environmental review during specific project implementation.

6.1 Parkwide Recommendations

- Old administrative and forestry roads that are no longer needed shall be removed and the area rehabilitated as necessary for sustainability. These roads have been identified in the following recommendation maps. Non-system roads determined to be necessary for legal access will not be removed.
- Administrative and service roads that are not open for public vehicular use will be gated. On these roads, public use will be limited to approved trail uses. These roads have been identified in Section 6.2, Area-Specific Recommendations and Maps.
- All new trails and alterations to existing trails shall follow the Department's Accessibilities Guidelines and the federal accessibility guidelines for outdoor developed areas.
- Within park boundaries, every non-system trail shall be removed and rehabilitated, unless otherwise specified in the RTMP.
- Every system road and trail shall be on a park maintenance plan and receive cyclical and pro-rated maintenance. See Appendix 2, Maintenance Recommendations Matrix, for the specific maintenance needs of each trail segment.
- Service roads shall be a maximum of 12 feet wide and limited to what is needed for public safety, maintenance, or utility access.
- Trail width shall be limited to that required for the type of use and classification of the specific trail. Trail layout, design, and maintenance shall follow the DPR's Trails Handbook.
- Adequate staffing shall be provided to properly maintain, plan, budget, design, and construct the unit's roads and trails system.
- Roads and trails shall be designed, constructed, re-engineered, re-constructed, or rerouted to improve sustainability and drainage, prevent erosion, reduce future maintenance needs, and avoid adverse impacts to natural and cultural resources.
- Roads and trails shall provide public access to the park's most popular features.
- Roads and trails shall not fragment large areas of open space or viewsheds. The overall aesthetic quality of the park, including human sounds carried from one road or trail to another, should be a primary consideration of road and trail design and management.

-
- Loops and connections to regional trail systems are preferred, to give users more choices for the length and duration, as well as a greater diversity of terrain and experiences.
 - For route connections and directional and interpretive signage, coordinate with regional, state, and national trail systems, such as the Donner Lake Rim Trail and the Overland Immigrant Trail, as well as organizations recognized under the California Recreational Trails Plan and private property owners.
 - Connections to parking areas and pedestrian access points shall be provided and/or improved.
 - Multi-use trails shall be considered in accordance with the Department's Trails Policy.
 - Improve road and trail signage to better facilitate way-finding and interpretive opportunities.
 - On a project basis, re-engineer all drainage and watercourse crossings. Implementation shall address the most significantly affected locations first.
 - Consider acquisition of land and/or easements to support local, regional, state, and national trail connections.
 - Improve data collection regarding trail use and visitation to the park.
 - Develop new technologies to improve public access and information.
 - Improve interpretive, regulatory, and way finding signage as resources allow.
 - Volunteers from organizations such as the Truckee Donner Land Trust have been critical partners in the development and maintenance of the park's trails. Continue to work with these organizations to develop volunteer resources.

6.2 Area-Specific Recommendations and Maps

Four areas of the park were identified for area-specific recommendations. Each area has unique recommendations and accompanying maps. Additional maps are also available in Appendix 3.

- Campground and Visitor Center
- Lower Coldstream Valley
- Upper Coldstream Valley, Lakeview Canyon, and Schallenberger Ridge
- Summit Canyon
- Work with utility companies and Union Pacific Railroad to determine which road easements are still relevant, establish maintenance requirements and responsibilities, and identify roads for potential decommissioning.

Existing Roads and Trails Maps

These maps show existing road and trail conditions at the time of planning and include:

- System paved and non-paved roads and their designated uses. Non-paved roads are divided into segments and identified with a unique segment identification number.
- Non-system roads owned and operated by other agencies.
- System trails and their designated uses. These trails are divided into segments and identified with a unique segment identification number.
- Non-system trails.
- Mileage total per area for each designated use.

Maintenance and Planning Recommendations Maps

These maps show the recommended maintenance for existing roads and trails, including the following:

- **Reconstruction:** Rebuild existing roads and trails to return them to the original design. These trails typically can be sustainable if annual or cyclical maintenance occurs.
- **Re-engineering:** Apply new or additional structures, design techniques, or modifications to an existing road or trail corridor to improve sustainability.
- **Rerouting:** New sustainable road or trail sections that originate from and return to an existing road or trail. The abandoned, unsustainable section of trail is removed and the site is rehabilitated.
- **Annual or Cyclical Maintenance:** Routine periodic maintenance of existing roads and trails, including brushing, logging out, slough and berm removal, and drainage maintenance. By default, roads and trails that are not designated for reconstruction, re-engineering, or rerouting fall into this category.
- **Road-to-Trail Conversion:** Re-engineer to transform an existing road into a recreational trail. Similar to road removal,

road fill is excavated from the embankment and placed against the cutbank to match the slope above. A four- to six- foot wide portion of the original road bench serves as the new trail tread.

These maps also show recommendations for roads, trails, and associated infrastructure including:

- New trails or routes that extend or reroute existing trails to a new destination.
- Access for administration or easements along exiting roads and trails.
- Improvements to existing trailheads or new trailhead locations.
- Resource protection related to road and trail use.
- Removal of existing road or trail routes.
- Road and trail safety improvements.
- Public or administrative road and trail access improvements.
- Interpretative improvements along roads and trails.
- Change-in-use designations.



Donner Lake

Campground and Visitor Center Area Recommendations

CG #1, DOG BEACH WAY TRAILS

Issue: Numerous volunteer, "non-system" trails throughout this area that impact park resources.

Recommendation: Consolidate trails into one that is built to Department standards. Remove and rehabilitate all other alignments.

CG #2, POND TRAILS

Issue: Numerous non-system routes throughout this area that are unsustainable and impact park resources.

Recommendation: Consolidate trails into one loop trail built to Department standards and designate for hike and bike. Remove and rehabilitate the habitat of all other alignments.

CG #3, NEW TRAILHEAD AT COLDSTREAM VALLEY RD ENTRANCE

Issue: Popular access point with no trailhead facilities and insufficient parking, particularly for horse trailers.

Recommendation: Develop trailhead with appropriate amenities including a primitive parking area to accommodate designated trail uses.

CG #4, VOLUNTEER TRAIL OFF COLDSTREAM

Issue: Heavily used non-system but sustainable trail that provides access to Coldstream Valley.

Recommendation: Incorporate into the trail system and name it the Coldstream Valley Connector. Designate it hike and bike.

CG #5, SPLITROCK TRAIL

Issue: Trail necessary for connections between China Cove, Campgrounds, and Ponds Area but current route uses a non-system trail with sustainability issues.

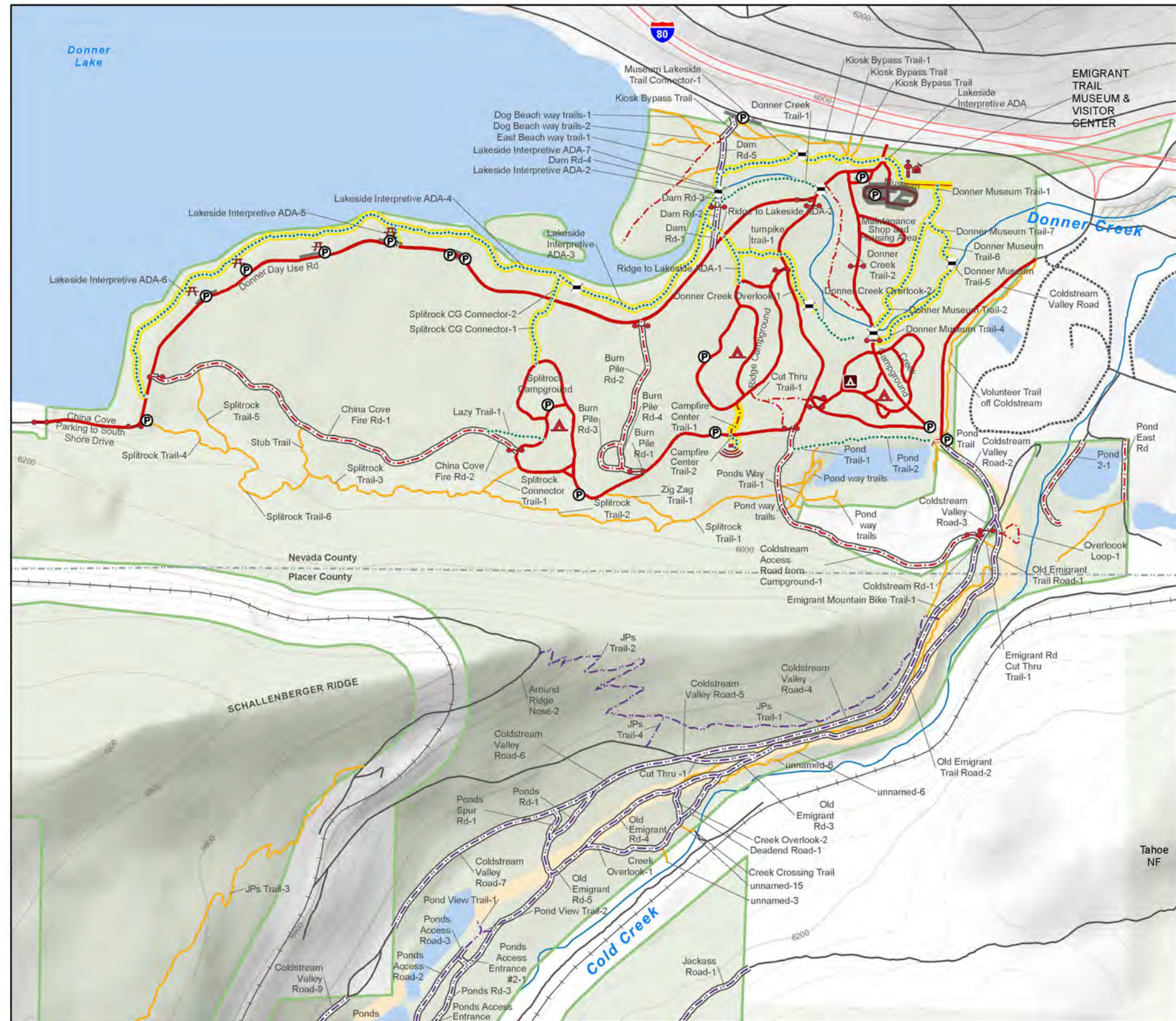
Recommendation: Reconstruct/Reengineer for sustainability and incorporate as a designated hike/bike system route.

CG #6, ENTRANCE STATION PATHWAY ACCESSIBILITY

Issue: Visitors with disabilities have to use the heavily traffic park entrance road when traveling from the closest ADA accessible parking space to the entrance kiosk and the Lakeside Interpretive Trail.

Recommendation: Reconfigure parking and pathways to provide safe, ADA accessible designated pathways that avoid use of the park entrance road.

Map: Campground and Visitor Center Area Existing Roads and Trails



Existing Roads and Trails

CAMPGROUND AND VISITOR CENTER AREA

Current Road & Trail Network by Category and Use Designation

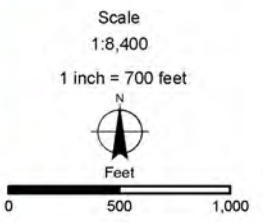
- State Park Trail, Hike
- State Park Trail, Hike and Bike
- State Park Trail, Hike, Bike and Horse
- State Park Rd, Hike and Bike
- State Park Rd, Hike, Bike and Horse
- Paved Park Trails
- Paved Park Roads
- Non-system Route
- Accessible Trails
- Old Overland Emigrant Trail Corridor

Inventoried routes are labeled with Segment-ID, a unique identifier composed of route name followed by sequence number. Segments are defined as being between junctions, or change in construction type.

Reference Features

- Museum/Visitor center
- Picnic Areas
- Hike/Bike-in Campground
- Developed Campground
- Parking Lot
- Bridge
- Campfire Center
- Gate
- Park Property
- Highways
- Local Road
- Other Agency Trail
- Railroads
- Other Public Lands
- Restricted Access on Other Public Lands

Map Page Location

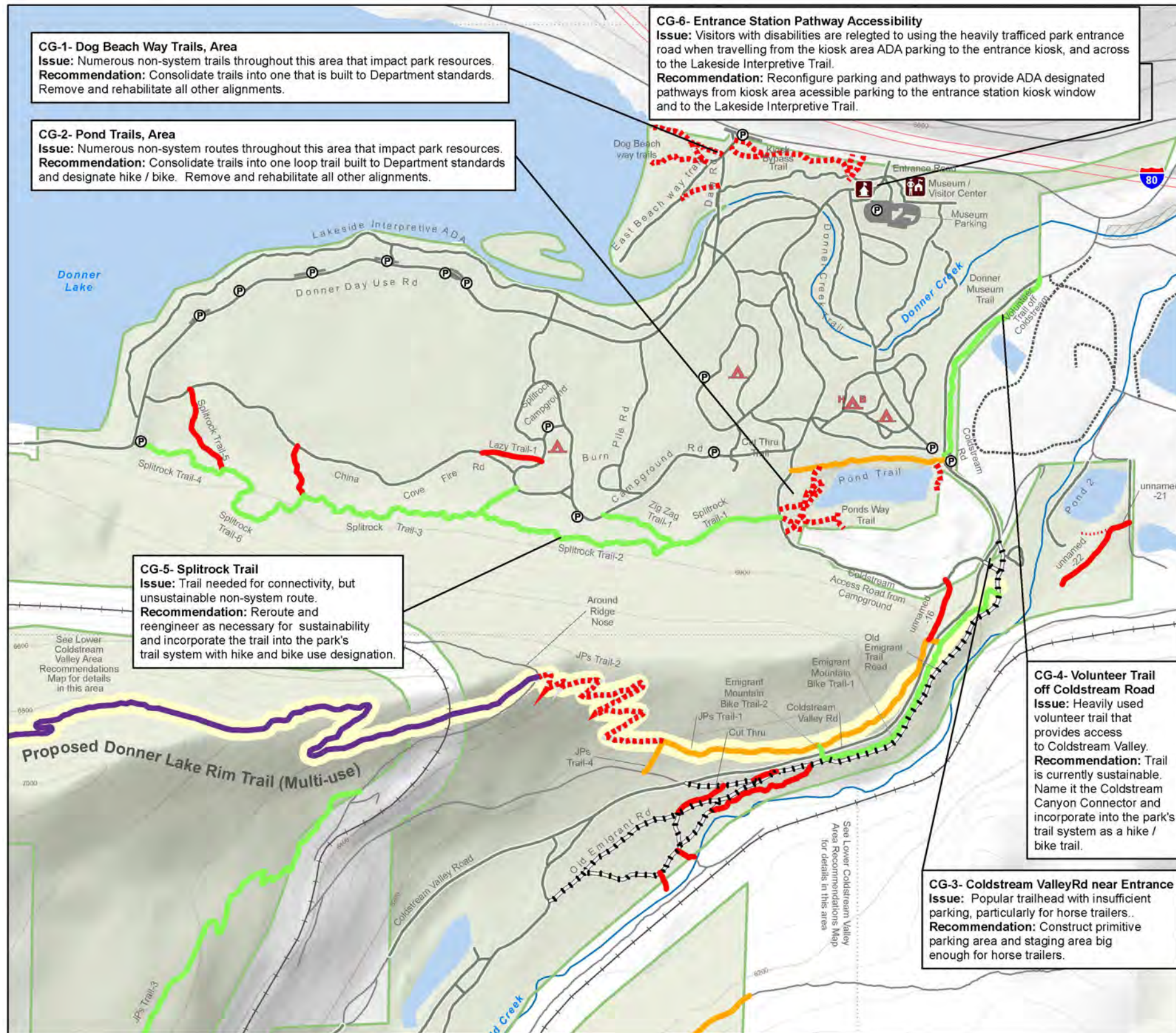


Donner Memorial State Park Road and Trail Inventory and Assessment

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

CALIFORNIA STATE PARKS SIERRA DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES	Date: 9/30/2020	
	Sources: Calif. Dept. of Parks & Recreation Other Public Lands GreenInfo, Inc.	

Map: Campground and Visitor Center Area Plan Recommendations



Plan Recommendations

CAMPGROUND AND VISITOR CENTER AREA

Maintenance Recommendations

- Remove
- - - - Reconstruct / Re-engineer and Reroute
- Maintain, Reconstruct/Re-engineer
- Other
- Maintain
- · · · Abandon

Planning Recommendations

- Conceptual Donner Lake Rim Trail Corridor
- Proposed New Multi-use Trail Construction
- Convert from Non-system to System Route
- Change to Gated Service Rd - Non-motorized Recreation

Legend:

- Donner Memorial State Park Boundary
- Other Public Lands Restricted Access
- Museum/Visitor center
- Other Public Lands
- Contact station/Kiosk
- Local Road
- Developed Camp Area
- Non-system Route
- Hike / Bike Camp Area
- Other Agency Trail
- Parking
- Highway
- Railroads

Map Page Location

Scale
1:8,400

1 inch = 700 feet

**Donner Memorial State Park
Road and Trail Management Plan**

NOTES:
 Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

**CALIF STATE PARKS
SIERRA DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES**

Date: 10/6/2020

Sources:
Calif. Dept. of Parks & Recreation,
Other Public Lands:
GreenInfo, Inc.

Lower Coldstream Valley Area Recommendations

LC #1- Donner Lake Rim Trail

Issue: Desire to support development of the regional Donner Lake Rim Trail through the park.

Recommendation: Work with the County of Placer and Truckee-Donner Land Trust to identify and develop an appropriate corridor through the park that will connect to the Donner Lake Rim Trail and will replicate the experience of walking the historic Overland Emigrant Trail. Tie in with Bull Nose Ridge Road, which is to be converted from road-to-trail.

LC #2 - Yogi Bear 1,2,3,4, and 6

Issue: This popular non-system trail is desired for connectivity but has an unsustainable alignment.

Recommendation: Reroute, reconstruct, and re-engineer as necessary for sustainability. Designate hike and bike and incorporate into the trail system.

LC #3- JP's Trail Extension

Issue: Improve visitor experience, improve safety, and provide additional trail loop opportunities.

Recommendation: Work with the USFS to reroute JP's Trail on USFS land to connect JP's Trail-3 to Hewlett.

LC #4- JP's Trail

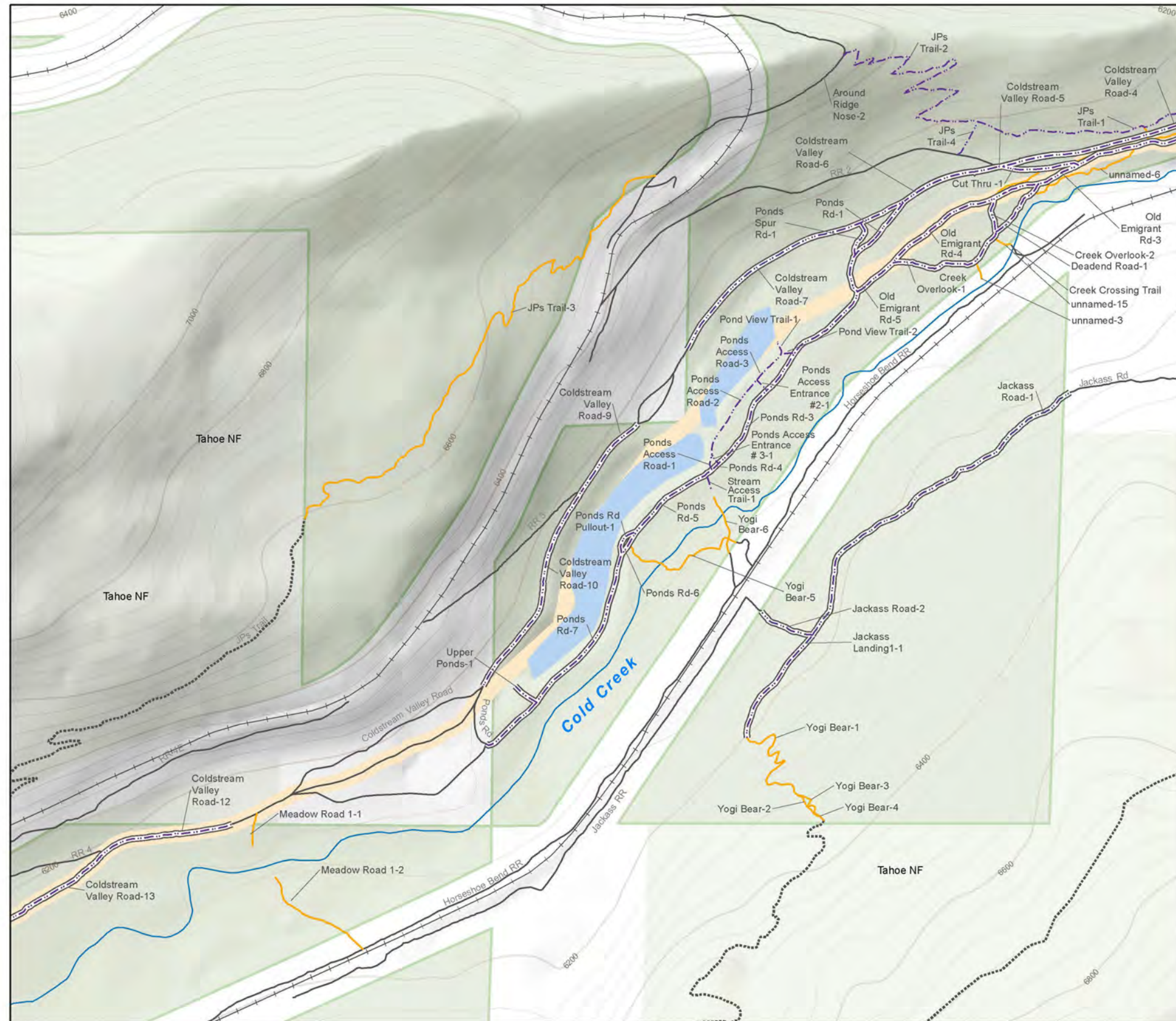
Issue: This popular non-system trail is desired for connectivity but has an unsustainable alignment.

Recommendation: Reroute and reengineer as necessary for sustainability. Designate hike and bike and incorporate into the trail system.



Coldstream Valley Road

Map: Lower Coldstream Valley Existing Roads and Trails



Existing Roads and Trails

LOWER COLDSTREAM VALLEY AREA

Current Road & Trail Network by Category and Use Designation

- State Park Trail, Hike, Bike and Horse
- State Park Rd, Hike, Bike and Horse
- Non-system Route
- Old Overland Emigrant Trail Corridor

Inventoried routes are labeled with Segment-ID, a unique identifier composed of route name followed by sequence number. Segments are defined as being between junctions, or change in construction type.

Reference Features

- Park Property
- Local Road
- Other Agency Trail
- Other Public Lands
- Railroads

Map Page Location

Scale
1:7,800
1 inch = 650 feet

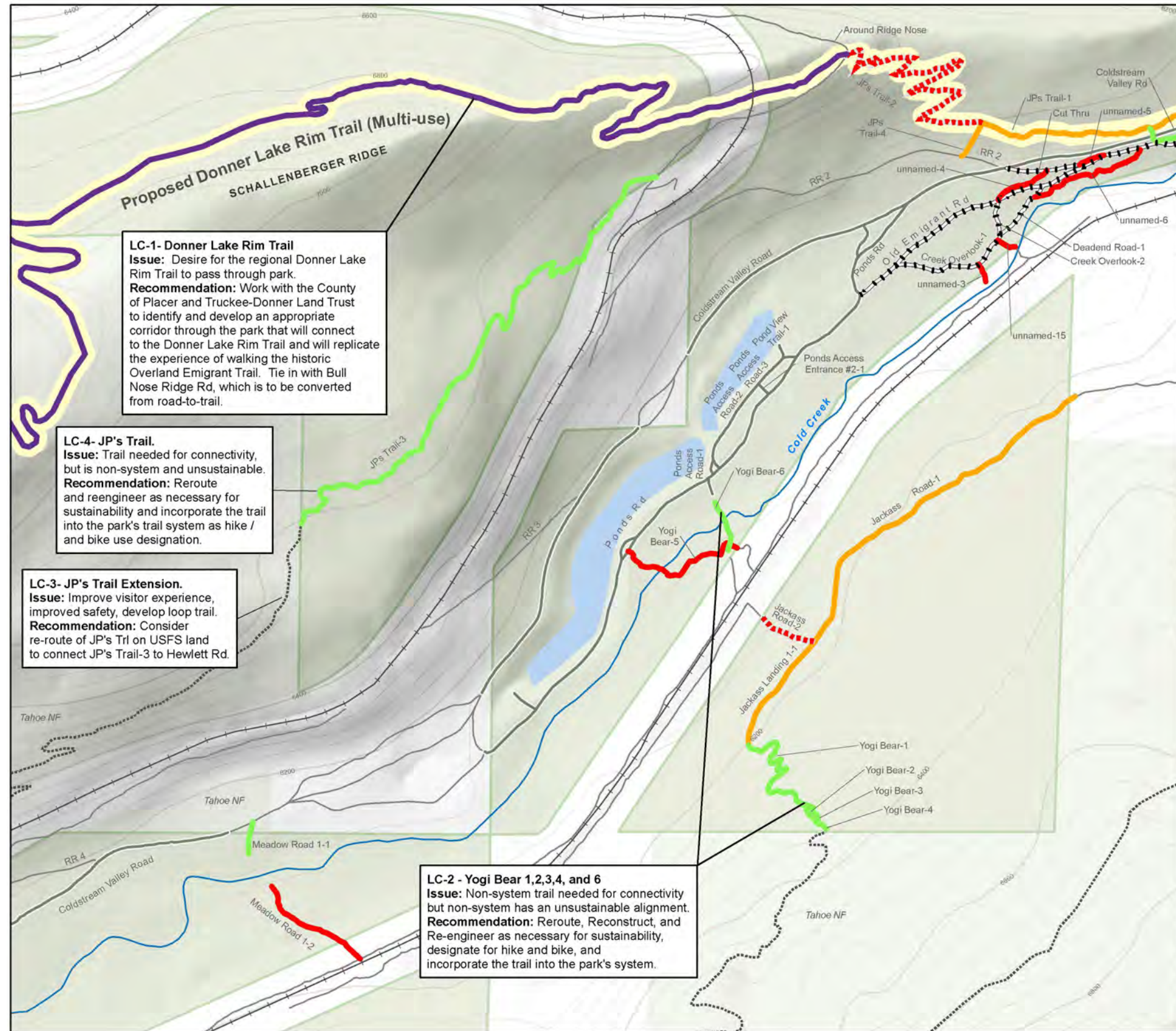
**Donner Memorial State Park
Road and Trail Inventory
and Assessment**

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

**CALIFORNIA STATE PARKS
SIERRA DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES**

Date: 10/6/2020
Sources:
Calif. Dept. of Parks & Recreation
Other Public Lands
GreenInfo, Inc.

Map: Lower Coldstream Valley Plan Recommendations



LC-1- Donner Lake Rim Trail
Issue: Desire for the regional Donner Lake Rim Trail to pass through park.
Recommendation: Work with the County of Placer and Truckee-Donner Land Trust to identify and develop an appropriate corridor through the park that will connect to the Donner Lake Rim Trail and will replicate the experience of walking the historic Overland Emigrant Trail. Tie in with Bull Nose Ridge Rd, which is to be converted from road-to-trail.

LC-4- JP's Trail.
Issue: Trail needed for connectivity, but is non-system and unsustainable.
Recommendation: Reroute and reengineer as necessary for sustainability and incorporate the trail into the park's trail system as hike / and bike use designation.

LC-3- JP's Trail Extension.
Issue: Improve visitor experience, improved safety, develop loop trail.
Recommendation: Consider re-route of JP's Trl on USFS land to connect JP's Trail-3 to Hewlett Rd.

LC-2 - Yogi Bear 1,2,3,4, and 6
Issue: Non-system trail needed for connectivity but non-system has an unsustainable alignment.
Recommendation: Reroute, Reconstruct, and Re-engineer as necessary for sustainability, designate for hike and bike, and incorporate the trail into the park's system.

Plan Recommendations

LOWER COLDSTREAM VALLEY AREA

Maintenance Recommendations

- Remove
- - - Reconstruct / Re-engineer and Reroute
- Maintain, Reconstruct/Re-engineer
- Other
- Maintain

Planning Recommendations

- Conceptual Donner Lake Rim Trail Corridor
- Proposed New Multi-use Trail Construction
- Convert from Non-system to System Route
- Change to Gated Service Rd - Non-motorized Recreation

Legend:

- Donner Memorial State Park Boundary
- Local Road
- Other Public Lands
- Non-system Route
- Other Agency Trail
- Railroads

Map Page Location

Scale
1:7,800
1 inch = 650 feet

**Donner Memorial State Park
Road and Trail Management Plan**

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

**CALIF STATE PARKS
SIERRA DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES**

Date: 10/6/2020
Sources:
Calif. Dept. of Parks & Recreation,
Other Public Lands:
GreenInfo, Inc.

Upper Coldstream Valley, Lakeview Canyon, and Schallenberger Ridge Recommendations

UC #1, DONNER LAKE RIM TRAIL

Issue: Desire to support development of the regional Donner Lake Rim Trail through the park.

Recommendation: Convert Bull Nose Spur Rd-1, Bull Nose Road 1 & 2, and Emigrant Trail-1 roads to trail and incorporate into Donner Lake Rim Trail.

UC #2, EMIGRANT TRAIL-4 AND PART OF 6

Issue: Unsustainable spur trail that is outside of the historic alignment of the Overland Emigrant Trail.

Recommendation: Remove trail and rehabilitate the habitat. New Donner Lake Rim Trail will provide alternative route through this area.

UC #3, EMIGRANT TRAIL-5

Issue: Provide sustainable connection from Crest Divide Road to proposed Donner Lake Rim Trail.

Recommendation: Convert from road to trail, designate for hike and bike, and incorporate to the trail system as part of the Donner Lake Rim Trail.

UC #4, SOUTH BOWL ROAD-1

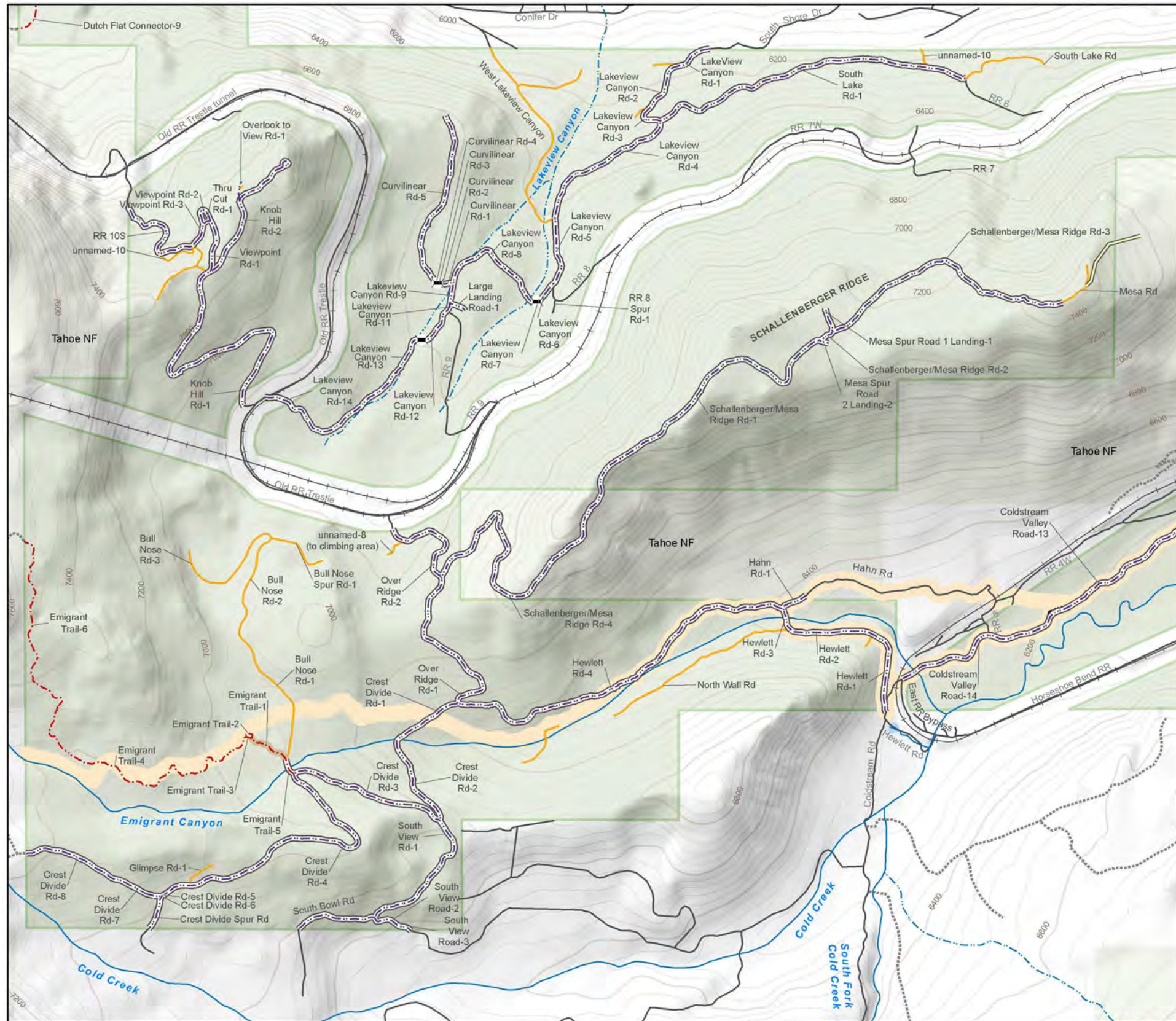
Issue: Sierra Pacific Industries (SPI) may require access to this road in the future.

Recommendation: Monitor for resource impacts until an easement can be executed between the Department and SPI. If an easement is not optioned by SPI, remove the road segment and rehabilitate the habitat to a natural state.



Lakeview Canyon Road

Map: Upper Coldstream Valley, Lakeview Canyon, and Schallenger Ridge Existing Roads and Trails



Existing Roads and Trails

UPPER COLDSTREAM CANYON, LAKEVIEW CANYON, AND SCHALLENGER RIDGE AREA

Current Road & Trail Network by Category and Use Designation

- State Park Trail, Hike and Bike
- Hike, Bike and Horse
- State Park Rd, Hike and Bike
- State Park Rd, Hike, Bike and Horse
- State Park Rd, Not Determined or unknown
- State Park Rd, No Designated Use
- State Park Trl on Roadbed, No Vehicles, Hike and Bike
- Non-system Routes
- Bridge
- Old Overland Emigrant Trail Corridor

Inventoried routes are labeled with Segment-ID, a unique identifier composed of route name followed by sequence number. Segments are defined as being between junctions, or change in construction type.

Reference Features

- Park Property
- Other Public Lands
- Local Road
- Railroads
- Other Agency Trail

Map Page Location

Placer County

Scale
1:14,000
1 inch = 1,167 feet

Donner Memorial State Park Road and Trail Inventory and Assessment

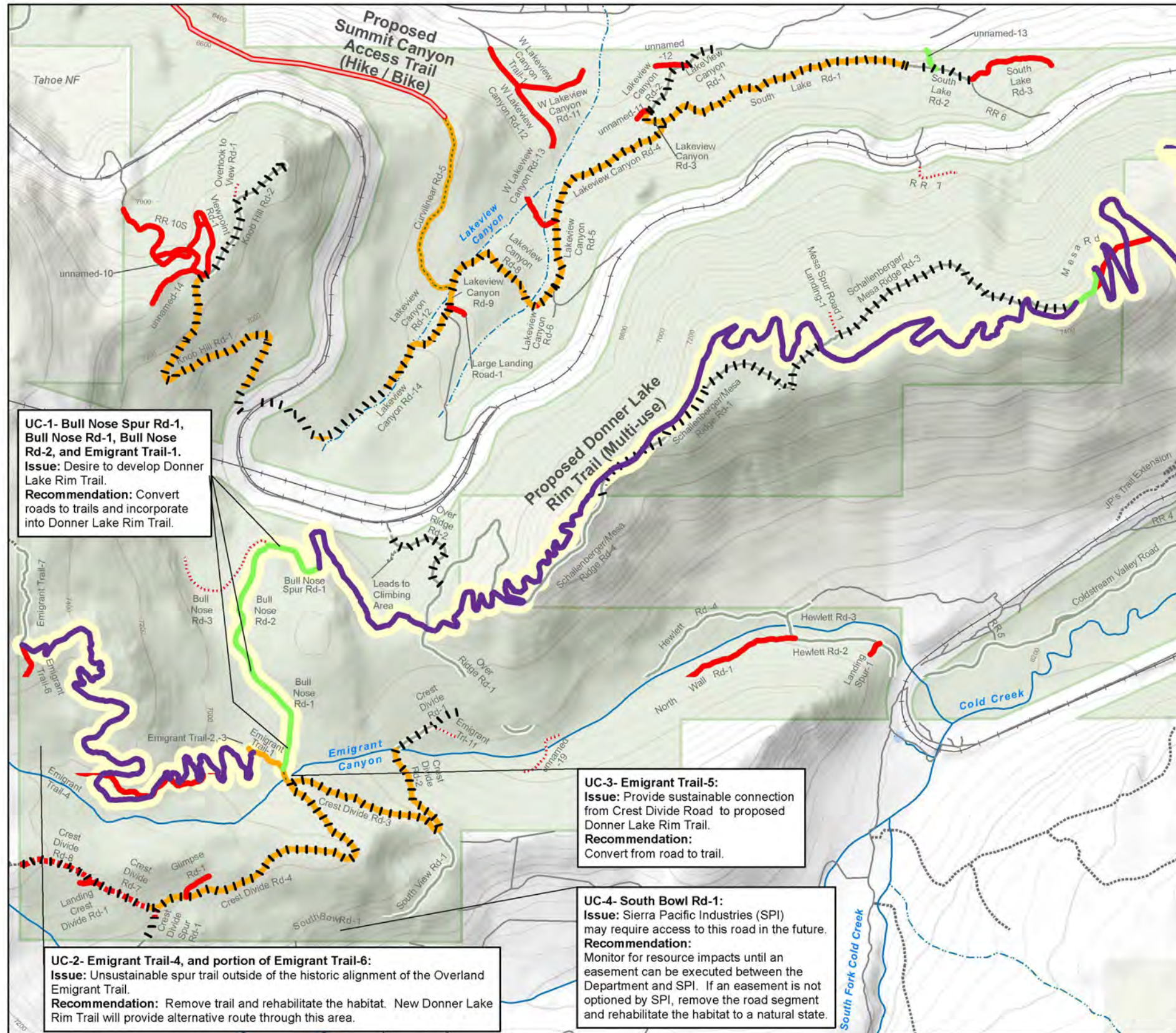
NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

CALIFORNIA STATE PARKS SIERRA DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

Date: 9/30/2020

Sources:
Calif. Dept. of Parks & Recreation
Other Public Lands
GreenInfo, Inc.

Map: Upper Coldstream Valley, Lakeview Canyon, and Schallenger Ridge Plan Recommendations



Plan Recommendations

UPPER COLDSTREAM VALLEY, SCHALLENGER RIDGE, and LAKEVIEW CANYON

Maintenance Recommendations

- Remove
- - - Reconstruct / Re-engineer and Reroute
- Maintain, Reconstruct/Re-engineer
- - - Convert Road to Trail
- Maintain
- - - Monitor
- - - Abandon

Planning Recommendations

- Proposed New Hike / Bike Trail Construction
- Proposed New Multi-use Trail Construction
- Conceptual Donner Lake Rim Trail Corridor
- Convert Non-system to System Route
- - - Change to Gated Service Rd - Non-motorized Recreation

Legend:

- ▭ Donner Memorial State Park Boundary
- ▭ Other Public Lands
- Local Road
- - - Non-system Route
- - - Other Agency Trail
- Railroads

Map Page Location

Scale: 1:14,000
 1 inch = 1,167 feet

Scale Bar: 0 0.1 0.2 Miles

Donner Memorial State Park Road and Trail Management Plan

NOTES:
 Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

<p>CALIF STATE PARKS SIERRA DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES</p>	<p>Date: 3/17/2021</p> <p>Sources: Calif. Dept. of Parks & Recreation, Other Public Lands: GreenInfo, Inc.</p>	
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Summit Canyon Area Recommendations

SC #1, CONNECTOR RD-1 AND ROUNDABOUT RD-1

Issue: Unsustainable skid trails used for forest management but not necessary for recreation.

Recommendation: Remove and rehabilitate when forestry work is complete.

SC #2, ATT LINE, ATT STUB

Issue: ATT has an underground power line and associated maintenance easement in this corridor.

Recommendation:

Recommendation: Work with ATT to minimize impacts to resources when maintenance is required.

SC #3, PROPOSED SUMMIT CANYON ACCESS TRAIL

Issue: Desire for a new trail to provide recreational connections between Summit and Lakeview canyons.

Recommendation: Build a new trail from the Scenic Overlook Road to the Curvilinear Road-5. Road to trail conversion of the Curvilinear Road-5. Name Summit Canyon Access Trail and designate hike, bike.

SC #4, PROPOSED SUMMIT ACCESS CONNECTOR TRAIL

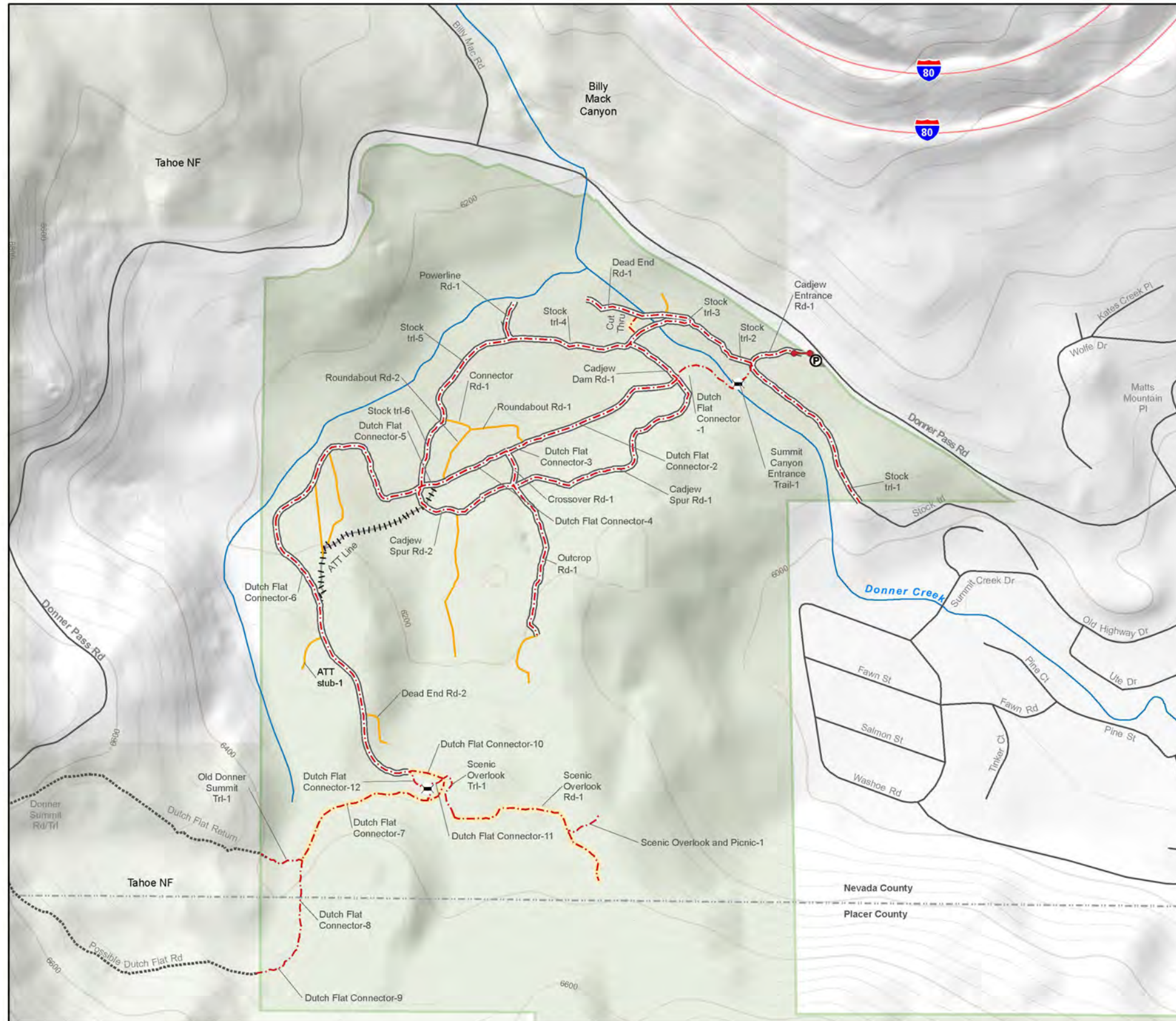
Issue: Desire to provide more non-road trail experiences and improve connectivity between Summit Canyon and Lakeview Canyon.

Recommendation: Continue new trail from Scenic Overlook Road-1 north to Cadjuew Spur Road-1 and designate hike, bike.



Summit Canyon Entrance Trail

Map: Summit Canyon Area Existing Roads and Trails



Existing Roads and Trails

SUMMIT CANYON AREA

Current Road & Trail Network by Category and Use Designation

- State Park Trail, Hike and Bike
- State Park Rd, Hike and Bike
- State Park Trl on Roadbed, No Vehicles, Hike and Bike
- Non-system Route
- ||||| Utility Service Easement

Inventoried routes are labeled with Segment-ID, a unique identifier composed of route name followed by sequence number. Segments are defined as being between junctions, or change in construction type.

Reference Features

Parking Lot	--- Highways
Bridge	--- Local Road
Gate	--- Other Agency Trail
Park Property	--- Other Public Lands

Map Page Location

Scale
1:6,000
1 inch = 500 feet

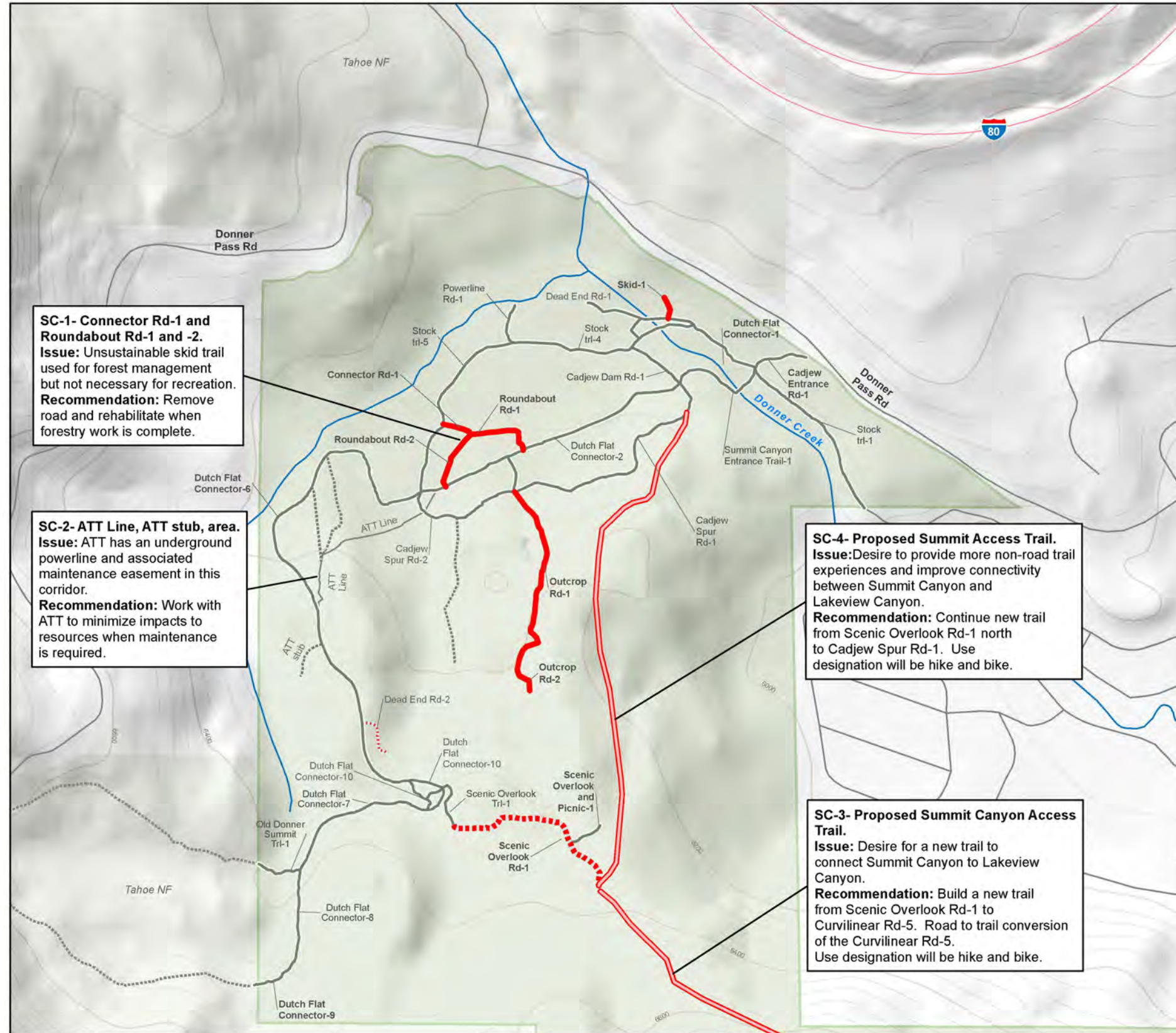
Donner Memorial State Park Road and Trail Inventory and Assessment

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

CALIFORNIA STATE PARKS
SIERRA DISTRICT & STATEWIDE PLANNING & RECREATION SERVICES

Date: 10/28/2020
Sources:
Calif. Dept. of Parks & Recreation
Other Public Lands
GreenInfo, Inc.

Map: Summit Canyon Area Plan Recommendations



Plan Recommendations

SUMMIT CANYON AREA

Maintenance Recommendations

- Remove
- - - - Reconstruct/Re-engineer and Reroute
- Maintain
- - - - Monitor

Planning Recommendations

- Proposed New Hike / Bike Trail Construction
- - - - Abandon

Legend:

- Donner Memorial State Park Boundary
- Other Public Lands
- Highways
- Local Road
- Non-system Route
- - - - Other Agency Trail

Map Page Location

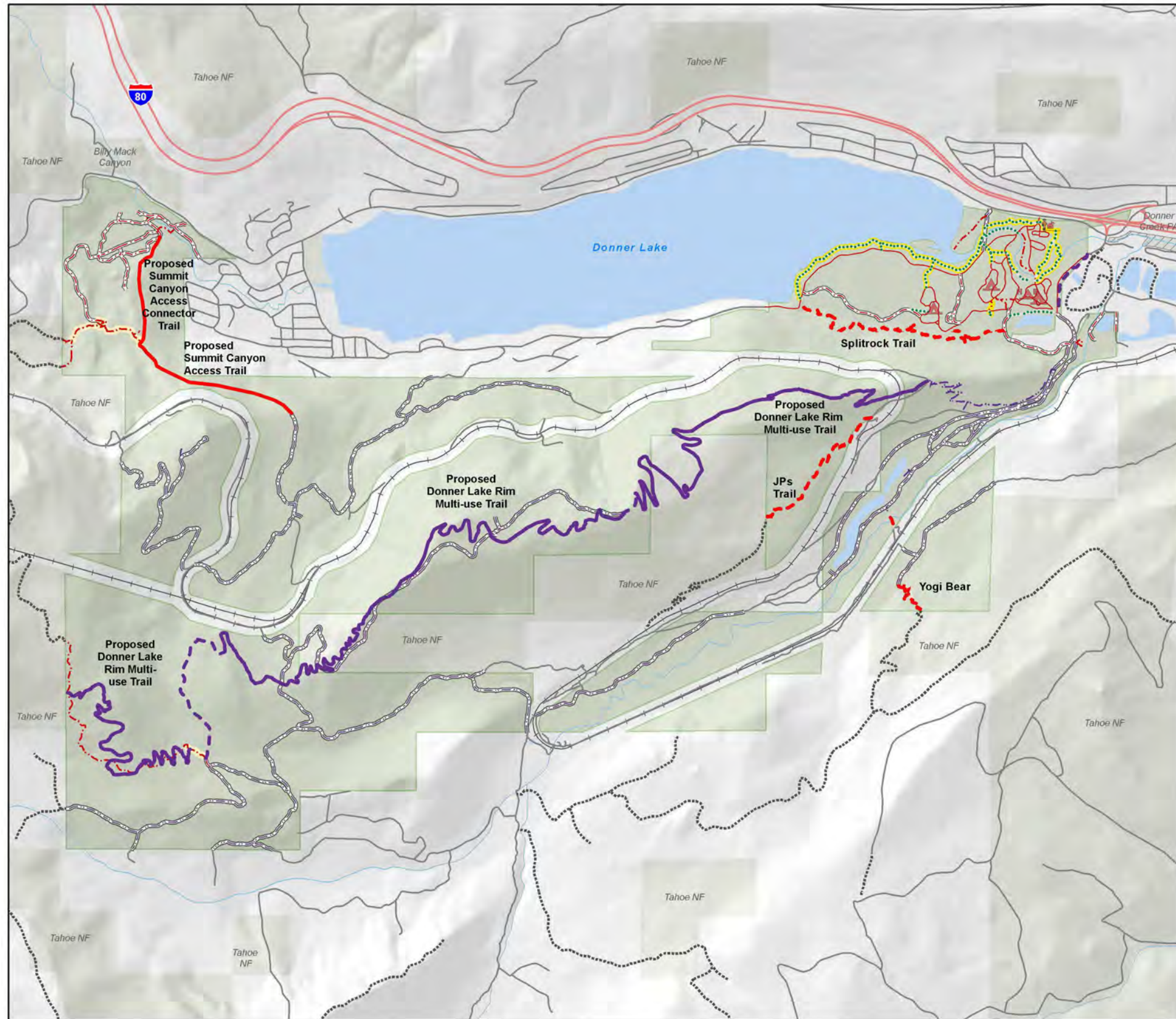
Scale: 1:6,000
 1 inch = 500 feet

Donner Memorial State Park Road and Trail Management Plan

NOTES:
 Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

CALIF STATE PARKS SIERRA DISTRICT & STATEWIDE PLANNING & RECREATIONAL SERVICES	Date: 10/27/2020 Sources: Calif. Dept. of Parks & Recreation, Other Public Lands: GreenInfo, Inc.	
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Map: Parkwide Non-System Trail to System Trail Conversions and New Trails



Non-system Routes to System Trail Conversion and Proposed New Trails

Legend

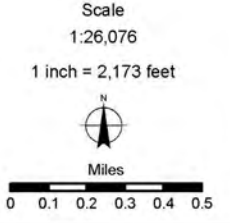
- Proposed New Multi-use Trails
- - - Proposed Non-system to Multi-use Trails
- Proposed New Hike and Bike Trails
- - - Proposed Non-system to Hike and Bike Trails

Trail Category:	Length in Miles
Proposed New Multi-use Trail	7.9 mi
Proposed Non-System Route Conversion to Multi-use	1.1 mi
Proposed New Hike and Bike Trail	1.2 mi
Proposed Non-System Route Conversion to Hike and Bike	2.4 mi

Reference Features

- Donner Memorial State Park
- Existing Unpaved Park Trails
- Existing Unpaved Park Roads
- Trail Designation:
- - - Hike
- - - Hike and Bike
- - - Hike, Bike and Horse
- Accessible Trail Highlight
- Paved Park Trails
- Paved Park Roads
- ▲ Museum/Visitor center
- ▲ Campground
- ▲ Hike/Bike Camp
- Highways
- Local Road
- - - Other Agency Trail
- Streams, Rivers
- Railroads

Map Location



Donner Memorial State Park Road and Trail Management Plan

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

<p>CALIFORNIA STATE PARKS SIERRA DISTRICT & FACILITIES MANAGEMENT DIVISION</p>	<p>Date: 10/6/2020 Sources: Calif. Dept. of Parks & Recreation Other Public Lands GreenInfo, Inc.</p>	
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Section 7 ENVIRONMENTAL DOCUMENT

7.1 Introduction

7.1.1 Introduction and Regulatory Guidance

This Initial Study/Negative Declaration (IS/ND) has been prepared by the California Department of Parks and Recreation (Department) to evaluate the potential environmental effects of the proposed Road and Trail Management Plan (RTMP) Project at Donner Memorial State Park (DMSP), just east of the Sierra Nevada crest, along the Interstate 80 (I-80) corridor, in Nevada and Placer Counties.

A Programmatic IS/ND is prepared on a series of actions that can be characterized as one large project and are related either geographically, as logical parts in the chain of contemplated actions, in connection with issuance of rules, regulations, plans or other general criteria to govern the conduct of a continuing program....” (CEQA Guidelines Section 15168). As the proposed project would implement a management plan for roads and trails within the park unit, it meets the intent in that it consists of logical parts in a chain of actions.

This document has been prepared in accordance with CEQA, PRC §21000 et seq., and the State CEQA Guidelines, California Code of Regulations (CCR) §15000 et seq.

An IS is conducted by a lead agency to determine if a project may have a significant effect on the environment [CEQA Guidelines §15063(a)]. If there is substantial evidence that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) must be prepared, in accordance with CEQA Guidelines §15064(a). However, if the lead agency determines that there is no substantial evidence that the project or any of its aspects may cause a significant effect on the environment, a ND may be prepared. The lead agency prepares a written statement describing the reasons a proposed project will not have a significant effect on the environment and, therefore, why an EIR need not be prepared. This IS/ND conforms to the content requirements under CEQA Guidelines §15071.¹

7.1.2 Lead Agency

The lead agency is the public agency with primary approval authority over the proposed project. In accordance with CEQA Guidelines §15051(b)(1), "the lead agency will normally be an agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." The lead agency for the proposed project is the Department. The contact person for the lead agency regarding specific project information is:

¹ California Natural Resources Agency, 2019, CEQA Statute and Guidelines, available online https://resources.ca.gov/CNRALegacyFiles/ceqa/docs/2019_CEQA_Statutes_and_Guidelines.pdf, accessed July 9, 2020.

Nathan Shasha, Environmental Scientist, Donner Memorial State Park, PO BOX 266, Tahoma, CA 96142, (530) 525-1211, Nathan.Shasha@parks.ca.gov

Questions or comments regarding this IS/ND should be submitted to:

California Department of Parks and Recreation, Recreation Planning Section, Attn: Donner Memorial State Park RTMP, 1725 23rd Street, Ste. 200, Sacramento, CA 95816, trails@parks.ca.gov

Submissions must be in writing and postmarked or received by email no later than February 12, 2021. Email submissions must include full name and address. All comments will be included in the final environmental document for this project and become part of the public record.

7.1.3 Purpose and Document Organization

The purpose of this document is to evaluate the potential environmental effects of the proposed RTMP Project, which provides specific guidance and direction for implementing some of the goals and objectives of the park's approved general plan. No mitigation measures were necessary or incorporated to eliminate potentially significant impacts or reduce them to a less-than-significant level.

This document is organized as follows:

- **Chapter 7.1: Introduction.** This chapter provides an introduction to the project and describes the purpose and organization of this document.
- **Chapter 7.2: Project Description.** This chapter describes the reasons for the project, scope of the project, and project objectives.
- **Chapter 7.3: Environmental Checklist:** This chapter provides the summary project information and determination of impacts statement, based on Appendix G of the CEQA Guidelines.
- **Chapter 7.4: Environmental Setting and Impact Analysis.** This chapter identifies the significance of potential environmental impacts, explains the environmental setting for each environmental issue, and evaluates the potential impacts identified in the CEQA Environmental Checklist (i.e., IS). These issue areas include:
Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Noise, Population and Housing, Public Services, Recreation, Transportation, Tribal Cultural Resources, Utilities and Service Systems, Wildfire, and Mandatory Findings of Significance.
- **Chapter 7.5: Mandatory Findings of Significance.** This chapter identifies and summarizes the overall significance to natural and cultural resources of any potential impacts, cumulative impacts, and/or impacts to humans, as identified in the IS.
- **Chapter 7.6: Organizations and Persons Consulted.** This chapter provides a list of those people involved in the preparation of this document.

7.1.4 Summary of Findings

Chapters 7.3 and 7.4 of this document contain the Environmental Checklist component of the IS, including identification of the environmental setting and incorporation of the impact analysis that identifies the potential environmental impacts (by environmental issue) and a brief discussion of each impact resulting from implementation of the proposed project.

Based on the IS and supporting environmental analysis provided in this document, the proposed RTMP would result in less than significant impacts for the following issues: aesthetics, agriculture and forestry resources, air quality, biological resources, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation, tribal cultural resources, utilities and service systems, and wildfire.

Based on the available project information and the environmental analysis presented in this document, there is no substantial evidence that the proposed project would have a significant effect on the environment. In accordance with §15063(b)(2) of the CEQA Guidelines, a lead agency shall prepare an ND if there is no substantial evidence that the project or any of its aspects may cause a significant effect on the environment.

7.2 Project Description

7.2.1 Introduction

The IS/ND has been prepared by the Department to evaluate the potential environmental effects of the proposed RTMP Project at DMSP, which lies just east of the Sierra Nevada mountain range crest, and south and east of Donner Lake, within a valley of granite rocks shaped by faulting and sculpted by glaciers thousands of years ago. The proposed project would implement a management plan for roads and trails within the park unit.

7.2.2 Project Location

DMSP is located just east of the Sierra Nevada crest, along the I-80 corridor, within Nevada and Placer counties. Nearby transportation corridors include I-80, which traverses east – west to the north of the park, and River Road/California State Route (SR) 89 and SR 267, which both run north – south to the east. DMSP is bordered by Donner Lake to the north and west, and a mixture of private and public lands to the east, south, and west that are used for resource extraction, family residences, commercial establishments, and other public open space. Nearby communities include Meadow Lake Park directly across I-80 to the north and the Donner Creek Mobile Home Park and Ponderosa Palisades across SR 89 to the east.

Southwest of the park is U.S. Forest Service land where management of natural habitat and timber is a priority. There are also public trails available for enjoyment of the high Sierra Nevada environment. The route of the future Donner Rim Trail extends through the western side of DMSP and connects with the Pacific Crest Trail (PCT) at Donner Summit. On the south

side of the park, the Union Pacific Railroad owns a 400-foot wide right-of-way for its main east/west line, which has been there since the 1860s when it was built as part of the route connecting California with the rest of the continental U.S. Also, in Coldstream Valley are privately-owned in-holdings used for mining and private residences. To the southwest, next to the park's China Cove Day Use Area are private cabins, many of which belong to members of the Donner Lake Homeowner's Association. Land to the east of the park is owned by A. Teichert and Son, Inc. and has been extensively mined for aggregates, with many tons of alluvial material having been removed.

Across I-80, the Tahoe-Donner subdivision consists of 4,000 acres with 10,000 privately-owned lots of mostly residences or second homes. Commercial establishments exist within the area to serve Tahoe-Donner Association members and the public. The Town of Truckee lies three miles east of DMSP and has a population of approximately 14,000. It serves the area with residential, commercial, and recreational uses.²

As of 2019, DMSP encompassed approximately 3,300 acres, most of which are made up of coniferous forests and an alpine lake set in a deep, glacier-formed valley, surrounded by the peaks of the Sierra Nevada. Located at mid-elevation in the northern Sierra Nevada, the climate of DMSP is influenced by Mediterranean-type and continental climates. The weather systems proceed from west to east and result in cool, snowy winters and warm, dry summers. The park's location adjacent to the Great Basin in the State of Nevada and east of the Sierran Crest, creates a secondary influence on the park's hydrology, vegetation, wildlife, and soils through conditions of relative cold and drought in comparison with locations to the west. Higher elevations within the park tend to be cooler, windier, and wetter, although local conditions vary widely depending on atmospheric conditions and microclimates.³

The park offers a wide variety of terrestrial and aquatic based recreation for both campers and day users. DMSP has a total of 18.5 miles of non-motorized trails, 4.4 miles of paved roads, and 24 miles of unpaved roads. Currently, there are 147 campsites in three separate campground loops, equipped with six comfort stations or combination restroom/shower buildings. Seventy-eight picnic sites are spread throughout the park, mostly along the edge of Donner Lake within the day use areas. At the park entrance adjacent to Donner Pass Road there is a 45-car parking area, which serves the Emigrant Trail Museum and Pioneer Monument. DMSP has a variety of different trail types for equestrians, bicyclists, trail runners/walkers, and hikers. In 2015, a new, multi-million-dollar visitor center opened, which tells the dramatic story of human perseverance, suffering, and loss within the larger context of the great migration of people

² California Department of Parks and Recreation, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed July 9, 2020.

³ California Department of Parks and Recreation, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed July 9, 2020.

across the continent. Additionally, the visitor center highlights many of the plant and animal communities that have adapted to the harsh environment.

7.2.3 Background and Need for the Project

California Public Resources Code (hereinafter referred to as PRC) Section 5019.53 provides directive on the use and management of trails in a state park, "...to preserve outstanding natural, scenic, and cultural values, indigenous aquatic and terrestrial fauna and flora, and the most significant examples of ecological regions of California...." In addition, improvements undertaken within state parks shall be for the purpose of making the areas available for public enjoyment and education in a manner consistent with the preservation of natural, scenic, cultural, and ecological values for present and future generations. Furthermore, improvements may be undertaken to provide for recreational activities, so long as those improvements involve no major modification of lands, forests, or waters.⁴

Roads and trails at DMSP provide park visitors the primary means to access park features and facilities. They also help the Department fulfill its mission by meeting the recreational needs of the public. Properly sited, designed, constructed, maintained, and managed, roads and trails can provide quality recreation while also protecting sensitive natural and cultural resources. Frequently, in the State Park System, a park's trail system has evolved from trails and unpaved roads that were on the property when it was acquired. They were constructed to meet the needs of the original property owners, and seldom adequately serve the needs of the park unit or meet trail standards currently identified in the Department's Trails Handbook (2019). Prior to the Department's formalized trails training program, trails added during the early years of many state park units were often improperly sited and poorly designed and constructed. Lack of adequate maintenance also has often been an issue. These older trails may unnecessarily restrict accessibility, not meet the recreational needs of park users, and/or impact the park's natural or cultural resources.

The 2003 DMSP General Plan does not provide a detailed program of specific development or management, however it does set the broader goals for the park's management, resource protection, and provisions for public use. The general plan outlines future planning steps, which may include layout and design of facilities or specific resource management plans and processes. The RTMP is intended to be a sub-component of the park's general plan, addressing the specific transportation management issues of the unit within the context of the plan's goals and objectives.

⁴ California Legislative Information, 2017, PRC 5019.53, available online at http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=5080.42&lawCode=PRC, accessed August 4, 2020.

General Plan

The 2003 DMSP General Plan called for the development of a RTMP to guide “the location, distance, use, and maintenance of existing and future roads and trails,”⁵ and provided the following guidelines:

- The Roads and Trails Management Plan should make recommendations that increase visitors’ enjoyment and safety when exploring the park.
- Consider expansion of park road and trail linkages with surrounding lands.
- Ensure a high level of protection for the park’s resources.
- Establish design and maintenance criteria for new and existing roads and trails in the park.

Road and Trail Management Plan

Developing an RTMP is a dynamic process. It must meet guidelines provided by the unit’s general plan; meet specific trail user needs; incorporate and coordinate with regional and state planning documents; adhere to existing laws and regulations; include the public and all potential user groups; use sustainable design to provide user accessibility and protect resources; and provide a mechanism to monitor roads and trails for adaptive management. Developing a comprehensive RTMP ensures that recreational trail opportunities are made available to the fullest potential, while also providing sufficient and often enhanced protection for cultural and natural resources. While maintenance and repairs can be implemented on a trail-by-trail basis, park-wide and regional trail system planning remains the preferred and most effective method for identifying and establishing linked recreational trail corridors. Comprehensive planning also mitigates resource impacts and reduces construction and maintenance costs.

The purpose of the RTMP is to provide a tool to deliver a comprehensive road and trail management program and direct future capital outlay and maintenance funding. While the implementation timeline depends on many factors, such as funding availability and staffing resources, setting priorities within a park unit will facilitate allocation of limited resources and can help place focus for funding and grant raising efforts. See Section 5.5 of the RTMP for more information about how priorities will be established.

The RTMP is consistent with systemwide plans and policies and with the 2003 DMSP General Plan and the 2003 Draft Trail Management Plan and serves as a bridge between the desired conditions stated as goals and guidelines in the general plan and the measurable implementation actions.

⁵ California Department of Parks and Recreation, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed July 9, 2020.

7.2.4 Project Objectives

The RTMP will be used as a long-term guiding document and takes into consideration all the elements of the park's values, goals, and mission. Key components of the RTMP include:

- Maximize visitor use and experiences;
- Reduce potential safety issues;
- Minimize impacts to natural and cultural resources;
- Coordinate with local and regional planning efforts;
- Provide access to surrounding public lands;
- Reduce maintenance and management costs;
- Provide an appropriate range of recreational opportunities and associated infrastructure;
- Limit impacts on the natural environment to a level acceptable under CEQA;
- Prioritize roads and trails projects.

7.2.5 Project Description

The proposed project will approve the RTMP and actions identified therein. The RTMP conveys goals, actions, and priorities to implement a comprehensive road and trail management program, prioritizes actions, and directs limited funding. It provides management recommendations (for identified roads, trails, and non-system routes) to increase visitor safety and enjoyment, while protecting natural and cultural resources. The final plan includes overarching recommendations that apply to the park's entire trail system, such as the need to make all new trails and trail alterations accessible to the extent possible, remove all non-system trails, and maintain all trails to the appropriate standard. Refer to Section 6 of the RTMP for a detailed list of parkwide and area-specific recommendations with accompanying maps.

In summary, area-specific recommendations were made for four identified areas of the park: the Campground and Visitor Center Area, Lower Coldstream Valley, Upper Coldstream Valley, Lakeview Canyon, and Schallenberger Ridge, and Summit Canyon. These recommendations can be found on pages 28 to 55 of the RTMP.

Specific actions covered by this IS/ND are outlined in Section 7.2.7, along with RTMP actions that may require additional environmental review.

7.2.6 Related Documents

The IS/ND for the proposed project is tiered from the DMSP General Plan (GP) and associated EIR. "Tiering" refers to using the analysis of general matters contained in a broader EIR (such as one prepared for a general plan or policy statement) with later EIRs and NDs on narrower projects; incorporating by reference the general discussions from the broader EIR, and concentrating the later EIR or ND solely on the issues specific to the later project.

Tier 1 Environmental Review

An EIR for the DMSP GP was adopted on April 5, 2003, by the California State Park and Recreation Commission.⁶ Additionally, on May 2, 2013, the Department certified a PEIR approving the Road and Trail Change-in-Use Evaluation Process. This process established the method by which designated recreational uses, such as bicycling and horseback riding, can be added or removed to roads and trails in the State Park System.⁷

The GP's EIR and Change-in-Use Programmatic EIR (PEIR) represent the first-tier environmental review, consistent with PRC Sections 21093 and 21094 and State CEQA Guidelines Sections 15152 (Tiering) and 15168 (PEIR).

Planning Documents

As previously discussed, the current DMSP GP was adopted in 2003. While general plans define an overall framework for a park's future resource stewardship, visitor use and services, and interpretation, more focused planning is required to address the details that a general plan cannot. Management plans are thus used to identify more definitive objectives and methods and/or designs for attaining the goals set in a general plan. The degree of specificity at this second level of planning is shaped by the complexity of the issues being addressed, regulatory and legal requirements, and Department standards.

For example, the DMSP GP called for the preparation of an RTMP to evaluate the park's entire trail system and guide the placement and use of future trails. It established the broad goals of placing emphasis on creating opportunities for visitors to enjoy the diverse topography, biotic communities, and scenic views at the park, as well as possible regional trail connections. The RTMP, on the other hand, defines the specific objectives, methodologies, and designs for how the Department will accomplish these management goals.

Tier 2 Environmental Review

This IS/ND tiers off the GP EIR and PEIR with respect to consideration of effects resulting from RTMP recommendations and future changes-in-use on specific trails in DMSP, respectively. Its purpose thus is to evaluate the potential environmental impacts that may result from the adoption and implementation of the RTMP with respect to the analysis in the GP EIR and PEIR. Additionally, it helps determine what level of additional environmental review, if any, is appropriate, depending on the nature of the action and whether environmental impacts are within the scope of the tiered documents.

⁶ California Department of Parks and Recreation, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed November 11, 2020.

⁷ California Department of Parks and Recreation, 2013, Change-In-Use Programmatic EIR, available online at https://www.parks.ca.gov/?page_id=28462, accessed August 30, 2020.

7.2.7 Project Actions Covered by and Excluded from the RTMP

Covered Projects – Do Not Require Additional CEQA

The RTMP and this IS/ND cover the following activities that are proposed for specific roads and/or trails within CHSP:

- Closure, decommissioning, and restoration of existing roads and trails to natural conditions; and
- Reconstruction, reengineering, or maintenance within an existing road or trail prism (i.e., encompasses the existing top of the cut bank to the bottom of the fill slope).

For these types of actions, the project manager would develop a project description of the breadth of the work to be performed and it would be evaluated by resource staff. The environmental coordinator would identify appropriate project requirements discussed in Section 7.2.8 and incorporate these into the project. These requirements would be considered subsequent actions that are within the scope of the analysis in this IS/ND and no additional CEQA document would be required.

Covered Projects – May Require Additional CEQA

Some actions are addressed in the RTMP that may require preparation of additional environmental documentation. These actions include:

- New trails or roads;
- Rerouting trail alignments to correct otherwise unsustainable road and trail conditions where realignment begins and ends at an existing route, though no significant environmental effects are expected;
- Development of appurtenant facilities (e.g., trailhead, point of access, parking improvements/control, signage) where no additional natural landscape disturbance, substantial increase in capacity, or significant environmental effects would occur; and
- Conversion of existing roads to trails.

Using the RTMP, a project description would be developed describing the breadth of the work in the proposed project and it would be evaluated by resource staff pursuant to CEQA. At a minimum, standard project requirements discussed in Section 7.2.8 would be identified and incorporated into the project.

Excluded Projects – May Require Additional CEQA

If additional actions are proposed beyond those included within the RTMP, the Department will further evaluate potential impacts of those measures and prepare any appropriate subsequent environmental documents if such projects do not fit under the tiered approach.

Actions that are outside the scope of the RTMP and IS/ND include:

- Actions that add motorized uses to a road or trail, except as currently allowed for Other Power Driven Mobility Devices (OPDMD) on appropriate routes, consistent with Department policy;
- Actions inconsistent with a project identified within a park unit's general plan, road and trail management plan, or unit classification;
- Actions that would require mitigation to have less than significant effects on the environment;
- Actions that result in unavoidable significant effects on the environment or potentially mitigatable significant effects that cannot be clearly reduced to less than significant without detailed investigations or mitigation planning; and
- Actions that require mitigation to have "less than significant impacts" are also not covered under this IS/ND.

Maintenance and/or reconstruction of existing road and trail facilities are categorically exempt from the provisions of CEQA and do not require the preparation of environmental documents (CCR § 15300 et seq.). In accordance with CCR § 15300.4, the Department has produced a list of activities commonly carried out, which, in most cases, would not be subject to CEQA compliance per CCR § 15060 (c)(2). These activities include road and trail repairs.⁸

7.2.8 Project Requirements

Under CEQA, the Department has the distinction of being considered both a lead and trustee agency. A lead agency is a public agency that has the primary responsibility for carrying out or approving a project and for implementing CEQA. A trustee agency is a State agency having jurisdiction by law over natural resources affected by a project that are held in trust for the people of the state of California. With this distinction comes the responsibility to ensure that actions that protect both cultural and natural resources are always taken on all projects. Therefore, the Department maintains a list of project requirements ("Standard Project Requirements" or "SPRs") that are included in project design to reduce impacts to resources. SPRs are not mitigation measures. They are *required* elements of the design of any Department project and are intended to eliminate impacts to natural and cultural resources. Mitigation measures are imposed on a designed project to minimize impacts to "less than significant levels." SPRs are also distinct from Best Management Practices (BMPs), which are *recommended* policies and procedures for project implementation. Required SPRs are listed in Section 7.2.9.

SPRs are assigned as appropriate to all projects. For example, a project that includes ground-disturbing activities, such as constructing a trail reroute, will always include SPRs to address the inadvertent discovery of archaeological artifacts. However, for a project that entails only brush

⁸ California Department of Parks and Recreation, 2003, DPR Operations Manual – 0600 Environmental Review, Sacramento: California State Parks.

removal for which ground disturbance would not be necessary, SPRs for ground disturbance would not be applicable and would not be assigned to the project. When evaluating a project, the Department environmental coordinator or others assigned the task of evaluating the project will apply only the relevant SPRs and complete those sections of the project requirements detailing such things as the individual responsible for implementing the requirement and the resource being protected. Not all resource sections have individual SPRs and some of the resource sections are addressed under existing SPRs (e.g. tribal consultation is addressed under Cultural). Additionally, some resource sections did not require SPRs.

The Department also makes use of “project specific requirements.” These requirements are developed to address impacts for covered projects that have unique issues. However, these requirements would more typically be generated on projects that are not covered by the SPRs included in this IS/ND, such as may be the case for construction of a new trail.

7.2.9 Applicable Standard Project Requirements

The following SPRs, incorporated as part of the proposed project, are designed to avoid potential impacts associated with construction created by projects identified in the RTMP.

- GEN-1:** Prior to the start of on-site construction work, a **[insert who]** will consult with the contractor and/or project manager to identify all resources that must be protected.
- GEN-2:** At the discretion of **[insert who]**, mechanized vehicles on **[insert discipline]** resource sites will be restricted to a short-term use of low-ground pressure vehicles only. All such vehicles must enter and exit the area via the same route of travel (by backing up). Vehicles are strictly prohibited from turning on the surface of site(s).
- GEN-3:** Prior to the start of on-site construction work, a Department-qualified **[insert discipline]** resources specialist will train construction personnel in **[insert discipline]** resource identification and protection procedures.
- GEN-4:** Prior to the start of on-site construction activities, the project manager will determine the minimum area required to complete the work and define the boundaries of the work area on the project drawings and/or with flagging or fencing on the ground, as appropriate.
- GEN-5:** Prior to the start of on-site construction work, and at the discretion of a **[insert who]**, a **[insert who]** will flag and/or fence or otherwise demarcate all **[insert discipline or resource]** with a buffer of **[insert distance]** for avoidance during on-site construction activities. The **[insert who]** will remove the demarcation from around the Environmentally Sensitive Area after project completion.
- GEN-6:** Prior to any earthmoving activities, a Department-qualified **[insert who]** will approve all subsurface work, including the operation of heavy equipment within **[insert distance]** of the identified Environmentally Sensitive Area.

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- GEN-7:** Prior to the start of [insert type] work, [insert who] will notify the [insert office name and who] or [insert alternative office name and who] a minimum of three weeks in advance, unless other arrangements are made, to schedule [insert discipline or resource] monitoring.
- GEN-8:** A Department-qualified [insert who] will monitor all ground-disturbing phases of this project at his/her discretion.
- GEN-9:** The [insert who] will post information signs near project areas with restricted access or closures lasting longer than three months. The signs will include an explanation for and description of the project, and the anticipated completion date.
- GEN-10:** District staff will employ “Adaptive Use Management” for change-in-use projects as a strategy to avoid significant effects on the environment. It involves a standard procedure of defining (1) use levels and use and resource conditions as a baseline during the preparation of the Change-in-Use Survey at the start of the process and (2) performance standards for maintaining use at levels that do not result in significant effects on the environment. The performance standards will be tailored to each change-in-use proposal/trail. They will describe desired use and resource conditions necessary to maintain impacts at less-than-significant levels. All performance standards will relate to use conditions or resources that are observable in the field by park staff.
- GEN-11:** To eliminate an attraction to predators, all food-related trash items such as wrappers, cans, bottles, and food scraps will be disposed of in closed containers; these containers will be removed at least once every day from the entire project site.
- GEN-12:** No pets of any kind are permitted on construction sites by contractors or other personnel.

Aesthetics and Views Standard Project Requirements

- AES-1:** Projects will be designed to incorporate appropriate scenic and aesthetic values of DMSP, including the choices for: specific building sites, scope and scale; building and fencing materials and colors; use of compatible aesthetic treatments on pathways, retaining walls or other ancillary structures; location of and materials used in parking areas, campsites and picnic areas; development of appropriate landscaping. The park’s scenic and aesthetic values will also consider views into the park from neighboring properties.
- AES-2:** [Insert who] will store all project-related materials outside of the viewshed of [insert name of street/place/building].

Air Quality and Greenhouse Gas Emissions Standard Project Requirements

Dust Control Measures

- AQ-1:** No more than 1.0 acre of ground disturbance (e.g., earth moving, grading, excavation, land clearing) will occur in any single day.

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- AQ-2:** Prior to any ground disturbance, including grading, excavating, and land clearing, sufficient water must be applied to the area to be disturbed to minimize fugitive dust emissions if existing ground moisture is insufficient.
- AQ-3:** Unpaved areas subject to vehicle travel and areas subject to mechanical grading, excavation, land clearing, or other forms of ground disturbance will be stabilized by being kept wet, treated with a chemical dust suppressant, or covered if existing ground moisture is insufficient to minimize fugitive dust emissions. Exposed areas will not be overwatered such that watering results in runoff. Unpaved areas subject to vehicle travel could also be stabilized through the effective application of gravel or through watering.
- AQ-4:** Suitable vegetative ground cover will be established on exposed, disturbed surfaces through seeding and watering as soon as possible (consistent with the Department's Genetic Integrity Policy for revegetation), except for areas intended to be used as roads/trails or for parking or staging. If a vegetated ground cover is not suitable to the area then this requirement does not apply.
- AQ-5:** Storage piles and disturbed areas not subject to vehicular traffic must be stabilized by being kept wet, treated with a chemical dust suppressant, or covered when material is not being added to or removed from the pile.
- AQ-6:** The speed of construction-related trucks, vehicles, and equipment traveling on unpaved areas will be limited to 15 miles per hour (mph).
- AQ-7:** All trucks or light equipment hauling soil, sand, or other earthen materials on public roads to or from the site will be covered or required to maintain at least two feet of freeboard.
- AQ-8:** Off-road construction equipment and on-road haul trucks leaving the park will be cleaned onsite to prevent silt, mud, and dirt, from being released or tracked off-site, as dictated by controlling agencies.
- AQ-9:** All visible dust, silt, or mud tracked-out on to public paved roadways as a result of construction-related activities will be removed at the conclusion of each construction work day, or a minimum of every 24 hours for continuous construction operations.
- AQ-10:** Excavation, grading, land clearing, other mechanical ground disturbance, and demolition activities will be suspended when sustained winds exceed 15 mph and/or instantaneous gusts exceed 25 mph or when dust from construction might obscure driver visibility on public roads.
- AQ-11:** Where a change-in-use results in vehicle travel on unpaved roads and other unpaved services, signs shall be posted limiting vehicle travel to 15 mph.
- AQ-12:** Construction-related ground disturbance activities will not be performed in areas identified as "moderately likely to contain naturally occurring asbestos" according to maps and guidance published by the California Geological Survey (CGS), formerly the California Department of Conservation Division of Mines and Geology. This determination would be based on a CGS publication titled A General Location Guide for Ultramafic Rocks in California – Areas More Likely to

Contain Naturally Occurring Asbestos (Churchill and Hill 2000), or whatever more current guidance from CGS exists at the time the change-in-use project is evaluated. Work shall comply with the guidelines of the Bay Area Air Quality Management District for conducting work in NOA areas. Any NOA-related guidance provided by the applicable local air district shall also be followed. If a site-specific investigation identifies the presence of NOA, then an Asbestos Dust Control Plan will be developed and implemented in accordance with Section 93105 of the California Health and Safety Code.

- AQ-13:** New trail or road alignments will not be located in areas identified as “moderately likely to contain naturally occurring asbestos” according to maps and guidance published by the CGS unless a site-specific investigation performed by a Registered Geologist confirms that NOA-containing rock or dirt is not exposed at the surface of the trail. Alternatively, any trail or road alignments that are not located over areas where NOA is \exposed at the surface will be covered with an appropriate material, depending on the intended use of the trail that would prevent entrainment of asbestos-containing dust into the air. Possible methods of covering NOA-containing material on the surface include paving and graveling with non-NOA-containing gravel.

Exhaust Emissions Control Measures

- AQ-14:** Operation of large diesel- or gasoline-powered construction equipment (i.e., greater than 50 horsepower) will not exceed 60 equipment-hours per day, where an equipment-hour is defined as one piece of equipment operating for one hour (daily CAPs, TACs, GHGs).
- AQ-15:** All diesel- and gasoline-powered equipment will be properly maintained according to manufacturer's specifications, and in compliance with all State and federal emissions requirements. Maintenance records will be available at the construction site for verification.
- AQ-16:** Whenever possible, removed vegetative material will be either left in place (e.g. for use as mulch) or chipped on site. If approved, an air curtain burner may be used. When pile burning is deemed necessary, a burn permit would be obtained from the local air quality management district and burn piles would be no larger than 10x10x5 feet and ignited on approved burn days only.

Mobile-Source Emissions Related Measures

- TRAN-3:** [insert who] will assess parking capacity prior to implementing a proposed recommendation. After implementation of the proposed recommendation, Department staff will monitor parking levels as part of the Adaptive Use Management process. If monitoring indicates an exceedance of parking capacity (i.e., increased use of undesignated on-street parking or increased illegal parking due to overflow of parking lot facilities), the [insert who] will implement a management response to resolve the parking capacity issue. Measures in the management response may include, but would not be limited to re-designing

parking facilities (including minor parking lot expansions in areas where environmental resources will not be affected), installing parking meters and/or applying time limits, working with local transportation departments to increase nearby off-site parking availability, directing users to other existing lots, and/or working with local transit operators to increase transit to the trail facility. Department District personnel will determine which actions are feasible at the park unit.

TRAN-4: Prior to initiating any construction activities with the potential to significantly or permanently disrupt traffic flows, the construction manager will have a Construction Traffic Management Plan (CTMP), prepared by a qualified professional that will provide measures to reduce potential traffic obstruction or service level degradation at affected traffic facilities. The scope of the CTMP will depend on the type, intensity, and duration of the specific construction activities associated with the project. Measures included in the CTMP could include (but are not limited to) construction signage, flaggers for lane closures, construction schedule and/or delivery schedule restrictions, etc. The CTMP will be submitted to the local agency having jurisdiction over the affected traffic facilities.

General Biological Resource Standard Project Requirements

BIO-1: All construction, improvement, modification, or decommissioning of road/trails, and conversion of roads-to-trails, will be consistent with Department BMPs, Departmental Operations Manuals (DOMs), Vegetation Management Guidelines, and Trail Handbook guidelines.

BIO-2: Construction activities that could spread invasive plants/animals noxious weeds, or pathogens, such as sudden oak death, will be subject to the following actions:

- Construction operators will ensure that clothing, footwear, and equipment used during construction is free of soil, seeds, vegetative matter or other debris or seed-bearing material before entering the park or from an area with known infestations of invasive plants and noxious weeds.
- All heavy equipment will be pressure washed prior to entering the park or from an area with known infestations of invasive plants, invertebrates, noxious weeds, or pathogens. Anti-fungal wash agents will be specified if the equipment has been exposed to any pathogen that could affect park resources.
- All earth-moving equipment, gravel, fill, or other materials will be inspected to certify that material is weed free, to the extent feasible.

BIO-3: Prior to the start of on-site construction activities, a Department-approved biologist will hold a pre-construction training with on-site construction personnel on the identification and life history of the pertinent sensitive species, work constraints, and any other pertinent information related to the species.

BIO-4: At the discretion of **[insert who]**, project activities will be monitored to ensure that impacts to sensitive biological resources are avoided or minimized.

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- BIO-5:** No trees, brush, soil, or other material shall be felled, placed, or deposited into an identified Environmentally Sensitive Area without pre-construction approval of a Department-qualified biologist.
- BIO-6:** All project-related vehicle traffic will be restricted to established roads and other designated areas. Designated areas would be included in pre-construction surveys and, to the maximum extent possible, would be established in locations disturbed by previous activities.
- BIO-7:** To prevent inadvertent entrapment of wildlife during construction, all excavated, steep-walled holes, or trenches will be covered at the close of each working day with plywood or similar materials, or provided with one or more escape ramps constructed of earth fill or wood planks. Before such holes or trenches are filled, the on-site biologist will thoroughly inspect the opening for trapped animals. If at any time a trapped listed animal is discovered, the on-site biologist will immediately place escape ramps or other appropriate structures to allow the animal to escape from the opening.

Projects with Potential Impacts to Listed Species

- BIO-8:** For projects that have potential for impacts to federally listed species and that have a federal nexus, the lead federal permitting or funding agency will be required to consult with the U.S. Fish and Wildlife Service (USFWS) as specified under Section 7 of the federal Endangered Species Act (FESA). Authorization for proceeding with the project or activity would then be subject to conditions identified in consultation with the USFWS.
- BIO-9:** For projects that have potential for impacts to federally listed species and that do not have a federal nexus, a Department-approved biologist will initiate Technical Assistance with USFWS as specified under Section 7 FESA. Authorization for proceeding with the project or activity would then be subject to conditions identified in a letter of Technical Assistance.
- BIO-10:** For projects that have a potential for impacts to state listed species, a Department-approved biologist will initiate consultation with California Department of Fish and Wildlife (CDFW) in order to obtain a Section 2081 Incidental Take Permit (or equivalent) or a Consistency Determination for state-listed species when all species are State and federally listed.
- BIO-11:** Construction activities occurring in [species] habitat during the breeding season, March 24 through September 15, and that generate noise above the ambient level, shall not occur without obtaining technical assistance from the USFWS and/or consultation with the CDFW. For activities occurring within a quarter mile of [species] habitat, buffer areas shall be established around activities that may result in an increase above ambient noise.

Natural Community Standard Project Requirements

- BIO-12:** During the design and/or review of project activities, a Department-approved biologist will evaluate the project area for sensitive natural communities.

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- BIO-13:** Projects will be designed to avoid direct or indirect effects on all sensitive natural communities to the maximum extent practicable.
- BIO-14:** Projects will avoid or minimize impacts to both federally and state protected wetlands to the extent practicable.
- BIO-15:** Natural wetland habitat such as marsh, riparian, and vernal pools will not be filled by stream-crossing construction projects unless approved by the regulatory agencies. Equipment will remain on existing road or trail alignments to the maximum extent practicable.
- BIO-16:** Trail or road alignments will be designed to avoid or minimize effects on riparian habitats. Disturbance to riparian areas and habitat for aquatic- or riparian-dependent species will be minimized by aligning crossings perpendicular to and in narrow riparian areas to the extent feasible, and incorporating elevated crossing features such as boardwalks and bridge crossings in riparian areas and sensitive meadows.
- BIO-17:** Signage, fencing, planting, or other features will be used to discourage users from leaving trails and roads and entering wetland, riparian, meadow, and other sensitive habitats; any fencing will be designed to avoid interference with hydrology and wildlife movement.

Vegetation Standard Project Requirements

- BIO-18:** A Department-approved biologist will conduct focused pre-construction surveys for special-status plant species and sensitive natural communities with potential to be affected by a project. Surveys will be conducted in accordance with the CDFW Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities (CDFG 2009). Species with potential to be affected and requiring pre-construction surveys will be determined based on the species' distribution and known occurrences relative to the project area and the presence of suitable habitat for the species in or near the project area.
- BIO-19:** If special-status plant species are located within the project area, they will be avoided to the extent feasible with a plant protection buffer delineated with high visibility flagging. Plant protection buffers will be 25 feet in size unless otherwise agreed upon by regulatory agencies. A Department -approved biologist will periodically inspect the fenced or flagged areas to ensure impacts are being avoided. California Native Plant Society Rank 3 and 4 plants will be avoided when feasible; however, avoidance is not required.
- BIO-20:** No special-status plant species will be removed, transplanted, damaged in any way, cut, pruned, or pulled back without prior approval from a Department - approved biologist in consultation with USFWS and/or CDFW. Recommended transplanting and/or seed collection will occur in nearby suitable habitat during the dormant season.
- BIO-21:** All projects will be designed to minimize the removal of native trees. Specifically, projects will be designed to retain and protect trees 24 inches diameter-at-

breast-height (DBH) or greater to the maximum extent practicable. Limbs of these trees will be removed if required for access or safety considerations. Trees smaller than 24 inches DBH will be retained whenever practicable. Equipment operators will be required to avoid striking retained trees to minimize damage to the tree structure or bark.

- BIO-22:** Within the root health zone (5 times DBH) of any native tree with a DBH of 12 inches or greater, no roots with a diameter of 2 inches or greater will be severed by project activities, unless authorized in advance by a Department -approved biologist.
- BIO-23:** No ground disturbance or staging will be allowed within the root health zone (5 times the DBH) of retention trees, unless approved in advance by a Department -approved biologist, forester, or certified arborist. Staging areas within existing compacted road or trail surfaces are exempted as they are already well compacted from use.
- BIO-24:** A [insert who] will be present during all ground-disturbing activities within the root health zone (5 times the DBH) of retained trees when requested by a Department -approved biologist.
- BIO-25:** To maintain genetic integrity, only plant stock collected consistent with the Department's Genetic Integrity Policy will be used for re-vegetation in the project area.
- BIO-26:** The design of road and trail improvements will consider desired snag retention needs for wildlife. All snags will be retained unless they are determined to be a safety hazard through consultation with a Department - approved biologist. Where this occurs, a minor reroute of the road and/or trail alignment will be considered.
- BIO-27:** Install signage at key trailheads and other locations, as applicable and relevant, that informs the public about protecting natural resources (e.g., protecting sensitive vegetation, identification of noxious weeds, how invasive plant species are spread, reduce erosion and sediment delivery) by staying on trail.

Terrestrial Wildlife Standard Project Requirements

- BIO-28:** All Projects will be designed to avoid take of wildlife species listed or proposed for listing under the FESA, candidates for possible future listing under the FESA, wildlife species listed or candidates for listing under the CESA, and species designated as Fully Protected under the California Fish and Game Code. If take of listed species cannot be avoided, a Incidental Take Permit (ITP), or equivalent, will be obtained. For other special-status wildlife species (e.g., species of special concern), project impacts will be avoided to the maximum extent practicable.
- BIO-29:** Project activities that could affect a special-status wildlife species, bats, migratory birds, or raptors will be scheduled to avoid the breeding season and/or other sensitive life-history periods of the species (e.g., breeding,

hibernation, denning, etc.) to the extent feasible as determined by a Department -approved biologist.

- BIO-30:** If work is required during the breeding or other sensitive life-history period of a special-status species that could be affected, impacts will be avoided or minimized by establishing non-disturbance buffers around the nests, dens, roosts, or other activity centers (depending on the species). The appropriate size and shape of the buffer zone will be determined by a Department -approved biologist, based on potential effects of project-related habitat disturbance, noise, dust, visual disturbance, and other factors. No project activity will commence within the buffer area until a Department-approved biologist confirms that the nest, den, or other activity center is no longer active/occupied during the critical life-history period.
- BIO-31:** Trees with nests or cavities that may provide nesting or denning opportunities will not be felled without the pre-construction review and approval of a Department-approved biologist. If such trees are located during operations, then operations within 50 feet of the tree will cease until reviewed by a Department -approved biologist.
- BIO-32:** Minor reroutes will be established away from basal hollows or so that basal hollows cannot be seen from trail.
- BIO-33:** If special-status species are known to occur in the project area, immediately prior to the start of work each day, a Department -approved biologist will conduct a visual inspection of the construction zone and adjacent areas, as appropriate.
- BIO-34:** If a special-status species is found on the project site, work in the vicinity of the animal will be delayed until the species moves out of the site on its own, or is temporarily relocated by a Department -approved biologist. A Department -approved biologist, or other staff trained by a Department -approved biologist will inspect work area for special-status species at the beginning of each workday. If a trapped animal is discovered, they will be released in suitable habitat at least **[insert distance]** from the project area.
- BIO-35:** Project activities will not remove any trees equal to or greater than 24 inches DBH unless first inspected by a Department -approved biologist and determined to be non-essential breeding habitat for special-status bird or other species.

Aquatic Biological Resources Standard Project Requirements

- BIO-36:** Construction activities in close proximity to potential special-status aquatic species' habitat will be limited to the dry season to the extent feasible to avoid specific periods of animal activity (e.g., breeding, larval/juvenile development, etc.).
- BIO-37:** For project activities that could affect special-status aquatic species, a Department-approved biologist will conduct a survey to determine if the special-status species occurs within **[insert distance]** of the project area.

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- BIO-38:** If special-status aquatic species are known to occur in the vicinity of the project area, a Department -approved biologist, will conduct surveys for those aquatic species within the project area, and surrounding area as deemed appropriate, immediately prior to the start of project-related activities each day.
- BIO-39:** If a special-status aquatic species is found on the project site, work in the vicinity of the animal will be delayed until the species moves out of the site on its own accord, or is temporarily relocated by a Department -approved biologist.
- BIO-40:** To prevent trapping of special-status aquatic species that spend a portion of their lives in terrestrial habitats (e.g., salamanders, frogs, snakes, turtles), all holes and trenches will be covered with plywood or similar materials at the close of each working day, or escape ramps will be constructed of earth fill or wooden planks; all pipes will be capped. A Department -approved biologist, or other staff trained by a Department -approved biologist will inspect trenches and pipes for special-status species at the beginning of each workday. If a trapped animal is discovered, they will be released (by a Department -approved biologist) in suitable habitat at an appropriate distance from the project area as determined by a Department -approved biologist.
- BIO-41:** All new stream crossings will be designed to convey the flow and associated debris of a 100-year, 24-hour storm event. All stream crossings that are part of the project will be designed to maintain both upstream and downstream fish passage when located on fish-bearing streams. Pedestrian bridges across stream habitats will be designed in a manner that does not impede stream flow and ensures year-round passage of anadromous and other aquatic species through the area.
- BIO-42:** If water drafting becomes a necessary component of the proposed project, drafting sites will be planned to avoid adverse effects to special-status aquatic species and associated habitat, in-stream flows, and depletion of pool habitat. Screening devices that create low entry velocity will be used for water drafting pumps to minimize removal of aquatic species, including juvenile fish, amphibian egg masses and tadpoles from aquatic habitats.
- BIO-43:** Avoid vegetation removal that could reduce shaded areas and increase stream temperatures. Minor reroutes, where needed, will not be designed to travel adjacent to streams to the maximum extent practicable.
- BIO-44:** For any project requiring a permit from USACE, RWQCB, CDFW, National Marine Fisheries Service (NMFS), USFWS, or other agency for potential impacts to aquatic and wetland resources restrictions, construction timing, BMPs, and other protective measures will be developed and specified in consultation with the agencies during the permitting process.
- BIO-45:** Staging areas will be located outside of sensitive habitats at an appropriate distance as determined by a Department -approved biologist, from vernal pools, seasonal wetlands, ponds, streams, riparian habitat, and other aquatic habitats.

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- BIO-46:** When determined necessary by a Department -approved biologist, exclusionary fencing, flagging, staking, or signage will be installed around all Environmentally Sensitive Areas as an initial construction task. The Environmentally Sensitive Areas will be delineated to limit encroachment by construction personnel and equipment into sensitive aquatic habitats without affecting public access routes.
- BIO-47:** To avoid indirect construction-related impacts to aquatic habitats, BMPs will be implemented to minimize soil disturbance. Where soil disturbance is necessary, stabilization techniques (including the use of silt fences, fiber rolls or blankets, gravel bag berms, geotextiles, plastic covers, erosion control blankets/mats, covering of exposed areas with mulch, and temporary vegetation or permanent seeding) will be implemented.
- BIO-48:** Construction activities near water courses and riparian areas will be monitored daily. Monitoring will include checking silt fences, erosion and sediment control BMPs, and Environmentally Sensitive Area fencing to make sure they are functioning properly to avoid project impacts.

General Project Requirements for the Treatment of Cultural Resources and Tribal Cultural Resources

- CUL-1:** Prior to the start of on-site construction work, the **[insert who]** will notify the Supervisor of the District Cultural Resources Program who will in turn notify Californian Native American tribes traditionally and culturally affiliated with a geographic area, unless other arrangements are made in advance, a minimum of three weeks to schedule a Cultural Resources Specialist to monitor work, as necessary, to ensure that pre-approved removal and reconstruction of historic fabric will occur in a manner consistent with the Secretary of the Interior's Standards for Treatment of Historic Properties.
- CUL-2:** Before, during, and after construction, a **[insert who]** will photo-document all aspects of the project and will add the photos to the historical records (archives) for the park if the Department -qualified historian or archaeologist, or Tribal Liaison Contact deems necessary.
- CUL-3:** Prior to the start of on-site construction work, and to the extent not already completed, a **[insert who]** will map and record all cultural features (archaeological and built environment) within the proposed Area of Potential Effects (APE) to a level appropriate to the Secretary of the Interior's Standards for the Treatment of Historic Properties.
- CUL-4:** Increase public awareness of local and tribal history, site stewardship, archaeology, and the need to protect cultural resources. Ways to accomplish this awareness include highlighting certain cultural resources along the road or trail with interpretive signs and information kiosks, and/or by placement of a historical marker along a segment of a road or trail, which provides information to the user about the importance of the site and/or the event. If the subject matter pertains to Native Americans, consultation with Californian Native

American tribes traditionally and culturally affiliated with a geographic area shall be necessary.

Historian's Specific Project Requirements

- CUL-5:** When there is potential to impact historic resources, A Department -qualified historian will survey roads and/or trails prior to the start of any proposed improvements or changes in use to identify potentially significant historic resources. To determine the historic significance of road and trail alignments, a Department -qualified historian will conduct comparisons of current road and trail alignments with historic documentation of historic alignments.
- CUL-6:** A Department -qualified historian shall use flags, protective fencing, or other methods to identify and provide a buffer zone for any resources discovered during trail survey. The historian shall establish a specific buffer zone around the features based on the type of resources and the proposed scope of work.

Historian's Standard Requirements

- CUL-7:** All historic work on built environment resources will comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings.
- CUL-8:** Historic character will be retained and preserved; where safe, original materials that still maintain structural integrity will be retained; and where replacement is required, materials and features will be replaced "in kind."
- CUL-9:** A qualified historian familiar with the project site's cultural/historic resources will monitor all construction activities at his/her discretion. All historic resources uncovered during the project will be recorded in place with a photograph and/or drawing showing any new or recovered material and archived, at the discretion of the monitor.

Archaeologist's and Tribal Specific Project Requirements

- CUL-10:** To prevent disturbance to high value archaeological resource or tribal cultural areas, redirect visitors away from the resources employing appropriate placement of trails, creating barriers, or other suitable methods to discourage access.
- CUL-11:** Decommission and/or reroute roads and trails away from high value archaeological or tribal cultural resources whenever possible and/or feasible.
- CUL-12:** Prior to implementing any project that would involve ground disturbance, cultural resource staff, in coordination with Californian Native American tribes traditionally and culturally affiliated with the geographic area, will determine if the project area is located in an of area of high archaeological or tribal cultural value. If the area is determined sensitive, the area will require field survey by a Department-qualified archaeologist, in consultation with a tribal representative, who will make recommendations and develop proposals for procedures deemed

appropriate to further investigate and/or avoid adverse impacts to those resources.

- CUL-13:** Prior to implementing any project that would involve ground disturbance, cultural resource staff will consult Department cultural resource data files, and if deemed necessary, contact the appropriate Information Center of the California Historical Resources Information System to request a record search of known cultural resources located within and adjacent to the proposed project area.
- CUL-14:** Department will conduct the tribal consultations prior to implementing any project that involves new ground disturbances related to road and trail construction; in previously disturbed soil where archaeological sensitivity is high and trail work is proposed; or for projects which require CEQA review. The consultation protocol will follow the steps identified in the Department Operations Manual 0400 Cultural Resources.
- CUL-15:** Where road and trail activities cannot avoid sensitive archaeological resources, the project actions will require modifications to incorporate the resources into the RTMP and provide a resource protection plan, in consultation with tribal representatives as appropriate, for its maintenance and future protection.

Archaeological and Tribal Cultural Resources – Standard Project Requirements

- CUL-16:** Prior to the start of any ground-disturbing activities, a qualified archaeologist in consultation with a tribal representative as appropriate will complete preconstruction investigations to determine specific avoidance areas within the proposed APE that contains known significant or potentially significant archaeological resources. If necessary, a qualified Cultural Resources Specialist will prepare a research design, including appropriate trenching and/or preconstruction excavations.
- CUL-17:** Based on preconstruction testing, project design and/or implementation will be altered, as necessary, to avoid impacts to significant archaeological or tribal cultural resources or reduce the impacts to a less than significant level, as determined in consultation with a Department-qualified archaeologist who, in turn, has consulted with tribal representatives as appropriate.
- CUL-18:** In an archaeologically or tribal culturally sensitive area, **[insert who]** will manually remove or flush cut vegetation to avoid ground-disturbing activities; removal of roots will not be allowed.
- CUL-19:** In an APE considered highly sensitive for the discovery of buried archaeological features or deposits, including human remains, **[insert who]** will review and approve monitoring by a Department-qualified Cultural Resources Specialist and tribal representative of any subsurface disturbance, including but not limited to grading, excavation or trenching.
- CUL-20:** **[Insert who]** will coordinate monitoring of subsurface disturbance by a Native American monitor.

CUL-21: If anyone discovers previously undocumented cultural resources during project construction or ground-disturbing activities, work within 50 to 100 feet of the find will be temporarily halted. The Department State Representative will be notified immediately, and work will remain halted until a qualified Cultural Resources Specialist or archaeologist, in consultation with a tribal representative as appropriate, evaluates the significance of the find and determines and implements the appropriate treatment and disposition in accordance with the Secretary of the Interior’s Standards and Guidelines for Archeology and Historic Preservation or tribal values.

If ground-disturbing activities uncover cultural artifacts or features (including but not limited to dark soil containing shellfish, bone, flaked stone, groundstone, or deposits of historic ash), when a qualified Cultural Resources Specialist is not onsite, **[insert who]** will contact the Supervisor of the District Cultural Resources Program immediately and **[insert who]** will temporarily halt or divert work within the immediate vicinity of the find until a qualified Cultural Resources Specialist and tribal representative as appropriate evaluates the find and determines and implements the appropriate treatment and disposition of the find.

If feasible, **[insert who]** will modify the project to ensure that construction or ground-disturbing activities will avoid the unanticipated discovery of a significant cultural or tribal cultural resources (historical resources) upon review and approval of a **[insert who]**.

CUL-22: In the event anyone discovers human remains or suspected human remains, work will cease immediately within 100 feet of the find and the project manager/site supervisor will notify the appropriate Department personnel. The human remains and/or funerary objects will not be disturbed and will be protected by covering with soil or other appropriate methods. The Department representative will notify the County Coroner, in accordance with Section 7050.5 of the California Health and Safety Code, and the Native American Heritage Commission; the Department representative will also notify the local Tribal Representative. If a Native American monitor is onsite at the time of the discovery, the monitor will notify his/her affiliated tribe or group. The local County Coroner will make the determination of whether the human bone is of Native American origin. If the Coroner determines the remains represent Native American interment, the Native American Heritage Commission will be consulted to identify the most likely descendant and appropriate disposition of the remains. Work will not resume in the area of the find until proper disposition is complete (PRC Section 5097.98). No human remains or funerary objects will be cleaned, photographed, analyzed, or removed from the place of discovery prior to determination.

If it is determined the find indicates a sacred or religious site, the site will be avoided to the maximum extent practicable. Formal consultation with the State Historic Preservation Officer and review by the Native American Heritage

Commission, as well as appropriate Tribal Representatives, will occur as necessary to define additional site mitigation or future restrictions.

Geology, Soils, and Minerals Standard Project Requirements

Construction General Permit and SWPPP Measures

GEO-1: Prior to the start of construction involving ground-disturbing activities totaling one acre or more, Department will direct the preparation of a Stormwater Pollution Prevention Plan (SWPPP) by a Qualified Stormwater Pollution Plan Developer (QSD) for Department approval that identifies temporary BMPs (e.g., tarping of any stockpiled materials or soil; use of silt fences, straw bale barriers, fiber rolls, etc.) and permanent BMPs (e.g., structural containment, preserving or planting of vegetation, etc.) for use in all construction areas to reduce or eliminate the discharge of soil, surface water runoff, and pollutants during all excavation, grading, trenching, repaving, or other ground-disturbing activities.

Construction-Related Measures

GEO-2: All construction, improvement, modification, or decommissioning of road/trails, and conversion of roads-to-trails, will be consistent with Department BMPs, Departmental Operations Manuals (DOMs), Vegetation Management Guidelines, and Trail Handbook guidelines.

GEO-3: A qualified or California licensed geologist will review road decommissioning, new routes, road-to-trail conversion sites, and landslide repairs during project planning to determine if any geologic or soil conditions exist that require additional assessment or alteration of prescriptions. If unique features do exist or conditions so require, a California licensed geologist or their designee will conduct a geologic assessment/investigation and make appropriate design recommendations, and, if needed, define the boundaries of the work area on project drawings.

GEO-4: Heavy equipment operators will be cautioned to minimize their exposure to unstable slopes that may occur naturally or result from the earthmoving process. Qualified inspectors will continually evaluate slope geometry and earth materials and caution operators if unstable conditions are indicated.

GEO-5: No high ground pressure vehicles will be driven through project areas during the rainy season or when soils are wet and saturated to avoid compaction and/or damage to soil structure. Undisturbed areas will be avoided by vehicles to the extent practicable during all seasons. If vehicles must be driven through previously undisturbed areas during moist conditions, then the path of travel will be distributed and/or the travel way will be decompacted upon project completion. Existing compacted road or trail surfaces are exempted as they are already well compacted from use.

GEO-6: Topsoil excavated during initial construction will be segregated and used as a finishing surface over other fill to help conserve topsoil and promote revegetation.

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- GEO-7:** Excavated spoil from project work will be placed in a stable location where it will not cause or contribute to slope failure, or erode and enter a stream channel or wetland. Spoil areas will be compacted in lifts and blended into the surrounding landscape to promote uniform sheet drainage. Stream or concentrated overland flow will not be allowed to discharge onto spoil areas, regardless of discharge rate.
- GEO-8:** Bare ground will be mulched with native vegetation removed during the work, or with other non-exotic plant-bearing mulch materials, to the maximum extent practicable to minimize surface erosion. Sufficient openings will be left in the mulch to allow revegetation.
- GEO-9:** Immediately following reconstruction, roads and trails will be closed for a period following construction that allows for one wet-dry cycle (e.g., one winter's duration) to allow the soil and materials to settle and compact before the route opens to the public. Routine maintenance will also be performed on the road or trail as necessary to reduce erosion to the extent possible and to repair weather-related damage that could contribute to erosion.
- GEO-10:** If anyone discovers potential paleontological resources during project construction or ground-disturbing activities, work within 100-feet of the find will be temporarily halted, the Department Representative will be notified immediately, and work will remain halted until a qualified paleontologist or geologist evaluates the significance of the find and recommends appropriate salvage or further mitigation procedures.

Project Design-Related Measures

- GEO-11:** Road and trail stream crossings will have any new drainage structures designed for the 100-year storm flow event or be capable of passing the 100-year peak flow, debris, and sediment loads without significant damage.
- GEO-12:** Road and trail stream crossings will be designed and constructed without the potential for stream diversion.
- GEO-13:** Department staff will install appropriate energy dissipaters and employ other erosion control measures at water discharge points, as appropriate.
- GEO-14:** Install armored rock crossings at ephemeral drainages, micro drainages and swales to harden the trail tread in areas of potential interface between trail users and natural topographic drainage features.
- GEO-15:** All drainages (including micro drainages) will not be captured, diverted or coupled with other drainages by the road or trail.
- GEO-16:** Water will not be accumulated on a road or trail and drained off onto landforms where natural drainages do not exist.
- GEO-17:** Road and trail fillslopes will be designed with stable slope gradients as defined in Department trail construction manuals, guidelines, and handbooks, or as

recommended by a qualified professional reviewing site-specific conditions. Unstable fillslopes will be stabilized or removed.

- GEO-18:** Road and trail surfaces and ditches will be hydrologically disconnected from wetlands, streams and stream crossings to the extent feasible.
- GEO-19:** Provide outslope to the road bed or trail tread and remove any outer edge berm to facilitate sheet flow off the road or trail where the dispersed flow can be filtered by vegetation and organic litter.
- GEO-20:** When outsloping road or trail surfaces is not feasible, such as steep linear grades, construct rolling dips to direct runoff safely off the route to prevent buildup of surface runoff and subsequent erosion. Water bars will be used as a last resort if outsloping and rolling dips, or minor rerouting are not feasible, or on routes receiving minimal use. Water bars will be constructed to divert water to controlled points along the route and with rock armor at the downslope end for energy dissipation.
- GEO-21:** If soils and parent material geologic capability are not sustainable, overly steep grades will be mitigated with surface hardening techniques. Hardening techniques (such as compacted aggregate or trail structures such as steps or retaining walls) will keep the surface sustainable, firm and stable.
- GEO-22:** Department staff will develop a rehabilitation plan for decommissioned routes that includes using brush and trees removed from the new or existing route alignment for bio-mechanical erosion control (bundling slash and keying it in to fall line of the route, filling damaged sections with soil and duff removed from the new or existing alignment, constructing water bars if necessary, and replanting native trees and shrubs).
- GEO-23:** Both ends of a decommissioned road or trail, road-to-trail conversion or abandoned trail segment will be clearly blocked, and scatter its length with vegetative debris from new route construction to discourage continued use and degradation of the decommissioned portion of the road or trail.
- GEO-24:** Seasonally close roads and trails to all users when soils are saturated and softened.
- GEO-25:** Install “pinch points” to reduce downhill bicycle speed and increase the line of sight at curves.
- GEO-26:** Construct or repair barriers at switchbacks to discourage shortcuts and user-created trails.

Event-Related Measures

- GEO-27:** After a large earthquake event in the region (i.e., magnitude 5.0 or greater centered within 75 miles of the project site or Cascadia subduction zone event in excess of magnitude 7.5 that ruptures south from Brookings, Oregon), Department staff will inspect all project structures and features for damage, as soon as is possible after the event. Any damaged structures or features, including landslides, will be closed to park visitors, volunteers, residents,

contractors, and staff until such features or structures have been evaluated by a qualified or licensed professional and/or repaired. Seismically generated ground cracks along ridgecrests or other landforms removed from, but potentially affecting, the infrastructure will be evaluated as part of the investigation.

- GEO-28:** After or during a large storm or rainfall event (i.e., equal to or more than: six inches in 24 hours; 12 inches in 72 hours; or 15 inches in 120 hours, as measured at the Cuneo Campground weather station, or peak stream flows measured at the Bull Creek stream gage in excess of 6500 cubic feet per second), Department staff will inspect all project structures and features for damage, as soon as is safely possible after or during the event. Any damaged structures or features will be closed to park visitors, volunteers, residents, contractors, and staff until such features or structures have been evaluated by a qualified or licensed professional and/or repaired.

Greenhouse Gas/Climate Change/Sea-Level Rise Standard Project Requirements Construction-Related Emission Control Measures

- AQ-1:** No more than one acre of ground disturbance (e.g., earth moving, grading, excavating, land clearing) will occur in any single day.
- AQ-10:** Operation of large diesel- or gasoline-powered construction equipment (i.e., greater than 50 horsepower [hp]) will not exceed 60 equipment-hours per day, where an equipment-hour is defined as one piece of equipment operating for one hour.
- AQ-11:** All diesel- and gasoline-powered equipment will be properly maintained according to manufacturer's specifications, and in compliance with all State and federal emissions requirements
- AQ-12:** Whenever possible, removed vegetative material will be either left in place (e.g. for use as mulch) or chipped on site. If approved, an air curtain burner may be used. When pile burning is deemed necessary, a burn permit would be obtained from the local air quality management district. Burn piles would be no larger than 10x10x5 feet and ignited on approved burn days only.
- AQ-13:** Haul truck trips to and from the site will be limited to 40 one-way trips per day. This includes trips for hauling gravel, materials, and equipment to and from the site.
- AQ-14:** The maximum number of construction worker-related commute trips for any project at a park will not exceed 60 one-way worker commute trips per day.
- AQ-15:** All motorized construction equipment will be shut down when not in use. Idling of equipment and haul trucks will be limited to five minutes.

Measures Pertinent to Carbon Sequestration

- BIO-16:** Natural wetland habitat such as marsh, riparian, and vernal pools will not be filled by stream-crossing construction projects unless approved by the regulatory agencies. Equipment will remain on existing road or trail alignments to the maximum extent practicable.

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- BIO-22:** All projects will be designed to minimize the removal of native trees. Specifically, projects will be designed to retain and protect trees 24 inches diameter-at-breast-height (DBH) or greater to the maximum extent practicable. Limbs of these trees will be removed if required for access or safety considerations. Trees smaller than 24 inches DBH will be retained whenever practicable. Equipment operators will be required to avoid striking retained trees to minimize damage to the tree structure or bark.
- BIO-23:** Within the root health zone (5 times DBH) of any native tree with a DBH of 12 inches or greater, no roots with a diameter of 2 inches or greater will be severed by project activities, unless authorized in advance by a Department -approved biologist.
- BIO-24:** No ground disturbance or staging will be allowed within the root health zone (5 times the DBH) of retention trees, unless approved in advance by a Department -approved biologist, forester, or certified arborist. Staging areas within existing compacted road or trail surfaces are exempted as they are already well compacted from use.
- BIO-25:** A **[insert who]** will be present during all ground-disturbing activities within the root health zone (5 times the DBH) of retained trees when requested by a Department -approved biologist.

Measures Pertinent to Resiliency to Climate Change

- HAZ-10:** Prior to the start of construction, **[insert who]** will develop a Fire Safety Plan for **[insert name]** approval. The plan will include the emergency calling procedures for both the California Department of Forestry and Fire Protection (Cal Fire) and local fire department(s).
- HAZ-11:** All heavy equipment will be required to include spark arrestors or turbo chargers that eliminate sparks in exhaust and have fire extinguishers on-site.
- HAZ-12:** Construction crews will park vehicles **[insert distance]** from flammable material, such as dry grass or brush. At the end of each workday, construction crews will park heavy equipment over a non-combustible surface to reduce the chance of fire.
- HAZ-13:** Department personnel will have a Department radio at the park unit, that allows direct contact with Cal Fire and a centralized dispatch center, to facilitate the rapid dispatch of control crews and equipment in case of a fire.
- HAZ-14:** Under dry conditions, a filled water truck and/or fire engine crew will be onsite during activities with the potential to start a fire.
- GEO-27:** After or during a large storm or rainfall event (i.e., equal to or more than: six inches in 24 hours; 12 inches in 72 hours; or 15 inches in 120 hours, as measured at the Cuneo Campground weather station, or peak stream flows measured at the Bull Creek stream gage in excess of 6500 cubic feet per second), Department staff will inspect all project structures and features for damage, as soon as is safely possible after or during the event. Any damaged structures or features will

be closed to park visitors, volunteers, residents, contractors, and staff until such features or structures have been evaluated by a qualified or licensed professional and/or repaired.

HYDRO-4: All construction activities will be suspended during heavy precipitation events (i.e., more than one inch of precipitation in a 24-hour period) or when heavy precipitation events are forecast. If the construction manager must suspend work the construction manager will install drainage and erosion controls appropriate to site conditions, such as covering (e.g. tarping) stockpiled soils, mulching bare soil areas, and by constructing silt fences, straw bale barriers, fiber rolls, or other control structures around stockpiles and graded areas, to minimize runoff effects.

Hazards and Hazardous Materials Standard Project Requirements

HAZ-1: Avoid locating route modifications in areas that could have been used previously for industrial/manufacturing uses, or other uses that could have involved use, handling, transport, or storage of hazardous materials (including but not limited to auto maintenance, gas station, equipment yard, dry cleaner, railroad, agriculture, mining, etc.). If such areas cannot be avoided, prior to any construction within such areas, **[insert implementing party]** shall hire a qualified professional to conduct a Phase 1 Environmental Site Assessment (ESA), limited to the area of proposed ground disturbance, that will identify the presence of any soil contamination at concentrations that could pose health risk to construction workers. If such levels of soil contamination are identified, the **[insert implementing party]** shall follow the recommendations in the Phase 1 ESA, which may include removal of contaminated soil in compliance with all U.S. Environmental Protection Agency, Occupational Safety and Health Administration, and Department of Toxic Substances Control requirements.

HAZ-2: If any construction will occur directly below overhead power poles with transformers, prior to construction, the soil directly beneath the transformers will be inspected for staining. If staining is present, the **[insert implementing party]** will avoid the stained soil, coordinate with the utility company for clean-up, or hire a qualified professional to provide recommendations that will be implemented.

HAZ-3: Prior to any excavation in the vicinity of underground utility easements, **[insert implementing party]** shall coordinate with the utility company to ensure avoidance of the utility line.

HAZ-4: Prior to the start of on-site construction activities, **[insert who]** will inspect all equipment for leaks and regularly inspect thereafter until equipment is removed from the project site. All contaminated water, sludge, spill residue, or other hazardous compounds will be contained and disposed of outside the boundaries of the site, at a lawfully permitted or authorized destination.

HAZ-5: Prior to the start of on-site construction activities, **[insert who]** will prepare a Spill Prevention and Response Plan (SPRP) as part of the Storm Water Pollution

Prevention Plan (SWPPP) for **[insert who]** approval to provide protection to on-site workers, the public, and the environment from accidental leaks or spills of vehicle fluids or other potential contaminants. This plan will include (but not be limited to):

- a map that delineates construction staging areas, where refueling, lubrication, and maintenance of equipment will occur;
- a list of items required in a spill kit on-site that will be maintained throughout the life of the project;
- procedures for the proper storage, use, and disposal of any solvents or other chemicals used in the construction process;
- and identification of lawfully permitted or authorized disposal destinations outside of the project site.

HAZ-6: **[Insert who]** will develop a Materials Management Plan to include protocols and procedures that will protect human health and the environment during remediation and/or construction activities that cause disturbances to the native soil and/or mine and mill materials causing potential exposure to metals and dust resulting from materials disturbances. All work will be performed in accordance with a Site Health and Safety Plan. The Materials Management Plan will include the following (where applicable):

- Requirement that staff will have appropriate training in compliance with 29 CFR, Section 1910.120;
- Methods to assess risks prior to starting onsite work;
- Procedures for the management and disposal of waste soils generated during construction activities or other activities that might disturb contaminated soil;
- Monitoring requirements;
- Storm water controls;
- Record-keeping; and,
- Emergency response plan.

HAZ-7: **[Insert who]** will set up decontamination areas for vehicles and equipment at Department unit entry/exit points. The decontamination areas will be designed to completely contain all wash water generated from washing vehicles and equipment. BMPs will be installed, as necessary, to prevent the dispersal of wash water beyond the boundaries of the decontamination area, including over-spray.

HAZ-8: Prior to the start of on-site construction activities, **[insert who]** will clean and repair (other than emergency repairs) all equipment outside the project site boundaries.

HAZ-9: **[Insert who]** will designate and/or locate staging and stockpile areas within the existing maintenance yard area or existing roads and campsites to prevent leakage of oil, hydraulic fluids, etc. into **[insert where i.e., native vegetation, sensitive wildlife areas, creek, river, stream, etc.]**.

-
- HAZ-10:** Prior to the start of construction, **[insert who]** will develop a Fire Safety Plan for **[insert name]** approval. The plan will include the emergency calling procedures for both the California Department of Forestry and Fire Protection (Cal Fire) and local fire department(s).
- HAZ-11:** All heavy equipment will be required to include spark arrestors or turbo chargers that eliminate sparks in exhaust, and have fire extinguishers on-site.
- HAZ-12:** Construction crews will park vehicles **[insert distance]** from flammable material, such as dry grass or brush. At the end of each workday, construction crews will park heavy equipment over a non-combustible surface to reduce the chance of fire.
- HAZ-13:** Department personnel will have a Department radio at the park unit, that allows direct contact with Cal Fire and a centralized dispatch center, to facilitate the rapid dispatch of control crews and equipment in case of a fire.
- HAZ-14:** Under dry conditions, a filled water truck and/or fire engine will be onsite during activities with the potential to start a fire.

Hydrology, Water Quality, and Sedimentation Standard Project Requirements Construction General Permit and SWPPP Measures

- HYDRO-1:** Prior to the start of construction involving ground-disturbing activities totaling one acre or more, **[insert who]** will prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) for Department approval that identifies BMPs (e.g., tarping of any stockpiled materials or soil; use of silt fences, straw bale barriers, fiber rolls) and permanent BMPs (e.g., structural containment, preserving or planting of vegetation) for use in all construction areas to reduce or eliminate the discharge of soil, surface water runoff, and pollutants during all excavation, grading, trenching, or other ground-disturbing activities. The SWPPP will include BMPs for hazardous waste and contaminated soils management and a Spill Prevention and Control Plan (SPCP), as appropriate.

Basin Plan Requirement Measures

- HYDRO-2:** The project will comply with all applicable water quality standards as specified in the Lahontan Regional Water Quality Control Board Basin Plan.

Construction-Related Measures

- HYDRO-3:** All construction, improvement, modification, or decommissioning of road/trails, and conversion of roads-to-trails, will be consistent with Department BMPs, Departmental Operations Manuals (DOMs), Vegetation Management Guidelines, and Trail Handbook guidelines.
- HYDRO-4:** All construction activities will be suspended during heavy precipitation events (i.e., more than one inch of precipitation in a 24-hour period) or when heavy precipitation events are forecast. If the construction manager must suspend work the construction manager will install drainage and erosion controls appropriate to site conditions, such as covering (e.g. tarping) stockpiled soils,

mulching bare soil areas, and by constructing silt fences, straw bale barriers, fiber rolls, or other control structures around stockpiles and graded areas, to minimize runoff effects.

HYDRO-5: For construction activities extending into or occurring during the rainy season, or if an un-seasonal storm is anticipated, Department staff will properly winterize the site by covering (e.g. tarping) any stockpiled materials or soils, mulching bare soil areas, and by constructing silt fences, straw bale barriers, fiber rolls, or other structures around stockpiles and graded areas.

HYDRO-6: Treat rehabilitated, reengineered, or rerouted road or trail segments that have less than a 50-foot natural buffer to stream channels with mulch applied to provide 50 percent to 70 percent surface coverage. Filter windrows (structures made of slash, forest debris, and logs to protect forest streams from sediment) shall be added to the toe of fill slopes for any treated alignment where the vegetated or mulched buffer is located closer to a watercourse than is recommended for the steepness of the hillslope, as described in the table below:

Recommended minimum distance between the vegetated or mulched buffer of wildland roads/trails and streams	
Slope of land between road/trail and stream (%)	Minimum distance of vegetated/mulched buffer (ft)
0	50
10	90
20	130
30	170
40	210
50	250
60	290
70	330

These setbacks or windrow designs may be modified based on concurrence from a qualified geologist after reviewing vegetation and soil conditions on the slope between the alignment and the watercourse. The windrows shall not provide structural support to the fills.

HYDRO-7: Salvage trees and brush removed prior to excavation for mulching bare soil areas after construction.

HYDRO-8: During dry, dusty conditions, all unpaved active construction areas will be wetted using water trucks, treated with a non-toxic chemical dust suppressant (e.g., emulsion polymers, organic material), or covered. Any dust suppressant product used must be environmentally benign (i.e., non-toxic to plants and shall not negatively impact water quality) and its use shall not be prohibited by the California Air Resources Board, U.S. EPA, or the State Water Resources Control Board. Exposed areas will not be over-watered such that watering results in

runoff. Unpaved areas subject to vehicle travel could also be stabilized through the effective application of wood chips, gravel, or mulch. The type of dust suppression method shall be selected by the contractor from the SWPPP options, if applicable, or based on soil, traffic, and other site-specific conditions.

- HYDRO-9:** Excavation and grading activities will be suspended when sustained winds exceed 25 miles per hour (mph), instantaneous gusts exceed 35 mph, or when dust occurs from remediation related activities where visible emissions (dust) cannot be controlled by watering or conventional dust abatement controls.
- HYDRO-10:** Prior to the start of on-site construction activities, all equipment will be inspected for leaks and regularly inspected thereafter until equipment is removed from the project site. All contaminated water, sludge, spill residue, or other hazardous compounds will be contained and disposed of outside the boundaries of the site, at a lawfully permitted or authorized destination.
- HYDRO-11:** Staging and stockpile areas will be designated and/or located, and suitable barriers installed, within the existing maintenance yard area or existing roads and campsites to prevent leakage of oil, hydraulic fluids, or other chemicals into lakes, streams, or other water bodies.
- HYDRO-12:** Decontamination of heavy equipment shall occur prior to delivery onto state park lands. Heavy equipment shall be thoroughly power washed prior to delivery to the job site. Equipment shall be free of woody and organic debris, soil, grease, and other foreign matter. The engine compartment, cab, and other enclosed spaces shall also be free of the aforementioned debris. Equipment shall be thoroughly inspected by Department's State Representative upon delivery and may be rejected if in the opinion of the Department representative the equipment does not meet decontamination standards. If a piece of equipment is removed from the park for unrelated work or work not identified as part of the project, it will be re-inspected upon re-entry to the park. Upon demobilization decontamination shall take place off-site.
- HYDRO-13:** All heavy equipment parking, refueling, and service will be conducted within designated areas with suitable barriers outside of the 100-year floodplain to avoid watercourse contamination.

Project Design-Related Measures

- HYDRO-14:** Project planning will identify public water supply and park water systems that could be affected. Persons responsible for the maintenance of these water systems will be consulted and if negative effects are anticipated, mutually agreeable modifications will be developed.
- HYDRO-15:** Department staff will install appropriate energy dissipaters and employ other erosion control measures at water discharge points, as appropriate.
- HYDRO-16:** Routes will be designed and constructed so that they do not significantly disrupt or alter the natural hydraulic flow patterns of the landform.

-
- HYDRO-17:** Routes located within 100-year flood hazard zones will be designed and constructed so that they do not significantly disrupt or alter natural flood flows.
- HYDRO-18:** For decommissioning and restoration projects, existing (altered) drainage patterns will be restored to pre-disturbance patterns. In some cases where pre-disturbance patterns cannot be restored, conversion work may require the realignment of a stream segment. To ensure that channel stability will be maintained, project planners will establish new drainage segments only after thorough review by a qualified geologist, geomorphologist, or hydrologist.
- HYDRO-19:** Install armored rock crossings at ephemeral drainages, micro drainages and swales to harden the tread in areas of potential interface between trail users and natural topographic drainage features.
- HYDRO-20:** Provide outslope to the road bed or trail tread and remove any outer edge berm to facilitate sheet flow off the road or trail where the dispersed flow can be filtered by vegetation and organic litter.
- HYDRO-21:** When outsloping road or trail surfaces is not feasible, such as steep linear grades, construct rolling dips to direct runoff safely off the route to prevent buildup of surface runoff and subsequent erosion. Water bars will be used as a last resort, if outsloping and rolling dips or rerouting are not feasible or on routes receiving no use. Water bars will be constructed to divert water to controlled points along the route and with rock armor at the downslope end for energy dissipation, where needed.
- HYDRO-22:** Install gravel surfacing on routes in areas with saturated or unstable soils, and on bridge or ford approaches to provide a stable tread surface.
- HYDRO-23:** Seasonally close multi-use trails to all users when soils are saturated and softened.
- HYDRO-24:** Install “pinch points” on multi-use trails where necessary to reduce downhill bicycle speed and increase the line of sight at curves.
- HYDRO-25:** Construct or repair barriers at switchbacks on multi-use trails to discourage shortcuts and the creation of user-created trails.

Land Use and Planning Standard Project Requirements

The SPRs do not include a category of provisions specifically related to land use and planning.

Mineral Resources Standard Project Requirements

The SPRs do not include a category of provisions specifically related to mineral resources use.

Noise Standard Project Requirements

- N-1:** Operation of noise-generating construction activity (equipment and power tools and haul truck delivery of equipment and materials) will abide by the time-of-day restrictions established by local jurisdictions (i.e., city and/or county) if such noise would be audible to receptors (e.g., residential land uses, schools, hospitals, places of worship) located in Nevada or Placer Counties or surrounding communities. Cities and counties in California typically restrict construction-

noise to particular daytime hours. If the local, applicable jurisdiction does not have a noise ordinance or policy restricting the time-of-day when noise-generating construction activity can occur, then noise-generating construction activity will be limited to the hours of 7:00 AM to 5:00 PM Monday through Friday.

- N-2:** All powered construction equipment and power tools will be used and maintained according to manufacturer specifications. All diesel- and gasoline-powered construction equipment will be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations.
- N-3:** Equipment engine shrouds will be closed during equipment operation.
- N-4:** All construction equipment and equipment staging areas will be located as far as possible from nearby noise-sensitive land uses (e.g., residential land uses, schools, hospitals, places of worship) located outside the park.
- N-5:** All motorized construction equipment will be shut down when not in use. Idling of equipment and haul trucks will be limited to five minutes.
- N-6:** No pile driving, blasting, or drilling will occur in areas that may adversely affect sensitive receptors outside the park unit.
- N-7:** Written notification of construction activities will be provided to any and all off-site noise-sensitive receptors (e.g., residential land uses, schools, hospitals, places of worship) located within 1,500 feet of locations where powered construction equipment and/or power tools will be operated. Notification will include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, of the project representative. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) will also be included in the notification.
- N-8:** Construction activities involving heavy equipment (i.e., 50 horsepower [hp] or greater) will not operate within 50 feet of land uses that are potentially sensitive to ground vibration, including residential buildings, schools, hospitals, and places of worship. Heavy construction equipment will also not be operated within 30 feet of historically significant structures that could be vulnerable to structural damage from ground vibration, and known archaeological sites, that could be vulnerable to vibration-induced changes to the stratigraphic relations of the soil layers that are important to archaeological study.

Population and Housing Standard Project Requirements

- AQ-14:** The maximum number of construction worker-related commute trips for any project at a park will not exceed 60 one-way worker commute trips per day.

Public Services and Utilities Standard Project Requirements

The SPRs do not include a category of provisions specifically related to public services and utilities management.

Recreation Standard Project Requirements

The SPRs do not include a category of provisions specifically related to recreation use management.

Transportation and Traffic Standard Project Requirements

- TRAN-1:** For proposed addition of bicycle use, stop signs for cyclists will be installed at all locations where the trail crosses a roadway (including maintenance roads). Appropriate warning signs will be installed along the roadways and on pavement (as necessary) at the approach of bicycle crossings to warn drivers of potential crossing bicyclists.
- TRAN-2:** For proposed addition of equestrian use, **[insert who]** will ensure driveways/access points to parking facilities have adequate line-of-sight for horse trailers and that parking facilities are either designed to be “pull through” or include a designated “turn-around” for horse trailers (where vehicle parking is restricted). Parking and access for parking facilities accommodating vehicles with horse trailers will be designed per American Association of State Highway and Transportation Officials standards.
- TRAN-3:** **[insert who]** will assess parking capacity prior to implementing a proposed recommendation. After implementation of the proposed recommendation, Department staff will monitor parking levels as part of the Adaptive Use Management process. If monitoring indicates an exceedance of parking capacity (i.e., increased use of undesignated on-street parking or increased illegal parking due to overflow of parking lot facilities), the **[insert who]** will implement a management response to resolve the parking capacity issue. Measures in the management response may include, but would not be limited to re-designing parking facilities (including minor parking lot expansions in areas where environmental resources will not be affected), installing parking meters and/or applying time limits, working with local transportation departments to increase nearby off-site parking availability, directing users to other existing lots, and/or working with local transit operators to increase transit to the trail facility. Department District personnel will determine which actions are feasible at the park unit.
- TRAN-4:** Prior to initiating any construction activities with the potential to significantly or permanently disrupt traffic flows, the construction manager will have a Construction Traffic Management Plan (CTMP), prepared by a qualified professional that will provide measures to reduce potential traffic obstruction or service level degradation at affected traffic facilities. The scope of the CTMP will depend on the type, intensity, and duration of the specific construction activities associated with the project. Measures included in the CTMP could include (but are not limited to) construction signage, flaggers for lane closures, construction schedule and/or delivery schedule restrictions, etc. The CTMP will be submitted to the local agency having jurisdiction over the affected traffic facilities.

7.2.10 Project Implementation

As noted previously, the RTMP will provide focus for management of paved and unpaved roads and trails. Subsequent work undertaken pursuant to the RTMP would generally occur Monday through Friday during daylight hours. Weekend or holiday work could be implemented to accelerate the construction schedule or address emergencies or unforeseen circumstances.

7.2.11 Visitation to Donner Memorial State Park

Combined free day use, paid day use, and camping attendance has steadily increased. The heaviest recreational use occurs from March through September annually. Additionally, planned communities are slated for development on the northeastern side of the park, which will likely increase the public demand for trails and trail connections adjacent to such developments.

7.2.12 Consistency with Local Plans and Policies

The RTMP is consistent with the DMSP General Plan and serves as a bridge between the desired conditions stated as goals and guidelines in the general plan and measurable implementation actions. The RTMP defines the objectives, methodologies, and/or designs on how management goals will be accomplished. This document is focused on specific management topics, goals, or issues applying to all roads and trails within DMSP. The RTMP is also consistent with the Department's Trails Handbook (2019) and Planning Handbook (2010), the Town of Truckee's 2025 General Plan, the Nevada County General Plan, and the Placer County General Plan.

7.2.13 Discretionary Approvals

The Department has approval authority for subsequent projects under the RTMP within the boundaries of DMSP. The following permits and/or consultations may be required to allow implementation of components of the RTMP:

- A Section 404 Clean Water Act permit from the U.S. Corps of Engineers (Corps or USACE) Regulatory Branch, if the project is determined to be within USACE jurisdiction.
- A Section 401 Water Quality Certification from the Regional Water Quality Control Board
- A Section 402 NPDES Construction General Permit from the Regional Water Quality Control Board.
- A Streambed Alteration Agreement (Section 1602) from the CDFW.
- Section 7 consultation with the USFWS for the [species] will be conducted, in compliance with the federal Endangered Species Act.
- 2081 take permit or Consistency Determination for state-listed species in compliance with the California Endangered Species Act.

7.2.14 Related Projects

The Department often has other smaller maintenance programs and rehabilitation projects planned for a park unit. One project currently occurring within the park is a large-scale road

maintenance project in Coldstream Valley. This project includes the re-route of a section of road as well as miles of maintenance.

7.3 Environmental Checklist

7.3.1 Initial Study Checklist

1. **Project Title:** Donner Memorial State Park Road and Trail Management Plan
2. **Lead Agency Name and Address:** California Department of Parks and Recreation
3. **Contact Person and Phone Number:** Nathan Shasha, (530) 525-1211
4. **Project Location:** Donner Memorial State Park. See Chapter 7.2.2, Project Location.
5. **Project Applicant's Name and Address:** Nathan Shasha, Environmental Scientist, Donner Memorial State Park, P.O. Box 266, Tahoma, CA 96142
6. **General Plan Land Use Designation:** State Park – Donner Memorial State Park General Plan
7. **Zoning:** Public Lands/Public Resource
8. **Description of Project:** Refer to Chapter 7, Section 2.5
9. **Surrounding Land Uses and Setting:** Refer to Chapter 7.4 of this document (Section IX, Land Use)
10. **Other Public Agencies whose Approval is Required:** Refer to Chapter 7.2, Section 2.13
11. **Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?**

The Department has received requests from Tribes that are traditionally and culturally affiliated with the Donner area and the documented consultation is included in Section XVIII, Tribal Cultural Resources of this IS.

7.3.2 Environmental Factors Potentially Affected


The environmental factors checked below would be potentially affected by the proposed project, involving at least one impact that is a potentially significant impact without mitigation, as indicated by the checklist.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology & Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology & Water Quality | <input type="checkbox"/> Land Use & Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Parks & Recreation | <input type="checkbox"/> Population & Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities & Service | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Systems | | |

7.3.3 Determination

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Approved by: 
Dan Shaw
Environmental Scientist

11 Jan 2021
Date

7.4 Environmental Setting and Impact Analysis

I. Aesthetics

Environmental Setting

Significant and irreplaceable aesthetic resources abound in DMSP. These aesthetic resources include natural, cultural, and scenic resources of the Sierra Nevada environment. The rugged granite peaks of the Sierra shining in the sun and the reflection of light off Donner Lake through the clear mountain air was described by John Muir as a “range of light.” The scent of pine and the view of forested mountains and peaks above the expanse of Donner Lake with its sailboats and wind-whipped waves give visitors a sense of place and inspiration, especially in the day use areas along the lakeshore.⁹

As of 2019, DMSP encompassed approximately 3,300 acres, most of which are made up of coniferous forests and an alpine lake set in a deep, glacier-formed valley, surrounded by the peaks of the Sierra Nevada. The park’s campground is in a more secluded area of the park, with views of forests and waterways, such as Donner Creek, the smell of campfires, and the sounds of wildlife.

Park visitors can enjoy recreational trails through the park. Hiking up Coldstream Valley to the south allows visitors to see the historic ice ponds and Cold Creek for a day. Climbing through the trees of the Overland Emigrant Trail alignment gives visitors an understanding of the pioneers’ experience and views of the daunting granite peaks that created a barrier of hardship during the pioneers’ migration across the Sierra divide.

The line of vehicles to enter the park and the crowded front parking lot can give the impression of a hectic entrance to an otherwise serene natural area. The most heavily used areas of the park are all impacted by the proximity of the park to I-80 to the north and the railroad to the south. This proximity creates a setting that lacks the quiet peacefulness of prehistoric and historic times. Nevertheless, the overall experience at DMSP with the scent of the forest, sunlight on the lake, views of the granite peaks, and winter snow keep the park busy year-round.¹⁰

⁹ California Department of Parks and Recreation, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed July 9, 2020.

¹⁰ California Department of Parks and Recreation, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed September 9, 2020.

Would the proposed project:	Potentially Significant Impact	Less Than Significant	Less Than Significant	No Impact
		With Mitigation Incorporated		
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) Impacts could occur if a road or trail alignment was altered to the degree that the existing views are no longer accessible. Impacts to scenic vistas would also occur if a conspicuous structure were to be placed in a visually prominent location that is currently part of a scenic view, or if the landscape were to be substantially altered (e.g., removal of large sections of vegetation or geologic features), such that the scenic view would be substantially degraded. None of these potential outcomes will occur as a result of the RTMP.

The RTMP will provide a management tool that will be used to manage the roads and trails to minimize impacts to the natural and cultural resources. New trails and minor trail modifications could be associated with a subsequent project (e.g., addition of design features, minor widening, minor realignment); however, projects that propose buildings or other conspicuous structures would not occur as a result of the RTMP. Furthermore, incorporation of SPR AES-1 would ensure that design and materials of road and trail modifications, as well as new trails, are consistent with the surrounding visual setting, including scenic views, and that equipment and materials storage during construction occur outside existing scenic viewsheds, therefore no impacts would occur.

b, c) The visual character of DMSP varies greatly with the seasons and generally exhibits high scenic, and in many cases, substantial visual features (i.e. large trees, wide open areas of snowpack, riparian areas, water bodies, etc.) that enhance the visual character of the park's roads and trails. The RTMP will provide a management tool that will be used to manage the roads and trails to minimize impacts to the natural and cultural resources. New trails and route modifications, including re-engineering, minor realignments, and/or decommissioning (restoration to natural conditions) could be necessary for subsequent projects done pursuant to the RTMP. These road and trail improvements would be designed to minimize effects to the physical environment. For example, SPR BIO-21 requires minimizing removal of native trees, and avoidance of trees over 24 inches DBH. Also, qualifying projects would be designed to avoid substantial alteration to existing geological features and water bodies (see HYDRO and GEO SPRs). Therefore, subsequent projects would not substantially affect the existing visual character or features of the scenic landscape. Furthermore, SPR AES-1 and SPR AES-2 would ensure that design and materials used for road and/or trail modifications, as well as new trails, would be consistent with the surrounding visual character and that equipment and materials storage during construction would occur outside prominent viewsheds. Therefore, there will be no impact.

Projects qualifying for conditional approval could include minor physical alterations to existing roads and trails. Under the process, physical changes would be limited to decommissioning, minor trail widening or realignment, installation of Best Management Practices, and other minor design improvements. Design improvements would avoid tree removal to the extent feasible, especially trees over 24-inches DBH (according to SPR BIO-22). Furthermore, qualifying projects would not require removal or major alteration of existing landscapes or geologic features and the addition or removal of a user type from an existing road or trail would not substantially change visual character, therefore no impact would occur.

d) No additional permanent light source (e.g., lighting for a new emergency call box or trail head-area path lighting) will be installed. Construction would occur only during daytime hours. Therefore, no temporary impacts from construction lighting would occur. Overall, lighting and glare generated by qualifying projects approved under the proposed RTMP will not change substantially from existing conditions, and no impact would occur.

Mitigation Measures

No mitigation beyond compliance with the relevant policies, regulations, and programs identified in this section.

II. Agriculture and Forestry Resources

Environmental Setting

The park is situated within a deep, glacier-formed valley, surrounded by the peaks of the Sierra Nevada within Placer and Nevada counties. The opening of the railroad, completed on May 10, 1869, had a significant impact on the region, which stimulated and expanded agriculture among other industries. When the railroad reached the summit in 1866 – 67, lumber mills established logging operations within the Truckee Basin to provide the railroad with cordwood for fuel, lumber for construction, and ties for roadbed. Donner Lake Basin provided the timber supply for the mills. At the east end of Donner Lake, Angus McPherson established a water-powered sawmill in 1864. Subsequently, McPherson erected a hotel complete with rental sailboats and rowboats in July of that year. In 1865, the Towle Brothers established another sawmill at the east end of Donner Lake, which, between 1866 to 1880, was said to have been operating a double mill steam plant with four saws with a 100,000 board feet daily capacity, complete with narrow gauge railroad. Millponds were typically built for the larger mills and were used in winter for ice harvesting. The “Donner Mill Pond” hosted recreational skating as a local favorite winter pastime.¹¹

At this time, no lands within the boundaries of DMSP are used or zoned for agricultural purposes, and none of the land is designated under the California Department of Farmland Finder.¹² Additionally, because DMSP is a state park, there are no William Act conservation lands within the park.

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Significant Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

¹¹ California Department of Parks and Recreation, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed September 9, 2020.

¹² California Department of Conservation, 2016, California Department of Farmland Finder, available online <https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed August 17, 2020.

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Conflict with existing zoning for, or cause rezoning of, forestland (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a) None of the land within DMSP, or the area immediately surrounding the park, or area impacted by the proposed project is included in any of the Important Farmland categories, as delineated by the California Department of Conservation, under the Farmland Mapping and Monitoring Program (FMMP).¹³ Therefore, there will be no impact.

b) The project is located wholly on Department land and is not in conflict with existing zoning for agricultural use in the applicable General Plans (Nevada and Placer) or any Williamson Act land contracts. DMSP is part of the California State Park System and although some parks contain agricultural leases, DMSP does not support any agricultural operations or farmland. Therefore, there will be no impact.

c) Commercial extraction of timber is not allowed in units of the State Park System per PRC §5001.65. The project would have no impact on any timber zoning or cause rezoning of any land. Therefore, there will be no impact.

¹³ California Department of Conservation, California Important Farmland Mapper, 2016, available online at <https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed August 17, 2020.

d, e) No conversion of adjacent agricultural or forest lands to non-agricultural/timber production uses would occur as a result of the project. The project encompasses only Department land and involves a management plan for roads and trails solely within the park (although it does examine external trail links to trails within non-Department-owned open space). The project would have no influence on, or involve changes to, the surrounding environment that would cause the conversion of any lands from agricultural or timber production use. The project will have no effect on farmland/timberland conversion.

Mitigation Measures

None required.

III. Air Quality

Environmental Setting

Regulatory Framework

Pollutants emitted into the ambient air by stationary and mobile sources are regulated by the federal Clean Air Act (Federal CAA). The Federal CAA was passed in 1963 by the United States Congress and has been amended several times. The 1990 amendments represent the latest in a series of federal efforts to regulate the protection of air quality in the United States. The Federal CAA requires the U.S. Environmental Protection Agency (USEPA) to define national ambient air quality standards (AAQS) and allows states to adopt more stringent standards or to include other pollutants.

The California Clean Air Act (California CAA), signed into law in 1988, is administered by the California Air Resources Board (CARB) at the state level under the California Environmental Protection Agency. CARB is responsible for meeting the state requirements of the Federal CAA, administering the California CAA, and establishing the California AAQS. The California CAA requires all air districts in the state to achieve and maintain the California AAQS. CARB also regulates mobile air pollution sources such as motor vehicles. CARB is responsible for setting emission standards for vehicles sold in California and for other emission sources, such as consumer products and certain off-road equipment. CARB has established passenger vehicle fuel specifications and oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional level. CARB also conducts or supports research into the effects of air pollution on the public and develops approaches to reduce air pollutant emissions.

Air Pollutants of Concern

The pollutants emitted into the ambient air by stationary and mobile sources are regulated by federal and State law under the Federal and California CAA, respectively.^{14,15} The Federal CAA requires the USEPA to define national ambient air quality standards (NAAQS) and allows states to adopt more stringent standards or to include other pollutants.¹⁶ At the state level, the California CAA is administered by CARB under the California EPA. CARB is responsible for meeting state requirements of the Federal CAA, administering the California CAA, and establishing the California AAQS, which all air districts within the state are required to achieve and maintain. CARB also regulates mobile air pollution sources such as emission standards and fuel specifications for vehicles sold in California, consumer products, and certain off-road equipment. CARB oversees the functions of local air pollution control districts and air quality

¹⁴ United States Environmental Protection Agency, 2019, Summary of the Clean Air Act, available online at <https://www.epa.gov/laws-regulations/summary-clean-air-act>, accessed August 22, 2020.

¹⁵ United States Environmental Protection Agency, 2019, Clean Air Act Permitting in California, available online at <https://www.epa.gov/caa-permitting/clean-air-act-permitting-california>, accessed August 22, 2020.

¹⁶ United States Environmental Protection Agency, 2017, Reviewing National Ambient Air Quality Standards (NAAQS): Scientific and Technical Information, available online at <https://www.epa.gov/naaqs>, accessed August 22, 2020.

management districts, which in turn administer air quality activities at the regional level. CARB also conducts or supports research into the effects of air pollution on the public and develops approaches to reduce air pollutant emissions.

The federal pollutants under the national AAQS are categorized as primary and/or secondary pollutants. Primary air pollutants are those that are emitted directly from sources. Carbon monoxide (CO), reactive organic gases (ROG; also referred to as volatile organic compounds), nitrogen oxides (NO_x), sulfur dioxide (SO₂), coarse inhalable particulate matter (PM₁₀), fine inhalable particulate matter (PM_{2.5}), and lead (Pb) are considered as primary air pollutants. All of these, except for ROGs are “criteria air pollutants,” which means that AAQS have been established for them.¹⁷ The federal and California AAQS are the levels of air quality considered to provide a margin of safety in the protection of the public health and welfare. They are designed to protect “sensitive receptors” most susceptible to further respiratory distress, such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

In addition to criteria air pollutants, both the State and federal government regulate the release of toxic air contaminants (TACs). Common sources of TACs include mobile sources (e.g., cars, trucks, and buses) and stationary sources (e.g., factories, refineries, and power plants). The California Health and Safety Code defines a TAC as “an air pollutant which may cause or contribute to an increase in mortality or in serious illness, or which may pose a present or potential hazard to human health.” A substance that is listed as a hazardous air pollutant pursuant to Section 112(b) of the Federal CAA (42 United States Code Section 7412[b]) is a TAC.

Under State law, the California Environmental Protection Agency (CalEPA), acting through the California Air Resources Board (CARB), is authorized to identify a substance as a TAC if it determines that the substance is an air pollutant that may cause or contribute to an increase in mortality or serious illness, or may pose a present or potential hazard to human health.¹⁸

Regional Air Quality

California is divided geographically into air basins for which districts have the purpose of managing the air resources of the state on a local and regional basis. An air basin generally has similar meteorological and geographic conditions throughout that area. DMSP is located within a portion of Nevada County, which is a part of the Mountains Counties Air Basin, but mostly within Placer County, which is a part of the Placer County Air Basin. These basins are under the

¹⁷ United States Environmental Protection Agency, 2018, Criteria Air Pollutants, available online at <https://www.epa.gov/criteria-air-pollutants>, accessed August 22, 2020.

¹⁸ California Air Resources Board, 1993, CARB Identified Toxic Air Contaminants, available online at <https://ww2.arb.ca.gov/resources/documents/carb-identified-toxic-air-contaminants>, accessed August 22, 2020.

jurisdiction of the Northern Sierra Air Quality Management District (NSAQMD), the Placer County Air Pollution Control District (PCAPCD), and USEPA Region IX.^{19,20,21}

The NCAQMD and PCAPCD are responsible for monitoring air pollutant levels to ensure that the California and Federal CAA standards are being met in their respective areas. Whether the standards are met, or exceeded, the Basin is considered to be in “attainment” or “nonattainment”, respectively. The Northern Sierra and Placer County Air Basin’s are designated as nonattainment for the federal and state one-hour and eight-hour ozone standards, the state PM₁₀ standards, and the federal and state PM_{2.5} standard. The Basin is considered in attainment for carbon monoxide (CO) under both state and federal ambient air quality standards. Therefore, the Basin is currently in exceedance of several state and federal ambient air quality standards and is required to implement strategies to reduce pollutant levels to within acceptable standards.

Would the proposed project:	Potentially Significant Impact	Less Than Significant	Less Than Significant	No Impact
		With Mitigation Incorporated		
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under applicable federal or State ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

¹⁹ Northern Sierra Air Quality Management District, 2020, About, available online at <https://myairdistrict.com/>, accessed August 22, 2020.

²⁰ Placer County Air Quality Pollution Control District, 2020, District, available online at <https://www.placerair.org/>, accessed August 22, 2020.

²¹ United States Environmental Protection Agency, 2020, EPA Region 9 (Pacific Southwest), available online at <https://www.epa.gov/aboutepa/epa-region-9-pacific-southwest>, accessed August 22, 2020.

Discussion

a) The proposed project would not conflict with or obstruct with the implementation of any air quality plan in the region. The Nevada County General Plan, Chapter 14, Air Quality Element, policy 14.7A requires compliance with the NSAQMD Rule 226.²² Rule 226 applies to projects that generate new residents or employees. The proposed project would not result in generation of new residences or new employees. In addition, the proposed project would comply with NSAQMD regulations.

The PCAPCD has worked with other local air districts to develop the State Implementation Plan (SIP) which outlines how Placer County would attain the required federal ozone standards by the set deadline. The PCAPCD's adopted 2013 Ozone Attainment Plan, which has set rules and regulations as well as thresholds of significant to achieve attainment of AAQS. Therefore, the proposed project would result in an impact if the project's operational emissions exceed the PCAPCD's mass emissions thresholds. The proposed project is a trail and management plan which is to be used as a tool for the maintenance and planning of the existing state park and would not result in new operational uses or substantial increase of visitors.

Therefore, because the project would not conflict with or obstruct implementation of any applicable air quality plan there would be no impact.

b) As described previously, the project region is designated as nonattainment for the federal and State one-hour and eight-hour ozone standards, the State PM10 standards, and the federal and State PM2.5 standard. The DMSP RTMP project is a management tool that will be used to manage the roads and trails to minimize impacts to the cultural and natural resources. Maintenance and construction activities associated with the project would include: annual and cyclical road maintenance; reconstruction, re-engineering, or rerouting of approximately 10.0 miles of road or trail; decommission and restoration to natural conditions of approximately 2.5 miles of obsolete, harmful or dangerous roads and trails; removal of 3.3 miles of user-created trails to system trails; identify alignment for development of new Donner Lake Rim Trail; development of new trailhead at Coldstream Valley Road entrance including parking area and staging area for horse trailers; and the removal of skid trails used for forestry followed by rehabilitation of the site to its natural state. As these maintenance and construction activities would include temporary usage of construction equipment, material transport, clearing of vegetation or excavation for new trails, emissions of ozone precursors, and generation of fugitive dust is anticipated. However, due to the temporary nature of the construction project and compliance with applicable Air Quality SPRs, the DMSP RTMP would not result in a new source of emissions that would result in a considerable net increase of any criteria pollutant for which the project region is in non-attainment under applicable federal or State ambient air quality standards. Therefore, this impact would be less than significant.

c) The project consists of a guiding document for park managers, staff, and volunteers who construct trail improvements, maintain or repair existing trails, or are otherwise involved with trail issues. The plan establishes goals for the overall trail system as well as guidelines for appropriate trail uses, trail closures and reroutes, trail maintenance and repair activities, trail

²² Nevada County General Plan, 1995, Chapter 14 – Air Quality, available online at <https://www.mynevadacounty.com/DocumentCenter/View/12586/Chapter-14-Air-Quality-1995-PDF>, accessed September 15, 2020.

aesthetics, and a trail monitoring system. The plan also defines trail-specific actions for individual trails. There are no sensitive receptors such as schools, hospitals, or hospice care facilities within the park boundaries. Furthermore, nearby sensitive receptors within communities and cities that surround DMSP are all separated from the park by roadways, freeways, or urban development. Therefore, the proposed project would not expose sensitive receptors to substantial pollutant concentrations, and no impact would result.

d) As noted above, the project consists only of a guiding document for road and trail planning, management, and maintenance. Subsequent trail construction that may result from approval of this document will not create objectionable odors for any individuals. Therefore, there would be no impact.

Mitigation Measures

No mitigation beyond compliance with the relevant policies, regulations, and programs identified in this section.

IV. Biological Resources

This section provides an evaluation of the potential biological effects of implementing the proposed RTMP. Road and trail construction, reconstruction, maintenance, and other activities allowed by the RTMP may result in adverse effects to biological resources.

The following environmental assessment includes a review of biological resources potentially affected by the implementation of the RTMP, including existing and potential biological resources within DMSP. Biological resources include common vegetation and wildlife, sensitive plant communities, and special-status plant and animal species.

This analysis includes a review of applicable regulations, requirements, plans, and policies from the following sources that were incorporated into the policies and applicable SPRs of the RTMP. These sources provide the legal protection for plant and animal species of concern and their habitat:

- California Environmental Quality Act (CEQA)
- Federal Endangered Species Act (FESA)
- California Endangered Species Act (CESA)
- Clean Water Act (CWA)
- Migratory Bird Treaty Act (MBTA)
- Donner Memorial State Park Inventory, Monitoring, and Assessment Project
- Donner Memorial Resource Inventory

Methodology

All special-status species and their habitats were evaluated for potential impacts as a result of the DMSP RTMP. To address the potential impacts to biological resources within the project area, the California Department of Fish and Wildlife's (CDFW) California Natural Diversity Database (CNDDDB) and the California Native Plant Society's (CNPS) Online Inventory of Rare and Endangered Plants of California were queried. The assessment area for plants species was based on a search of nine U.S. Geologic Service (USGS) quadrangles.²³ The assessment area for animal species consisted of an approximately five-mile radius from the center of the park, generally covering the Norden and Truckee 7.5' quadrangles. Results from the query are presented below under the corresponding sections.

Additional information on special-status species and communities was obtained from Department databases on file at the Sierra District office and through discussions with Department biologists, literature review, and on-site reconnaissance-level surveys. Best available data as well as information from previous projects in the park were used to assess the presence of and impact to special status species or habitat.

²³ This list of plant species was provided by the Department (Environmental Scientist Dan Lubin) in September of 2020.

Special-Status Species

Sensitive biological resources that occur or potentially occur in or near the proposed project site are discussed in this section. Special-status species are defined as plants and animals that are legally protected or that are considered sensitive by federal, State, or local resource conservation agencies and organizations. Specifically, this includes species listed as State or federally Threatened or Endangered, those considered as candidates for listing as Threatened or Endangered, species identified by the USFWS and/or CDFW as Species of Special Concern (SSC), animals identified by CDFW as Fully Protected, Protected, or Wait List (FP, P, WL), and plants considered by CNPS to be rare, threatened, or endangered. Also included are habitats that are considered critical for the survival of a listed species or have special value for wildlife species and plant communities that are unique or of limited distribution.

Special status plant and wildlife species are afforded legal protection through various State and federal laws and regulations.

Federal laws and regulations pertaining to plants and wildlife:

- Federal Endangered Species Act
- National Environmental Policy Act
- Migratory Bird Treaty Act
- Bald and Golden Eagle Protection Act

Federal laws and regulations pertaining to jurisdictional waters:

- Clean Water Act

State laws and regulations pertaining to plants and wildlife:

- California Environmental Quality Act
- California Endangered Species Act
- Native Plant Protection Act
- Sections 1601 to 1603 of the Fish and Game Code
- Sections 1900 to 1913 of the Fish and Game Code
- Sections 4150 and 4152 of the Fish and Game Code
- Section 3503.5 of the Fish and Game Code

Federal law pertaining to jurisdictional waters:

- Clean Water Act

Federal Endangered Species Act

The primary federal law protecting threatened and endangered species is the FESA (16 United States Code Section 1531, et seq. and 50 CFR Part 402). The FESA and its amendments provide for the conservation of endangered and threatened species and the ecosystems upon which they depend. The USFWS has regulatory authority over projects that may result in take of a federally listed species. Section 3 of the FESA defines “take” as “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect or any attempt at such conduct.” Under federal regulation, “take” is further defined to include habitat modification or degradation where it results in death or injury to wildlife by significantly impairing essential behavioral patterns, including breeding, feeding, or sheltering. If incidental take is a possibility, then a Biological Opinion is prepared for take of listed species under Section 7 of the FESA. An incidental take permit can be authorized by the USFWS.

Migratory Bird Treaty Act

The Migratory Bird Treaty Act (MBTA) (16 US Code 703 et seq.) governs the taking, killing, possession, transportation, and importation of migratory birds, their eggs, parts, and nests. Moreover, the MBTA prohibits the take, possession, import, exports, transport, selling, purchase, barter—or offering for sale, purchase, or barter—any migratory bird, their eggs, parts, or nests, except as authorized under a valid permit.²⁴ On February 3rd, 2020, the USFWS published a proposal to adopt a regulation that redefines the scope of the MBTA towards actions resulting in the injury or death of protected migratory birds.²⁵ The MBTA’s prohibitions on take now apply only to affirmative actions that have as their purpose the taking or killing of migratory birds, their nests, or their eggs, and do not apply to take that is incidental to, and not the purpose of, a lawful activity.²⁶ All native bird species within DMSP are protected by the MBTA.

Federal Bald and Golden Eagle Protection Act

The Bald and Golden Eagle Protection Act (BGEPA; 16 USC Sec. 668 et seq.) makes it unlawful to import, export, take, sell, purchase, or barter any bald eagle (*Haliaeetus leucocephalus*) or golden eagle (*Aquila chrysaetos*), or their parts, products, nests, or eggs. A take under BGEPA has been interpreted to include altering or disturbing nesting habitat. Exceptions may be granted by the USFWS for scientific or exhibition use or for traditional and cultural use by Native Americans. However, no permits may be issued for the import, export, or commercial activities involving bald or golden eagles.²⁷

²⁴ Code of Federal Regulations Title 50 Section 21.11.

²⁵ Federal Register, 2020, Regulations Governing Take of Migratory Birds, available online at <https://www.federalregister.gov/documents/2020/02/03/2020-01771/regulations-governing-take-of-migratory-birds>, accessed September 1, 2020.

²⁶ United States Department of the Interior, 2017, Memorandum, Subject: The Migratory Bird Treaty Act Does Not Prohibit Incidental Take, dated December 22, 2017, <https://www.doi.gov/sites/doi.gov/files/uploads/m-37050.pdf>, accessed September 1, 2020.

²⁷ United States Fish and Wildlife Service, 2020, Federal Laws that Protect Bald and Golden Eagles, available online at <https://www.fws.gov/midwest/eagle/history/protectations.html>, accessed September 1, 2020.

California Endangered Species Act

The California Endangered Species Act (CESA) emphasized early consultation to avoid potential impacts to rare, threatened, and endangered species and to develop appropriate planning to offset project-caused losses of listed species populations and their essential habitats (California Fish and Game Code, Section 2050, et seq.). The CDFW is the agency responsible for implementing CESA. Section 2081 of the Fish and Game Code prohibits take of any species determined to be an endangered or threatened species. “Take” is defined in Section 86 of the Fish and Game Code as “hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill.” It does not include “harm” or “harass” as provided under the FESA. CESA allows for take incidental to otherwise lawful activities; for these actions an incidental take permit is issued by CDFW. For projects requiring a Biological Opinion under Section 7 of the FESA, CDFW may also authorize impacts to CESA species by issuing a Consistency Determination under Section 2080.1 of the Fish and Game Code.

Native Plant Protection Act

The Native Plant Protection Act (NPPA) was enacted in 1977 and allows the Fish and Game Commission to designate plants as rare or endangered. There are 64 species, subspecies, and varieties of plants that are protected as rare under the NPPA. The NPPA prohibits take of endangered or rare native plants, but includes some exceptions for agricultural and nursery operations, emergencies, and after properly notifying CDFW for vegetation removal from canals, roads, and other sites, changes in land use, and in certain other situations (see Fish and Game Code section 1900 et seq. for more information).

Special status plant and animal species are described below along with their potential to occur within the project area. Potential impacts to biological resources (including special status species) from implementation of the RTMP are addressed within this section.

The tables included within the following subsections use designations to track the status of sensitive plant and animal species and sensitive natural communities in California. Table 7-1 includes all status codes used by the USFWS, CDFW, and CNDDDB as of July 2017. These designations are used to track the status of sensitive plant and animal species and sensitive natural communities in California.

Table 7-1 Special Status Key

Designations are used for species listed as threatened or endangered per the federal Endangered Species Act (ESA) and the California Endangered Species Act (CESA)	
Designation	Code
Federally listed Endangered	FE
Federally listed Threatened	FT
Federally listed as a Candidate for listing (formerly Category 1 candidates)	FC
Federally Proposed Endangered	FPE
Federally Proposed Threatened	FPT
Federally Proposed for Delisting	FD
State listed Endangered	SE
State listed Threatened	ST
State listed Rare	SR
State Candidate for listing	SC
State Candidate for listing as Endangered	SCE
State Candidate for listing as Threatened	SCT
State Candidate for Delisting	SCD
Federal or State Delisted	D
Other Status Codes Used for Animals	
Organization	Abbreviation
California Department of Fish & Wildlife – Fully Protected	CDFW: FP
California Department of Fish & Wildlife – Species of Special Concern	CDFW: SSC
California Department of Fish & Wildlife – Watch List	CDFW: WL
California Native Plant Society (CNPS) – California Rare Plant Ranks (CRPR)	
Description	Rank
Plants presumed extinct in California and rare/extinct elsewhere	CRPR: 1A
Plants rare, threatened, or endangered in California and elsewhere; seriously threatened in California	CRPR: 1B.1
Plants rare, threatened, or endangered in California and elsewhere; fairly threatened in California	CRPR: 1B.2

Table 7-1 Special Status Key

Plants rare, threatened or endangered in California and elsewhere; not very threatened in California	CRPR: 1B.3
Plants presumed extirpated in California, but more common elsewhere	CRPR: 2B.1
Plants rare, threatened, or endangered in California, but more common elsewhere; fairly threatened in California	CRPR: 2B.2
Plants rare, threatened, or endangered in California, but more common elsewhere, not very threatened in California	CRPR: 2B.3
Plants about which we need more information; seriously threatened in California	CRPR: 3.1
Plants about which we need more information; fairly threatened in California	CRPR: 3.2
Plants about which we need more information; not very threatened in California	CRPR: 3.3
Plants of limited distribution; seriously threatened in California	CRPR: 4.1
Plants of limited distribution; fairly threatened in California	CRPR: 4.2
Plants of limited distribution; not very threatened in California	CRPR: 4.3

Clean Water Act

The Clean Water Act (CWA) regulates restoration and maintenance of the chemical, physical, and biological integrity of the nation’s waters. Areas meeting the regulatory definition of “waters of the United States” (also, “jurisdictional waters”) are subject to the jurisdiction of the USACE Section 404 of the 1972 CWA and Section 10 of the 1899 Rivers and Harbors Act.^{28,29}

On January 23, 2020, the Department of the Army (Army) and the USEPA finalized the Navigable Waters Protection Rule to redefine “waters of the United States” under the CWA in fulfillment of Executive Order 13788. The rule was made in an effort to streamline the definition so that it consists of four simple categories of jurisdictional waters, provides exclusions for water features that traditionally have been outside of regulation, and defines previously undefined terms in the regulatory text. The four categories of federally regulated waters are:³⁰

²⁸ United States Environmental Protection Agency, 2019, Summary of the Clean Water Act, available online at <https://www.epa.gov/laws-regulations/summary-clean-water-act>, accessed July 2, 2020.

²⁹ United States Environmental Protection Agency, 2019, Section 10 of the Rivers and Harbors Appropriation Act of 1899, available online at <https://www.epa.gov/cwa-404/section-10-rivers-and-harbors-appropriation-act-1899>, accessed July 2, 2020.

³⁰ Federal Register, 2019, Revised Definition of “Waters of the United States”, available online at <https://www.federalregister.gov/documents/2019/02/14/2019-00791/revised-definition-of-waters-of-the-united-states>, accessed July 2, 2020.

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- The territorial seas and traditional navigable waters.
 - Perennial and intermittent tributaries to those waters.
 - Certain lakes, ponds, and impoundments.
 - Wetlands adjacent to jurisdictional waters.

The Navigable Waters Protection Rule also describes 12 categories of exclusions, which are features that are not “waters of the U.S.,” namely, features only containing water in direct response to rainfall, such as ephemeral features, groundwater, prior converted cropland, many ditches, and waste treatment systems. Furthermore, the Navigable Waters Protection Rule provides clarification to several key elements of the jurisdictional scope of federal CWA jurisdiction, including:³¹

- Removal of the separate categories for jurisdictional ditches and impoundments.
- Refining the definition of “typical year” to provide regional and temporal flexibility and ensure jurisdiction is determined accurately during more wet and more dry periods.
- Defining “adjacent wetlands” as wetlands which are connected meaningfully to other jurisdictional waters through direct abutment or regular surface water communication with jurisdictional waters.

Wetlands on non-agricultural lands are identified using the USACE Wetlands Delineation Manual.³²

Construction activities within jurisdictional waters are regulated by the USACE. The placement of fill into such waters must comply with permit requirements of the USACE. To issue a permit under Section 404, USACE must also obtain a State water quality certification from one of the State’s Regional Water Quality Control Boards (RWQCBs) pursuant to Section 401 of the CWA. The State Water Resources Control Board (SWRCB) is the State agency that, together with the RWQCB, is charged with implementing water quality certification in California.³³

Any work within areas defined as waters of the U.S. (i.e., wetlands and other waters) may require a Section 404 fill discharge permit from the USACE and Section 401 Water Quality Certification from the RWQCB.

Environmental Setting

DMSP is located within a deep, glacier-formed valley, surrounded by the peaks of the Sierra Nevada. The park extends west along the southern half of Donner Lake. South of the lake, the

³¹ United States Environmental Protection Agency, 2020, The Navigable Waters Protection Rule (Step Two), available online at <https://www.epa.gov/nwpr/navigable-waters-protection-rule-step-two-revise>, accessed July 2, 2020.

³² Environmental Laboratory, 1987, Corps of Engineers Wetlands Delineation Manual. U.S. Army Engineer Waterways Experiment Station, Vicksburg, Mississippi.

³³ California State Water Resources Control Board, 2020, 401 Water Quality Certification and Wetlands Program, available online at https://www.waterboards.ca.gov/water_issues/programs/cwa401/, accessed July 2, 2020.

park extends from Coldstream Valley on the eastern side of the park to Schallenberger Ridge on the west. Vegetation within the park is primarily mixed conifer forest with interspersed riparian, shrub, and meadow habitats. During the mid-1900s, gravel and sand was extensively quarried for construction of I-80, which left numerous open water ponds providing unique habitat and recreational opportunities in what is now DMSP. Typical vegetation communities feature coniferous forests and woodlands characteristic of the mid-elevation Sierra Nevada, as well as a mosaic of meadow types, typically found in low-lying sites with relatively poorly drained soils.

The Sierra Nevada Ecoregion, of which DMSP is a part, is a mountainous, deeply dissected, and westerly tilting gault block. This ecoregion ranges in elevation from 6,000 to 8,000 feet with alpine conditions existing at the highest elevations. Its forests have a mix of conifers that include red fir (*Abies magnifica*), white fir (*Abies concolor*), Jeffrey pine (*Pinus jeffreyi*), sugar pine (*Pinus lambertiana*), incense cedar (*Calocedrus decurrens*), and some lodgepole pine (*Calocedrus decurrens*). Quaking aspen (*Populus tremuloides*) groves are also intermixed throughout the ecoregion. Additionally, the vegetation grades from ponderosa pine (*Pinus ponderosa*) and Douglas-fir (*Pseudotsuga menziesii*) at low elevations on the western side, to pines and Sierra juniper (*Juniperus grandis*) on the eastern side, and to fir and other conifers at higher elevations.

Additionally, some montane chaparral occurs in areas of harsh exposure, such as those that have experienced clear cuts or repeated fires. Within this ecoregion, large areas are publicly owned federal land. Geology types within this ecoregion are mostly Mesozoic granitic ricks and Tertiary volcanics, although in the north these types occur interspersed with some areas of slate, sandstone, metavolcanics, and metasedimentary rocks. Additionally, soil temperature regimes are mostly frigid, with some cryic, and soil moisture temperatures are mostly xeric, but are udic in areas where snow persists into spring.^{34,35}

Human alteration and management of the land and natural resources within the vicinity of DMSP has resulted in a vegetation mosaic dissimilar to that which existed pre-human disturbance. Several of these alterations or management types include clear-cut logging, gravel mining, road construction, and fire suppression, all of which have rendered significant impacts on the region's ecosystems. These anthropogenic impacts have influenced the park's features in addition to the underlying ecological processes that will shape the park's future. For example, downed logs and snags provide an essential habitat component of diverse forests, but they were routinely removed as part of timber harvest practices in the past. In the future, timber and fuel management planning will provide the opportunity to restore and protect downed log and snag habitats. Moving forward, the Department's resource management policies and directives mandate the protection of sensitive species, their habitats, and the preservation of native plant communities, all of which are critical to maintaining the park's

³⁴ United States Geological Survey, 2016, Ecoregions of California, available online at https://pubs.usgs.gov/of/2016/1021/ofr20161021_sheet1.pdf, accessed September 10, 2020.

³⁵ United States Geological Survey, 2016, Descriptions of the Level IV Ecoregions of California, available online at https://pubs.usgs.gov/of/2016/1021/ofr20161021_sheet2.pdf, accessed September 10, 2020.

inherent ecological diversity. The goal to rehabilitate, protect, and maintain native ecosystems and indigenous flora and fauna is especially important at the park due to DMSP's important role as a link between fragmented forest habitats within the Sierra Nevada Ecoregion. This protection and preservation of natural resources within DMSP will require habitat enhancement that would be accomplished through projects and programs that aim to rehabilitate and restore the park's ecosystems.³⁶

Vegetation

DMSP features vegetation characteristic of the mid-elevation Sierra Nevada such as coniferous forests and woodlands dominated by Jeffrey pine (*Pinus jeffreyi*), lodgepole pine (*Pinus contorta ssp. murrayana*), and White fir (*Abies concolor*). Extensive areas of shrubs are interspersed within the woodlands and forests; these include bitter cherry (*Prunus emarginata*), ceanothus (*Ceanothus spp.*), chinquapin (*Chrysolepis sempervirens*), gooseberries and currants (*Ribes spp.*), greenleaf manzanita (*Arctostaphylos patula*), huckleberry oak (*Quercus vaccinifolia*), and serviceberry (*Amelanchier alnifolia*). At lower elevations and on drier sites, antelope bitterbrush (*Purshia tridentata*) and big sagebrush (*Artemisia tridentata*) are present.

DMSP's vegetation types include a range of meadows typically found in low-lying sites with relatively poorly drained soils. Common grasses, rushes (*Juncus spp.*), sedges (*Carex spp.*), and other colorful flowers and herbaceous plants dominate these areas. Along the shore and streams of Donner Lake, deciduous trees and shrubs are present. This vegetation includes cottonwood (*Populus balsamifera ssp. trichocarpa*), mountain alder (*Alnus incana ssp. tenuifolia*), quaking aspen (*Populus tremuloides*), red osier dogwood (*Cornus sericea ssp. sericea*), twinberry (*Lonicera involucrata*), and willows (*Salix spp.*). Nearby marshes and ponds host stands of bulrushes (*Scirpus spp.*), cattails (*Typha latifolia*), pondweed (*Potamogeton spp.*), and spikerushes (*Eleocharis spp.*). Forest clearings and rocky outcrops have an absence of vegetation, creating a type of ecological island. Yet these areas provide important habitat for species that do not grow well in areas dominated by high vegetation or forest canopy.³⁷

³⁶ California Department of Parks, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed September 9, 2020.

³⁷ California Department of Parks and Recreation, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed September 12, 2020.

The CNDDDB lists no vegetation types or plants communities as special status for either the Norden or the Truckee USGS quadrangles.³⁸ However, several sensitive vegetation communities have been identified through the Ecological Evaluation for the Donner Land Trust that potentially occur within DMSP; these communities are listed and described below.³⁹

Old-Growth/Late Successional Coniferous Forest

Old-growth/late successional coniferous forests are defined by their later stage of development and are typically referred to as late-seral or late successional. In total, approximately four million acres are remaining throughout the Sierra Nevada Range. These trees are defined as 24- to 30-inch diameter with medium to high canopy cover and at least 150 years in age. There has been a precipitous decline in old-growth forest acres and structure throughout the Sierra Nevada Range since the 1850s with an estimated loss of 82 percent of the historical acreage of old-growth found in mixed conifer forests. This decline is variously attributed to high grading (selective cutting of the largest and highest quality trees), railroad logging, and clear-cut logging practices. Old-growth forests provide a significant service in storing and sequestering carbon, helping to mitigate climate change. Old-growth forests in the Northern Hemisphere sequester approximately ten percent of the world's net ecosystem productivity, a measure of global carbon sequestered. Old-growth trees also provide critical habitat structure for the California spotted owl (*Strix occidentalis occidentalis*), flammulated owl (*Psiloscoops flammeolus*), Northern flying squirrel (*Glaucomys sabrinus*), Pacific fisher (*Martes pennant*), and pileated woodpecker (*Dryocopus pileatus*). Continued loss of old-growth forests is anticipated to further imperil threatened wildlife species that depend on it as habitat.⁴⁰

Dry and Wet Montane Meadows and Subalpine Meadow

Montane meadow and subalpine meadow ecosystems are associated with seasonally moist to waterlogged soils throughout the higher elevation flats, gentle slopes, valleys, and filled lake basins throughout the Sierra Nevada. Wet and dry soil types occur and their underlying hydrology specifies the plant species composition and stability. These ecosystems are the most botanically diverse throughout the Sierra Nevada and provide high wildlife value due to their abundant provision of food and cover. Montane meadows are at a low enough elevation, typically 3,000 to 8,000 feet, to be surrounded by forest, while subalpine meadows are typically near the upper limit of trees at elevations of 8,000 to 9,500 feet. Meadows provide a vital role in affecting watershed condition and water flow. Their restoration improves overall watershed function and could affect surface and subsurface flow regimes influencing downstream water delivery. These meadows provide critical molting and pre-migration staging areas for bird

³⁸ California Department of Fish and Wildlife, 2020, CNDDDB, available online at <https://wildlife.ca.gov/Data/CNDDDB/Maps-and-Data#43018410-cnddb-quickview-tool>, accessed September 12, 2020.

³⁹ California Department of Parks and Recreation, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed September 12, 2020.

⁴⁰ Sierra Forest Legacy, 2008, Old growth Forests of the Sierra Nevada, available online at https://www.sierraforestlegacy.org/FC_FireForestEcology/FFE_OldGrowthForests.php, accessed September 12, 2020.

dispersal. Two of California's endangered bird species, the great gray owl (*Strix nebulosa*) and willow flycatcher (*Empidonax traillii*), depend on montane meadows. Human activities, including livestock grazing, water management, recreational activities, logging practices, agriculture, and fire suppression, have caused the widespread decline and viability of meadow habitat.^{41,42}

Aspen Forest and Aspen Riparian Forest

Aspens (*Populus tremuloides*), often referred to as quaking aspen because their leaves shake and shimmer in the wind, are medium-sized deciduous trees that typically do not live longer than 150 years. Aspens typically grow on sandy and gravelly slopes and prefer disturbed sites with bare, moist soil. Aspen requires abundant sunshine and does not compete well with shade-tolerant conifer species. Throughout the Sierra Nevada, quaking aspen exists in stands of fewer than five acres throughout a wide range of elevations adjacent to lake shores, meadows, springs, and streams. Aspen habitat, especially riparian aspen vegetation, is considered the most species-rich avian habitat in the Sierra Nevada. It is especially important within riparian areas where it provides denning, foraging, and nesting habitat for amphibians, birds, insects, and mammals by contributing to the stability of streams, and providing shade and an abundant understory community. Raptors, owls, and songbirds make use of this habitat. It is estimated that its extent in western North America has been reduced by up to 96 percent due to extensive livestock grazing and the absence of natural wildfires.⁴³

Montane Black Cottonwood Riparian Forest

Within the Sierra Nevada the montane black cottonwood riparian vegetation community consists of a mosaic of black cottonwood, aspen, alder, dogwood, wild azalea, willow, and white alder trees less than 49 feet high. This vegetation community typically occurs along streams or seeps and provides exceptionally high value for wildlife species offering water, thermal cover, migration corridors, and diverse feeding and nesting opportunities. The range of wildlife that use this community for food, cover, and reproduction include amphibians, birds, mammals, and reptiles. The Sierra Nevada red fox (*Vulpes vulpes necator*) is one of the threatened California species that depends on this habitat for survival.⁴⁴

Wildlife

The park is currently inhabited by several listed and sensitive wildlife species (a complete list of known or potential sensitive wildlife species can be found in Table 7-2. Habitats found within the park are characteristic of middle elevations within the Sierra Nevada, and consist of

⁴¹ Sierra Forest Legacy, 2008, Montane Meadows, available online at https://www.sierraforestlegacy.org/FC_FireForestEcology/TH_MontaneMeadows.php#:~:text=Montane%20meadow%20ecosystems%20are%20associated,elevations%20of%20the%20Sierra%20Nevada.&text=Mountain%20meadows%20play%20a%20key,flow%20in%20the%20Sierra%20Nevada, accessed September 12, 2020.

⁴² National Park Service, 2020, Meadows, available online at <https://www.nps.gov/yose/learn/nature/meadows.htm>, accessed September 12, 2020.

⁴³ Sierra Forest Legacy, 2008, Aspen Groves, available online https://www.sierraforestlegacy.org/FC_FireForestEcology/TH_AspenGroves.php, accessed September 12, 2020.

⁴⁴ California Department of Fish and Wildlife, 2013, Montane Riparian, available online at <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=67350>, accessed September 12, 2020.

coniferous forest in younger successional stages, exposed rock, streams, montane chaparral, and lacustrine, represented by Donner Lake. In the northern part of the park, habitats have been modified for staff and visitor use to sustain high levels of disturbance and therefore have low species diversity. More than half of the park is located to the southwest, and this area has undergone various uses, including timber harvesting and mining, which has reduced species diversity.⁴⁵

In addition to other more common wildlife species identified within or in the vicinity of DMSP, 26 special-status wildlife species have been identified by the CNDDDB (2020) as occurring or having the potential to occur within the area covered by the Norden and Truckee USGS quadrangles (see Table 7-2). Of the 26 total species, ten are designated SSC; six are designated Federally Threatened (FT), Federally Endangered (FE), Proposed Threatened (PT), or Candidate (C); ten are designated State Threatened (ST), State Endangered (SE), or Candidate (C); five are designated as Fully Protected (FP); and seven are designated as Watch List (WL). Sixteen of the 26 special-status species have a moderate to high potential likelihood of occurring within DMSP. These special-status species are described below.

⁴⁵ California Department of Parks and Recreation, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed July 9, 2020.

Table 7-2 Special Status Animals

Species	Federal Listing	State Listing	CA Rare Plant Rank	CDFW Status	Potential Occurrences
Mammals					
American badger (<i>Taxidea taxus</i>)	None	None	NA	SSC	Moderate
California wolverine (<i>Gulo gulo luscus</i>)	Proposed Threatened	Threatened	NA	FP	Moderate
Fisher (<i>Pekania pennanti</i>)	None	None	NA	SSC	Low
Gray wolf (<i>Canis lupus</i>)	Endangered	Endangered	NA	None	Low
Sierra Nevada mountain beaver (<i>Alpodontia rufa californica</i>)	None	None	NA	SSC	Moderate
Sierra Nevada red fox (<i>Vulpes vulpes necator</i>)	Candidate	Threatened	NA	None	Moderate
Sierra Nevada snowshoe hare (<i>Lepus americanus tahoensis</i>)	None	None	NA	SSC	Moderate
Western white-tailed jackrabbit (<i>Lepus townsendii townsendii</i>)	None	None	NA	SSC	Low
Birds					
American peregrine falcon (<i>Falco peregrinus anatum</i>)	Delisted	Delisted	NA	FP	Low
Bald eagle (<i>Haliaeetus leucocphalus</i>)	Delisted	Endangered	NA	FP	Moderate – High
Black swift (<i>Cypseloides niger</i>)	None	None	NA	SSC	Low
California spotted owl (<i>Strix occidentalis occidentalis</i>)	None	None	NA	SSC	Moderate
Cooper’s hawk (<i>Accipiter cooperii</i>)	None	None	NA	WL	High

Table 7-2 Special Status Animals

Species	Federal Listing	State Listing	CA Rare Plant Rank	CDFW Status	Potential Occurrences
Golden eagle (<i>Aquila chrysaetos</i>)	None	None	NA	FP/WL	Low
Great gray owl (<i>Strix nebulosa</i>)	None	Endangered	NA	None	Low
Greater sandhill crane (<i>Antigone canadensis tabida</i>)	None	Threatened	NA	FP	Low
Harlequin duck (<i>Histrionicus histrionicus</i>)	None	None	NA	SSC	Low
Northern goshawk (<i>Accipiter gentilis</i>)	None	None	NA	SSC	High
Osprey (<i>Pandion haliaetus</i>)	None	None	NA	WL	Moderate
Prairie falcon (<i>Falco mexicanus</i>)	None	None	NA	WL	Low
Willow flycatcher (<i>Epidomax trailii</i>)	None	Endangered	NA	None	Moderate
Yellow warbler (<i>Setphaga petechia</i>)	None	None	NA	SSC	High
Fish					
Lahontan cutthroat trout (<i>Oncorhynchus clarkia henshawi</i>)	Threatened	None	NA	WL	Moderate
Lahontan Lake tui chub (<i>Siphateles bicolor pectinifer</i>)	None	None	NA	SSC	Low
Mountain whitefish (<i>Prosopium williamsoni</i>)	None	None	NA	SSC	Moderate
Mountain sucker (<i>Catostomus platyrhynchus</i>)	None	None	NA	SSC	Moderate
Riffle sculpin (<i>Cottus gulosus</i>)	None	None	NA	SSC	Low
Insects					

Table 7-2 Special Status Animals

Species	Federal Listing	State Listing	CA Rare Plant Rank	CDFW Status	Potential Occurrences
Western bumble bee (<i>Bombus occidentalis</i>)	None	Candidate	NA	None	Low
Amphibians					
Foothill yellow-legged frog (<i>Rana boylei</i>)	None	Endangered	NA	SSC	Low
Sierra Nevada yellow-legged frog (<i>Rana sierrae</i>)	Endangered	Threatened	NA	WL	Moderate
Southern long-toed salamander (<i>Ambystoma macrodactylum sigillatum</i>)	None	None	NA	SSC	High
Southern mountain yellow-legged frog (<i>Rana muscosa</i>)	Endangered	Endangered	NA	WL	Low

Source: CDFW CNDDDB Species List (Animal species listed are those within a five-mile radius of the park).

Plants

Forty special-status plant species have been identified by the CNDDDB, CNPS, Department records, and USFWS as occurring or having a potential to occur within the DMSP USGS quadrangle maps (Table 7-3). Suitable habitat is available within the park for some of these species, for which implementation of SPRs would ensure the avoidance of project impacts.

Table 7-3 Special Status Plants

Species	Federal Listing	State Listing	CA Rare Ranks	CDFW Status
Threetip sagebrush (<i>Artemisia tripartita ssp.tripartita</i>)	None	None	2B.3	N/A
Austin's astragalus (<i>Astragalus austiniae</i>)	None	None	1B.3	N/A
Woolly leaved milk vetch (<i>Astragaluswhitneyi var.lenophyllus</i>)	None	None	4.3	N/A
Upswept moonwort (<i>Botrychium ascendens</i>)	None	None	2B.3	NA
Scalloped moonwort (<i>Botrychium crenulatum</i>)	None	None	2B.2	NA
Common moonwort (<i>Botrychium lunaria</i>)	None	None	2B.3	NA
Mingan moonwort (<i>Botrychium minganense</i>)	None	None	2B.2	NA
Bolander's bruchia (<i>Bruchia bolanderi</i>)	None	None	4.2	NA
Davy's sedge (<i>Carex davyi</i>)	None	None	1B.3	NA
Woolly-fruited sedge (<i>Carex lasiocarpa</i>)	None	None	2B.3	NA
Mud sedge (<i>Carex limosa</i>)	None	None	2B.2	NA
Fresno ceanothus (<i>Ceanothus fresnensis</i>)	None	None	4.3	NA
Clustered-flower cryptantha (<i>Cryptantha glomeriflora</i>)	None	None	4.3	NA
English sundew (<i>Drosera anglica</i>)	None	None	2B.3	NA
Subalpine fireweed (<i>Epilobium howellii</i>)	None	None	4.3	NA
Oregon fireweed (<i>Epilobium oreganum</i>)	None	None	1B.2	NA
Starved daisy (<i>Erigeron miser</i>)	None	None	1B.3	NA
Donner Pass buckwheat (<i>Eriogonum umbellatum var. torreyanum</i>)	None	None	1B.2	NA
Slender cottongrass (<i>Eriophorum gracile</i>)	None	None	4.3	NA
American manna grass (<i>Glyceria grandis</i>)	None	None	2B.3	NA
Amethyst stickseed (<i>Hackelia amethystina</i>)	None	None	4.3	NA

Table 7-3 Special Status Plants

Species	Federal Listing	State Listing	CA Rare Ranks	CDFW Status
Plumas ivesia (<i>Ivesia sericoleuca</i>)	None	None	1B.2	NA
Center Basinrush (<i>Juncus hemiendytus</i> var. <i>abjectus</i>)	None	None	4.3	NA
Santa Lucia dwarf rush (<i>Juncus luciensis</i>)	None	None	1B.2	NA
Long-petaled lewisia (<i>Lewisia longipetala</i>)	None	None	1B.3	NA
Three-ranked hump moss (<i>Meesia triquetra</i>)	None	None	4.2	NA
Broad-nerved hump moss (<i>Meesia uliginosa</i>)	None	None	2B.2	NA
Sagebrush bluebells (<i>Mertensia oblongifolia</i> var. <i>oblongifolia</i>)	None	None	2B.2	NA
Hiroshi's flapwort (<i>Nardia hiroshii</i>)	None	None	2B.3	NA
Stebbins' phacelia (<i>Phacelia stebbinsii</i>)	None	None	1B.2	NA
Nuttall's ribbon-leaved pondweed (<i>Potamogeton epihydrus</i>)	None	None	2B.2	NA
Robbins' pondweed (<i>Potamogeton robbinsii</i>)	None	None	2B.3	NA
Sierra starwort (<i>Pseudostellaria sierrae</i>)	None	None	4.2	NA
Alder buckthorn (<i>Rhamnus alnifolia</i>)	None	None	2B.2	NA
Tahoe yellow cress (<i>Rorippa subumbellata</i>)	Species of Concern	Endangered	1B.1	NA
Marsh skullcap (<i>Scutellaria galericulata</i>)	None	None	2B.2	NA
Cut-leaf checkerbloom (<i>Sidalcea multifida</i>)	None	None	2B.3	NA
Obtuse starwort (<i>Stellaria obtusa</i>)	None	None	4.3	NA
Slender-leaved pondweed (<i>Stuckenia filiformis</i> ssp. <i>alpina</i>)	None	None	2B.2	NA
Water awlwort (<i>Subularia aquatica</i> ssp. <i>americana</i>)	None	None	4.3	NA

Source: CDFW CNDDDB, CNPS, Department records, and USFWS Species List (Plants species listed are those within the USGS, Truckee and Norden topographic quadrangle)..

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plan, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

Project activities identified in the RTMP that are covered by this initial study include road or trail closure, decommissioning, and restoration to natural conditions, rebuilding/re-engineering of unsustainable existing roads and trails including minor reroutes where needed, road-to-trail conversion, and construction of new, appurtenant facilities such as trailheads and parking improvements. The plan also provides management recommendations for new trail connections and maintenance priorities with the goal of minimizing impacts to natural and cultural resources.

DMSP supports a diverse assemblage of plant communities and habitats that in turn provide a suitable environment for numerous special-status plant and wildlife species. Project activities have the potential to impact sensitive biological resources both directly (e.g. removal, injury, or death) or indirectly (e.g. habitat modification). Negative impacts produced by each activity or project need to be assessed on a case by case basis in order to develop the appropriate CEQA compliance determination. Measures and/or requirements to avoid, minimize, or eliminate impacts are described below.

a)

- i. Special-status plant species: As described above in the Environmental Setting, 40 special-status plant species have the potential to occur within DMSP. Road and trail projects have the potential to impact special-status plant species through direct removal, soil disturbance, mechanical disturbance (e.g. brushing, mowing), or changes in hydrology or solar radiation. Without knowing the distribution of sensitive plants, project activities along roads and trails have the potential to result in significant adverse effects. As sensitive plant populations can pioneer new areas these sensitive plant surveys must be kept current. The CDFW recommends that botanical surveys be conducted every five years in forested habitats.* Integration of SPRs GEN-4, BIO-3 through BIO-5, BIO-13, BIO-14, and BIO-19 through BIO-21 would ensure that impacts from project activities would remain at a less than significant level.
- ii. Special status animal species: As described above in the Environmental Setting, 17 special-status species have the potential to be located within the park. These species are:

American badger (*Taxidea taxus*): This species is a CDFW species of special concern with a moderate potential to occur on site. This species is an uncommon, yet permanent resident throughout most of the state, except in the northern North Coast area. Its preferred habitat consists of dry, open stages of most shrub, forest, and herbaceous habitats with friable soils. Badgers are highly specialized carnivores that help control small mammal populations. They are somewhat tolerant of human activities, however they have experienced extensive population loss from predator control practices that include indiscriminate trapping and persistent

* California Department of Fish and Game (CDFW), 2009, Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Sensitive Natural Communities, accessed July 2, 2020.

poisons.* SPRs BIO-2, BIO-3, BIO-7 through BIO-11, BIO-28, BIO-30, and BIO-33 would assure that significant impacts associated with the removal of habitat or other disturbance will not occur. Therefore, there would be a less than significant impact on this species.

California Wolverine (*Gulo gulo luscus*): This species is federally listed as proposed threatened and threatened in California. The California wolverine has been found in the northern Sierra Nevada at elevations ranging from 4,300 to 7,300 feet in mixed conifer, red fir, and lodgepole habitats, and possibly in subalpine conifer, alpine dwarf-shrub, wet meadow, and montane riparian habitats. Wolverines have been documented to travel over a wide area and there are indications that their population may be increasing in California. The wolverine prefers habitat with dense forest stages and low human disturbance. They use hollows in cliffs, logs, or rock outcrops, and burrows for cover. They have declined due to trapping, general human disturbance, and grazing of high Sierra Nevada meadows, a trend which may now be reversing.† A single wolverine known as SC2008-325 or “Buddy” has been identified ranging to the north of the park from Fordyce Lake to Sagehen Creek. This individual is approximately ten miles away from the park and it is unlikely that it will venture into the park due to the presence of people.‡ SPRs BIO-2, BIO-3, BIO-7 through BIO-11, BIO-28, BIO-30, and BIO-33 would assure that significant impacts associated with the removal of habitat or other disturbance will not occur. Therefore, there would be a less than significant impact on this species.

Sierra Nevada mountain beaver (*Aplodontia rufa californica*): The Sierra Nevada mountain beaver is a CDFW species of special concern. Its distribution is scattered, and populations are local and uncommon in the Sierra Nevada and other interior areas. This species occurs within dense riparian-deciduous and open, brushy forest types. It prefers montane riparian habitat and requires canopy coverage with a dense understory near water. Deep, friable soils are necessary for burrowing.§ Surveys conducted for the Coldstream Canyon Watershed Restoration project within DMSP did not find mountain beavers or evidence of mountain beaver burrows or den sites within the survey areas.** The primary impacts to this species

* California Department of Fish and Wildlife, 2020, California Interagency Wildlife Task Group – American Badger, available online at <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=2597>, accessed December 16, 2020.

† California Department of Fish and Wildlife, 2020, California Interagency Wildlife Task Group – Wolverine, available online at <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=2593&inline=1>, accessed September 29, 2020.

‡ California Department of Parks and Recreation, 2020, Coldstream Canyon Watershed Restoration Project, available online at https://www.parks.ca.gov/pages/980/files/ADA_Coldstream%20Restoration%20Project%20%20Public%20Draft%20OIS-ND%20w-o%20Appendices%20-%20SIGNED%20-April%2010%202020%20-%20compressed.pdf, accessed September 29, 2020.

§ California Department of Fish and Wildlife, 2020, California Interagency Wildlife Task Group – Mountain Beaver, available online <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=2377&inline=1>, accessed September 29, 2020.

** California Department of Parks and Recreation, 2020, Coldstream Canyon Watershed Restoration Project, available online at https://www.parks.ca.gov/pages/980/files/ADA_Coldstream%20Restoration%20Project%20%20Public%20Draft%20OIS-ND%20w-o%20Appendices%20-%20SIGNED%20-April%2010%202020%20-%20compressed.pdf, accessed September 29, 2020.

would be from increased sedimentation, increased solar radiation on streams due to vegetation removal, and by the creation of barriers. SPRs BIO-2, BIO-3, BIO-7 through BIO-11, BIO-18, BIO-19, BIO-28, BIO-30, BIO-33, BIO-36 through BIO-40, and BIO-43 through BIO-47 shall reduce impacts to these species to less than significant.

Sierra Nevada red fox (*Vulpes vulpes necator*): The Sierra Nevada red fox is a candidate for federal listing and is listed as threatened in California. It is rare in Sierra Nevada, although existing populations may be found at an elevation above 7,000 feet and in a variety of habitats, including alpine dwarf-shrub, wet meadow, subalpine conifer, lodgepole pine, red fir, aspen, montane chaparral, montane riparian, mixed conifer, and ponderosa pine. Additionally, Jeffrey pine, eastside pine, and montane hardwood-conifer are also sometimes used. This species prefers areas with dense vegetation, rocky areas, hollow logs, and stumps for cover and den sites. It burrows in deep, loose soil and may move pups to new dens several times. Within the Sierra Nevada, it prefers forests interspersed with meadows or alpine fell-fields. It hunts in open areas, croplands, wetland, and urban habitats. It uses forested habitat for cover and reproduction, and edges are utilized extensively. In lowlands, it uses fence lines, hedgerows, woodlots, and other brushy wooded areas for cover and reproduction. In the Sierra Nevada, this species coexists with coyotes and its populations are inversely proportional to the presence of coyotes and gray and kit foxes. The Sierra Nevada red fox has declined due to grazing in meadows, which reduces prey populations, and by logging, trapping, and recreational disturbance. This species is rare and numbers are continuing to decline although introduced populations are expanding in range and numbers.* The last documented occurrence of the fox near the park was a positively identified skeleton found four miles north of DMSP in 1941. Project activities are not likely to have an impact on this species.†

Sierra Nevada snowshoe hare (*Lepus americanus tahoensis*): The Sierra Nevada snowshoe hare is a CDFW Species of Special Concern. This species is typically found in montane riparian habitats within thickets of alders and willows, and in stands of young conifers interspersed with chaparral. Additionally, the hare occupies early stages of mixed conifer, subalpine conifer, red fire, Jeffrey pine, lodgepole pine, aspen, meadows, and edges of these habitats. This hare prefers dense cover in understory thickets or shrubby understories of young conifer habitats. The main predators of the hare are bobcats, minks, weasels, foxes, coyotes, great horned owls, and domestic dogs and cats. Additionally, coyotes may hunt the hares during years of high populations, although during normal years the hares are not a significant component of a coyote's diet. The Sierra Nevada snowshoe hare is one of two subspecies found in California,

* California Department of Fish and Wildlife, 2020, California Interagency Wildlife Task Group – Red Fox, available online <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=2563&inline=1>, accessed September 29, 2020.

† California Department of Parks and Recreation, 2020, Coldstream Canyon Watershed Restoration Project, available online at https://www.parks.ca.gov/pages/980/files/ADA_Coldstream%20Restoration%20Project%20%20Public%20Draft%20IS-ND%20w-o%20Appendices%20-%20SIGNED%20-April%2010%202020%20-%20compressed.pdf, accessed September 29, 2020.

the other located in the vicinity of Mount Shasta, and the Trinity and Warner mountains.* Proposed activities under the RTMP could have a temporary impact on the limited existing habitat in the project area. Implementation of SPRs BIO-2, BIO-3, BIO-7 through BIO-11, BIO-28, BIO-30, and BIO-33 would assure that significant impacts associated with the removal of habitat or other disturbance will not occur.

Bald eagle (*Haliaeetus leucocephalus*): The bald eagle has been federally delisted, however it is still listed by the State as endangered. This species is more common at lower elevations and is not typically found in the high Sierra Nevada. It requires large bodies of water, or free flowing rivers with abundant fish. The bald eagle perches in large, stout trees, on snags or broken-topped, limbed trees, or on rocks or boulders near water. It nests in a large, old-growth or dominant tree with open branches or limbs, especially ponderosa pine.† Nesting bald eagles have been observed adjacent to Donner Lake, and bald eagles may occur within DMSP when foraging. Implementation of SPRs BIO-10 and BIO-11 would ensure any potential nesting impacts to bald eagles would be avoided, reducing potential adverse effects to this species to less than significant.

Black swift (*Cypseloides niger*): Black swifts are a CDFW species of special concern. They nest in moist crevices or caves on sea cliffs above the surf or on cliffs near waterfalls in deep canyons leaving their nests inaccessible to terrestrial predators and human disturbance, except for occasional rock climbers. They feed exclusively on flying insects and forage over many different habitats. They rest on steep, rocky, moist cliffs.‡ The last record for this species in the Truckee area was in 1989.§ It is unlikely that the species occurs in DMSP, however in the unlikely case that it is, implementation of SPRs BIO-10 and BIO-11 would ensure any potential nesting impacts to black swifts would be avoided, reducing potential adverse effects to this species to less than significant.

California spotted owl (*Strix occidentalis occidentalis*): The California spotted owl is a CDFW Species of Special Concern. It inhabits dense, old-growth, multi-layered mixed conifer, redwood, and Douglas-fir habitats from sea level to 7,600 feet. This owl feeds in forest habitats upon a variety of common mammals, birds, bats, and arthropods. It uses canopy cover for roost

* California Department of Fish and Wildlife, 2020, California Interagency Wildlife Task Group – Snowshoe Hare, available online <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=2369&inline=1>, accessed September 30, 2020.

† California Department of Fish and Wildlife, 2020, California Interagency Wildlife Task Group – Bald Eagle, available online at <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=1661&inline=1>, accessed September 30, 2020.

‡ California Department of Fish and Wildlife, 2020, California Interagency Wildlife Task Group – Black Swift, available online at <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=1891&inline=1>, accessed September 30, 2020.

§ California Department of Parks and Recreation, 2020, Coldstream Canyon Watershed Restoration Project, available online at https://www.parks.ca.gov/pages/980/files/ADA_Coldstream%20Restoration%20Project%20%20Public%20Draft%20IS-ND%20w-o%20Appendices%20-%20SIGNED%20-April%2010%202020%20-%20compressed.pdf, accessed September 29, 2020.

seclusion and hunts by searching from a perch and pouncing on prey in vegetation on the ground. It typically nests in trees or snag cavities or in broken tops of large trees. Large trees in and around DMSP could support nesting.* According to the CNDDDB, there are spotted owl occurrences within the park.† Implementation of SPRs BIO-10 and BIO-11 would ensure any potential nesting impacts to the California spotted owls would be avoided, reducing adverse effects to this species to less than significant.

Cooper's hawk (*Accipiter cooperii*): Cooper's hawk is listed as a CDFW watch list species and is also protected by the Migratory Bird Treaty Act. According to the CNDDDB, foraging habitat and potential nesting habitat for Cooper's hawk exists within DMSP.‡ This hawk is a breeding resident through most of the wooded portion of the state at all elevations. It occupies dense stands of live oak, riparian deciduous, or other forested habitats near water and prefers dense tree stands or patchy woodland habitat. It hunts small birds, small mammals, reptiles, and amphibians in broken woodland and habitat edges. Breeding numbers have been reduced in the last few decades.§ Implementation of SPRs BIO-10 and BIO-11 would ensure any impacts to nesting Cooper's hawks would be avoided, reducing potential adverse effects to this species to less than significant.

Northern goshawk (*Accipiter gentilis*): Northern goshawk is a CDFW Species of Special Concern. This species occupies dense conifer forest habitats interspersed with meadows, openings, and riparian areas in middle and higher elevations. It hunts in wooded areas, uses snags and dead-topped trees for observing prey, and feeds mostly on birds and small mammals. Great horned owls, ravens, and crows may prey on young goshawks and adult goshawks compete for food with other hawks.** According to the CNDDDB, foraging and potential nesting habitat exists within the park.†† Implementation of SPRs BIO-10 and BIO-11 would ensure any impacts to nesting northern goshawks would be avoided, reducing potential adverse effects to this species to less than significant.

Osprey (*Pandion haliaetus*): Osprey is on the CDFW Species Watch List. This species breeds in Northern California from the Cascade Range to Lake Tahoe, among other areas. It occupies

* California Department of Fish and Wildlife, 2020, California Interagency Wildlife Task Group – California Spotted Owl, available online at <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=1873&inline=1>, accessed September 30, 2020.

† California Department of Fish and Wildlife, 2020, BIOS, available online at <https://apps.wildlife.ca.gov/bios/>, accessed September 30, 2020.

‡ California Department of Fish and Wildlife, 2020, BIOS, available online at <https://apps.wildlife.ca.gov/bios/>, accessed September 30, 2020.

§ California Department of Fish and Wildlife, 2020, California Interagency Wildlife Task Group – Cooper's Hawk, available online at <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=1667&inline=1>, accessed September 30, 2020.

** California Department of Fish and Wildlife, 2020, California Interagency Wildlife Task Group – Northern Goshawk, available online at <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=1669&inline=1>, accessed September 30, 2020.

†† California Department of Fish and Wildlife, 2020, BIOS, available online at <https://apps.wildlife.ca.gov/bios/>, accessed September 30, 2020.

large trees, snags, and dead-topped trees in open forest near large bodies of water and uses these habitats for cover and nesting. Its main competitors are bald eagles and gulls, which compete with the osprey for food and often steal their catch. The osprey has been known to exist on the south shore of Donner Lake and nesting habitat exists around the lake. Implementation of SPRs BIO-10 and BIO-11 would ensure any impacts to nesting osprey would be avoided, reducing potential adverse effects to this species to less than significant.

Willow flycatcher (*Empidonax traillii*): The willow flycatcher is listed as Endangered in California. This species is a rare to locally uncommon summer resident within montane riparian and wet meadow habitats from 2,000 to 8,000 feet in the Sierra Nevada and Cascade Range. This species typically occupies broad, open river valleys or large mountain meadows with lush growth of shrubby willows on the edge of wet meadows, ponds, or backwaters. It requires dense willow thickets for nesting and roosting and low, exposed branches for hunting perches and singing posts. Within the Sierra Nevada in particular, the willow flycatcher is absent from typically suitable areas where livestock have heavily browsed the lower branches of willows, effectively destroying their habitat. This species is often times parasitized by brown-headed cowbirds, which has led to its drastic population decline in recent decades.* According to the CNDDDB, mapped occurrences exist within the park.† Proposed activities associated with the RTMP could negatively impact the species. Implementation of SPRs BIO-10 and BIO-11 would ensure any impacts to nesting willow flycatchers would be avoided, reducing potential adverse effects to this species to less than significant.

Yellow warbler (*Setophaga petechial*): The yellow warbler is a CDFW Species of Special Concern. This species breeds in riparian woodlands from desert and coastal lowlands at sea level up to 8,000 feet in the Sierra Nevada, as well as in montane chaparral, open ponderosa pine, and mixed conifer habitats with large amounts of brush. The yellow warbler mostly eats insects and spiders, and occasionally eats berries. Typically, it is found in riparian deciduous habitats in summer, amongst alders, cottonwoods, willows, and other small trees and shrubs typical of open canopy and low riparian woodlands. This species is at risk of predation by small mammals, snakes, corvids, and accipiters, as well as parasitism by brown-headed cowbirds, which has been a significant cause of population decline in recent decades.‡ Suitable nesting habitat occurs along riparian portions of the park, and previous occurrences have been documented in the area.§ To ensure the project avoids potentially significant impact to this species, implementation of SPRs BIO-10 and BIO-11 would be implemented.

* California Department of Fish and Wildlife, 2020, California Interagency Wildlife Task Group – Willow Flycatcher, available online at <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=1945&inline=1>, accessed September 30, 2020.

† California Department of Fish and Wildlife, 2020, BIOS, available online at <https://apps.wildlife.ca.gov/bios/>, accessed September 30, 2020.

‡ California Department of Fish and Wildlife, 2020, California Interagency Wildlife Task Group – Yellow Warbler, available online at <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=2109&inline=1>, accessed September 30, 2020.

§ California Department of Fish and Wildlife, 2020, BIOS, available online at <https://apps.wildlife.ca.gov/bios/>, accessed September 30, 2020.

Lahontan cutthroat trout (*Oncorhynchus clarkii henshawi*): Lahontan cutthroat trout (LCT) is listed as federally threatened. It occupies cold-water habitats including alpine lakes, slow meandering and mountain rivers, and small headwater tributary streams. Generally, they require cool flowing water with the presence of well-vegetated and stable stream banks, in areas where there are stream velocity breaks, in relatively silt free and rocky riffle-run areas. Threats to the species include species isolation due to biological and physical habitat fragmentation and the presence of non-native competing species.* LCT habitat exists within the park and occurrences have been mapped within the regional watershed.† Implementation of SPRs BIO-36 through BIO-39 and BIO-41 through BIO-48 would reduce the potential for significant adverse impacts to LCT to less than significant.

Mountain whitefish (*Prosopium williamsoni*): Mountain whitefish is a CDFW Species of Special Concern. They are locally abundant, when present. The mountain whitefish population located within the Lahontan Basin in California and Nevada is the most isolated population and may eventually be considered a distinct taxon. This species is typically observed in loose shoals of five to 20 individuals, near the bottom of the water column. They inhabit clear, cold streams, rivers, and lakes at elevations from 4,500 to 7,500 feet. In California, mountain whitefish are still common in their limited range, however their populations are fragmented. It is believed that there are still runs in tributaries to Lake Tahoe, however the runs are small and there is minimal data. The mountain whitefish is threatened by agriculture, grazing, logging, over-harvesting, major dams, and competition from non-native species.‡ Implementation of SPRs BIO-36 through BIO-39 and BIO-41 through BIO-48 would reduce the potential for significant adverse impacts to mountain whitefish to less than significant.

Mountain sucker (*Catostomus platyrhynchus*): The mountain sucker is a CDFW Species of Special Concern. This fish is not at risk of extinction in California; however, its range is fragmented and many populations are declining. Mountain suckers tend to be small and occur mainly in mountain streams. They have a cartilaginous plate in their lower lip that is used for scraping food organisms from rocks. They occupy shallow, cool, clear, low-gradient streams and they are well-suited to diverse substrates such as sand and boulders, in addition to dense cover. They may also be found in large, turbid rivers and in some small reservoirs or lakes. Lahontan mountain suckers are declining in their native range in California primarily due to agriculture, fire, grazing, logging, major dams, mining, non-native species, rural residential development and urbanization, recreation, and transportation.§ Implementation of SPRs BIO-36 through BIO-39 and BIO-41 through BIO-48 would reduce the potential for significant adverse impacts to mountain whitefish to less than significant.

* U.S. Fish and Wildlife Service, 2019, Lahontan cutthroat trout (*Oncorhynchus clarkia henshawi*), available online at https://www.fws.gov/nevada/protected_species/fish/species/lct.html, accessed September 30, 2020.

† California Department of Fish and Wildlife, 2020, BIOS, available online at <https://apps.wildlife.ca.gov/bios/>, accessed September 30, 2020.

‡ California Department of Fish and Wildlife, 2020, Mountain Whitefish, available online at <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=104341&inline>, accessed October 5, 2020.

§ California Department of Fish and Wildlife, 2020, Lahontan Mountain Sucker, available online at <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=104330&inline>, accessed October 5, 2020.

Southern long-toed salamander (*Ambystoma macrodactylum sigillatum*): The southern long-toed salamander is a CDFW Species of Special Concern. This species occupies ponderosa pine, montane hardwood-conifer, mixed conifer, red fir, montane riparian, and wet meadows from near sea level to 9,180 feet. Adults primarily feed on arthropods, while aquatic larvae feed mostly on small aquatic crustaceans. Aquatic larvae occupy shallow water and use vegetation or other aquatic debris as cover. Adults are subterranean most of the year and occupy rock fissures, mammals' burrows, and occasionally human-made structures. This salamander occupies a wide variety of habitats and requires rainfall and snowmelt for the formation and maintenance of breeding ponds. The few existing populations are very restricted and exist in ecologically fragile locations. Human activities within the vicinity of these populations may affect the number of existing populations.* According to the CNDDDB, southern long-toed salamander habitat exists within DMSP.† Salamander mortality could occur during activities under the RTMP. Implementation of SPRs BIO-36 through BIO-48 would reduce the potential for significant adverse impacts to southern long-toed salamander to less than significant.

Sierra Nevada yellow-legged frog (*Rana sierrae*): The Sierra Nevada yellow-legged frog (SNYLF) is federally listed as endangered and listed as threatened in California. This amphibian occupies lakes, streams, and ponds in montane riparian, subalpine conifer, lodgepole pine, and wet meadow habitats. It feeds mostly on aquatic and terrestrial invertebrates and prefers terrestrial insects. Individuals typically crouch on rocks or clumps of grass near water, take refuge under rocks, and rest on the bottom of water bodies. It occupies home ranges with a radius of 33 feet and typically disperses up to 165 feet with habitat deterioration or dry periods. The SNYLF competes for food and space with the Yosemite toad and the Pacific treefrog and adults may feed on these species. Adult and tadpole SNYLF are typically preyed upon by garter snakes and introduced trout.‡ Designated critical habitat exists less than 0.5 miles west of the park boundary.§ Project activities under the RTMP could affect aquatic habitat. Implementation of SPRs BIO-36 through BIO-48 would reduce the potential for significant adverse impacts to SNYLF to less than significant.

Southern mountain yellow-legged frog (*Rana muscosa*): The mountain yellow-legged frog (MYLF) consists of two species, one of which is endemic to the northern and central Sierra Nevada. MYLF is found in mid- to high-elevation aquatic habitat within forested lands. They are

* California Department of Fish and Wildlife, 2020, California Interagency Wildlife Task Group – Southern Long-Toed Salamander, available online at <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=1420&inline=1>, accessed September 30, 2020.

† California Department of Fish and Wildlife, 2020, BIOS, available online at <https://apps.wildlife.ca.gov/bios/>, accessed September 30, 2020.

‡ California Department of Fish and Wildlife, 2020, California Interagency Wildlife Task Group – Sierra Nevada Yellow-Legged Frog, available online at <https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=7101&inline=1>, accessed September 30, 2020.

§ California Department of Parks and Recreation, 2020, Coldstream Canyon Watershed Restoration Project, available online at https://www.parks.ca.gov/pages/980/files/ADA_Coldstream%20Restoration%20Project%20%20Public%20Draft%20OIS-ND%20w-o%20Appendices%20-%20SIGNED%20-April%2010%202020%20-%20compressed.pdf, accessed September 29, 2020.

well adapted to high mountain lakes, ponds, streams, and tarns – mostly in areas that were glaciated as recently as 10,000 years ago. Alpine lakes used by MYLFs typically have open shorelines, margins that are muddy or grassy, or mud with a depth greater than 8.2 feet. The species was once extremely abundant in aquatic habitats within the Sierra Nevada and was distributed continuously in water bodies above 6,000 feet. Since 1970, MYLF populations have declined precipitously by 70 to 90 percent within their historic localities. Remaining populations are widely distributed and consist of few breeding age adults. The primary drivers of the species' decline are the introduction of non-native fishes, ultraviolet radiations, pesticides, pathogens, acidification from atmospheric deposition, nitrate deposition, livestock grazing, drought, and recreational activities.* There are no recorded occurrences of MYLF with five miles of DMSP. Nevertheless, project activities under the RTMP could affect aquatic habitat. Implementation of SPRs BIO-36 through BIO-48 would reduce the potential for significant adverse impacts to MYLF to less than significant.

- b) As described above in the Environmental Setting section, there are currently 27 identified vegetation communities in the DMSP that are recognized by CDFW as special-status natural communities. With additional surveys, other alliances may be detected.

Although project activities identified in the RTMP would unlikely cause significant impacts to special-status natural communities, compliance with Project Requirements BIO-13 through BIO-18 would ensure that impacts on natural communities from project activities would remain at a less than significant level.

Sensitive riparian areas exist within the park and project activities could create impacts. Compliance with Project Requirements BIO-13 through BIO-19 and BIO-2 should reduce these impacts to a level of less than significant. Implementation of measures to address impacts would also be identified in a CDFW 1602 Lake or Streambed Alteration Agreement as described in Section c below.

- c) Numerous permanent and intermittent streams and USACE-jurisdictional wetlands occur within DMSP. As described in the Environmental Setting above, the RTMP identifies activities that could be subject to the jurisdictional authority of the USACE, RWQCB, and/or CDFW requiring 401 and 404 permits and a CDFW 1602 Lake or Streambed Alteration Agreement to address potential impacts prior to the start of work.

In addition to BMPs and SPRs identified in the Hydrology Section, all permits necessary to conduct the proposed project would be obtained prior to the start of any work. All permit/agreement conditions would be implemented, reducing any potential impacts to a less than significant level.

- d) It is not expected that any management recommendations or projects identified in the RTMP would interfere substantially with the movement of any native resident wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

* California Department of Fish and Wildlife, 2020, Mountain Yellow-Legged Frog, available online at <https://wildlife.ca.gov/Regions/6/Amphibians/Mountain-Yellow-legged-Frog>, accessed October 5, 2020.

Although unlikely, depending on location, construction activities identified in the RTMP could temporarily affect fish passage. As there are listed fish and lamprey species in the park, any potential impact would be addressed by conditions identified in consultations with USFWS and CDFW and in a CDFW 1602 Lake or Streambed Alteration Agreement. Implementation of applicable SPRs and 1602 Agreement conditions would reduce any potential impacts to a less than significant level.

- e) The Department is not subject to local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; however, Department policy and authorizing legislation incorporate the protection of natural resources into the short- and long-term management goals for its park units. Therefore, there would be no impact.

Mitigation Measures

No mitigation beyond compliance with the relevant policies, regulations, and programs identified in this section.

V. Cultural Resources

Environmental Setting

Prehistoric Cultural Resources

The earliest known inhabitants of the area encompassing DMSP and its surroundings were prehistoric nomadic tribes who spent their winters in the California valleys or Nevada desert. During the summer months, these prehistoric nomads climbed either side of the Sierra Nevada range to occupy the high-country around the park.* These inhabitants are believed to be the ancestors of the present day Nisenan, Maidu, and Washoe Indian Tribes.†

Past archeological surveys of the eastern Sierra Nevada have documented an archaeological chronology dating back almost 11,000 years. This chronology is comprised of four distinct prehistoric phases. From earliest to most recent, these stages are the Tahoe Reach, Spooner, Martis, and Washoe/Kings Beach. Each of these prehistoric phases is characterized by collections of unique ground and flaked stone artifacts. The Tahoe Reach phase occurred from roughly 6,050 to 8,050 BC during the Late Pre-archaic phase of Californian prehistory and artifacts from this phase are sparse. The Spooner Prehistoric phase occurred from roughly 3,050 to 6,050 BC during the Early/Pre-Archaic period of Californian prehistory and artifacts from this period are also sparse, although Pinto Basin and Humboldt type projectile points have been identified as occurring during this phase. The Martis phase occurred from roughly 650 AD to 4,050 BC during the Late Archaic and Middle Archaic periods of Californian prehistory, and is identified by small projectiles called Elko and Martis points. Most recently, the Washoe/Kings Beach phase occurred from roughly 650 to 1,800 AD during the Proto-Historic and Late Archaeologic period of Californian prehistory and is identified by small projectiles called Eastgate and Rose Spring points.‡,§

Within the Donner Lake area, past archaeological surveys for prehistoric resources have identified prehistoric artifacts dating from roughly 4,000 BC, corresponding to the Spooner, Martis, and Washoe/Kings Beach phases.**

* Truckee-Donner Historical Society, 2020, History of the Truckee Area, available online at <https://www.truckeehistory.org/history-of-the-truckee-area.html>, accessed December 15, 2020.

† UC Berkeley, 2020, California Indian Tribal Groups, available online at <https://eslibrary.berkeley.edu/sites/default/files/bibs/tribemap.gif>, accessed December 15, 2020.

‡ Town of Truckee, 2006, 2025 General Plan EIR – Chapter 4.4 Cultural Resources, available online at <https://www.townoftruckee.com/home/showpublisheddocument?id=1279>, accessed December 16, 2020.

§ California Department of Parks and Recreation, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed July 9, 2020.

** California Department of Parks and Recreation, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed July 9, 2020.

Ethnographic Information

Ethnographically, the Washoe people occupied Great Basin physiographic province within which lies DMSP. Linguistically, the Washoe belong to the Hokan group, one of the oldest in the New World. It is generally accepted that there were no more than 3,000 Washoe in the region by the mid-19th century. The Washoe relied on the fish of Lake Tahoe, Donner Lake, and the Truckee River and its tributaries for food, especially during the winter. For over 4,000 years, humans have traversed the Sierra through the Donner Pass region evident by artifacts left around and near the Donner Lake area.

Historic Cultural Resources

Early exploration into the American far west was initiated by the U.S. government under the concept of “Manifest Destiny,” and expeditions were dispatched to the western region to produce accurate maps and reports on the region’s resources and inhabitants. John C. Fremont’s campaign was one of the first government-sponsored expeditions to reach the Donner Lake region in 1845. Beginning in 1841, overland emigrant travelers entered California by foot or wagon, during which they crossed the Sierra Nevada as the last major obstacle on their journey. The Donner Pass route across the Sierra Nevada was first traveled by wagon by the Stevens-Murphy-Townsend Party in 1844. The route followed the Truckee River out of Nevada passing along the northern shore of Donner Lake, up and over Donner Pass, and down into the Central Valley. During the winter of 1846 – 47, a group of emigrants later known as the Donner Party was trapped in the Sierra Nevada mountains of California. Half of the group perished and the other half survived through supposed cannibalism, although no archaeological evidence of cannibalism has been recovered. Their story became a major folk epic in American history, and various locations in the area bear the Donner reference in remembrance. From 1845 to 1848, an estimated 2,600 individuals traveled from eastern states to California, mostly using the Truckee/Donner Pass gateway. From 1844 to 1925, more than 50,000 people immigrated to California by this route and nearly all passed through or near what is now DMSP. Several segments of the California Emigrant Trail have been identified within or adjacent to the park boundaries and the trail locations are sometimes used for interpretive hikes led by park staff.

Cultural Resources within the DMSP include the sites and remnants of the cabins built by the Donner Party in 1846-47, which have been added to the lists of California and National Historic Landmarks. Other significant and potentially significant prehistoric and ethnographic sites, historic and ethnohistoric resources, and cultural landscapes include, but are not limited to, features such as archaeological sites, homesteads, historic structures, mill sites, and historic roads and trails. One of the most important of these resources are the sites associated with the Donner Party and one of the alignments of the Overland Emigrant Trail, through which nearly all of the land traveling immigrants to California between 1844 and 1925 passed. Segments of the Overland Emigrant Trail are still accessible within the park.*

DMSP offers many ways for visitors to enjoy the cultural resources at the park, including exhibits in the Emigrant Trail Museum, which offer a glimpse of life in the 1840s and later, the

* California State Parks, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed July 9, 2020.

site of the Murphy Cabin outside the museum, where 16 members of the Donner Party lived during the winter of 1846, and the Pioneer Monument to the east of the museum.*

Would the proposed project:	Potentially Significant Impact	Less Than Significant	Less Than Significant	No Impact
		With Mitigation Incorporated		
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

Implementation of the various activities associated with the RTMP could result in changes to identified historical and cultural resources as well as resources considered eligible for registration on the national or State lists of historic resources. According to CEQA Guidelines Section 15064.5(b)(1), a substantial adverse change in the significance of a historical resource involves the “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired” (CCR Title 14, Division 6, Chapter 3, Article 5). Data obtained from the Department’s cultural resources files indicate cultural resource surveys have been limited, making it probable that many cultural and historic sites both on and under the surface remain for discovery.

Road and trail maintenance and construction could cause adverse changes to cultural and historical resources. Causes of potential adverse changes include ground disturbance related to construction activities (i.e., excavation, grading, trenching). Future road and trail management in unsurveyed areas could unearth and possibly damage such resources.

a) The prehistoric resources of the park tell the stories of several thousand years of human presence in the DMSP area. Meanwhile, the cultural resources of the park tell the stories of the more recent immigration of newcomers into the State of California. With implementation of SPRs CUL-1 and CUL-2, which ensure review, evaluation, and monitoring of all ground-disturbing activities by a qualified archaeologist, this work would result in less than significant impacts. Additionally, minor alterations of some trail alignments would not have a significant adverse effect on the historic landscape. The appearance of historic alignments or roadways

* California State Parks, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed July 9, 2020.

would not be significantly altered. The proposed RTMP would allow the park to maintain trails and prevent further erosion issues on existing trails that are currently impacting cultural resources.

SPR CUL-3 addresses potential impacts to historic resources and the need for consistency with the Secretary of the Interior's Standards.

The park also contains historic roads and trails. However, pursuant to the park's general plan and historic preservation laws, the RTMP does not call for the removal of any of these roads or trails. In some cases, historic roads are no longer sustainable for use by vehicles and a recommendation has been made to convert the road to a trail. In these cases, appropriate conservation measures will preserve the historic roadbed while preventing damage to other cultural and natural resources. SPRs CUL-5 and CUL-6 specifically address the treatment of historic roads and trails and would result in less than significant impacts to these resources.

b) The park does contain known archaeological materials and museum collections maintained at DMSP have a specific connection to the cultural and natural history of the park or provide support for interpretive themes and programs. Artifacts associated with important hunting and gathering locations of Native Americans at Donner Lake and the Truckee River will continue to be curated. These artifacts include archaeological materials and historic objects associated with ancient peoples or historic Washo inhabitants. Objects associated with the Donner Party experience at the site, including those from archaeological context, and personal items and memorabilia connected with the Donner Party members will remain an important part of the collection.

Those artifacts more generally identified with the Overland Emigrant Trail experience, including wagons, equipment, personal equipment, and historic documents, are potential collection items. These artifacts will objectify the cultural history of the park as a passageway between the eastern and western slopes of the Sierra. *

The park's purpose is to commemorate the people who have crossed the Sierra through time and who experienced the site as passage rather than as a local living environment. Due to the proximity of known archaeological resources (both prehistoric and historic), measures shall be in place that include additional review of project work to evaluate the potential of adverse effects to resources (SPR CUL-1) and implementation of treatments that are compliant with the Secretary of Interior's Standards (SPR CUL-2) prior to commencement of work. These measures would result in less than significant impacts.

c) There are no known human remains in the project area. Avoidance measures SPR CUL-19 and CUL-21 ensure that if any remains are discovered, all applicable State and federal laws will be followed. Impacts are less than significant.

* California State Parks, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed September 28, 2020.

Mitigation Measures

No mitigation beyond compliance with the relevant policies, regulations, and programs identified within this section.

VI. Energy

Environmental Setting

State Renewable Portfolio Standards

The state's electricity grid is transitioning to renewable energy pursuant to California's Renewable Portfolio Standards (RPS). Renewable sources of electricity include wind, small hydropower, solar, geothermal, biomass, and biogas. Electricity production from renewable sources is generally considered carbon neutral. As a result, the carbon intensity of California's electricity is decreasing over time as the percentage of renewables increases. Senate Bill 350 (de Leon) was signed into law in September 2015 and established an RPS of 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030. Senate Bill 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures. On September 10, 2018, Senate Bill 100 was signed and raised California's RPS to 60 percent by 2030. SB 100 also established a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under SB 100 the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

2017 Climate Change Scoping Plan

The *2017 Climate Change Scoping Plan* and was approved by the California Air Resources Board on December 14, 2017. It establishes a new emissions limit of 260 million metric tons of carbon dioxide equivalent (MMT_{CO₂e}) for the year 2030, which corresponds to a 40 percent decrease in 1990 levels. The plan includes potential regulations and programs to achieve the 2030 target.*

* California Air Resources Board, 2017, California's 2017 Climate Change Scoping Plan, The Strategy for Achieving California's 2030 Greenhouse Gas Target, available online at https://ww3.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf, accessed September 15, 2020.

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) The following discussion addresses the potential energy demands from construction activities associated with the proposed project.

Short-Term Construction

Construction of the proposed project would create a temporary increase in demand for fuel. Transportation energy use depends on the type and number of trips, vehicle miles traveled, fuel efficiency of vehicles, and travel mode. Transportation energy used during construction would come from the transport and use of construction equipment, delivery vehicles, and construction employee vehicles that would use diesel fuel and/or gasoline. The use of energy resources by these vehicles would fluctuate according to the phase of construction and would be temporary. Upon completion of project construction, the use of all construction equipment would cease. Furthermore, the construction worker are anticipated to minimize non-essential idling of construction equipment during construction in accordance with CCR Section 2449. Such required practices would limit wasteful and unnecessary energy consumption.

Construction activities associated with future projects identified in the RTMP could involve the use of heavy-duty construction equipment that would generate substantial noise. These activities include site preparation (e.g. excavation, grading, and vegetation clearing), road and trail reconstruction, slope recontouring to reduce erosion and runoff, drainage structure upgrades, adding or removing aggregate material, and the construction of new trail and/or trail structures such as bridges and boardwalks. To perform these activities, a combination of heavy equipment, small trail construction equipment (e.g. compactors, rock drills, chainsaws), and handheld tools are typically used. Excavators are used to prepare the site by removing trees and brush. Dozers are also used to decompact the ground surface and to accumulate and pile ground mulch for use on finished surfaces. Graders and rollers may be used to outslope and reshape road surfaces. Dump trucks are used to import aggregate for surface hardening. Heavy equipment machines may be used

separately or simultaneously to complete the work. Handheld tools may include shovels, grub hoes, bow saws, loppers, and drawknives. Additionally, the proposed project would be required to comply with AQ-1 and AQ-10 through AQ-15 for construction-related emission control measures, which would help ensure that there would not be an inefficient use of energy.

Therefore, overall, it is expected that construction fuel associated with the proposed project would not be any more inefficient, wasteful, or unnecessary than similar projects, and impacts would be less than significant with respect to construction-related energy demands.

Long-Term Operation

The project would not result in long-term operational impacts as it does not propose changes to existing infrastructure that would require the inefficient use of energy. Thus, operation of the project would not result in inefficient, wasteful, or unnecessary consumption of energy during operation. The proposed project would not result in a significant impact related to electricity, natural gas, or motor vehicle transportation energy during operation

- b) Applicable plans include plans adopted by the California Energy Commission to reduce energy consumption and/or greenhouse gas emissions from energy consumption and the *2017 Climate Change Scoping Plan*.

The RTMP is consistent with all applicable State and local plans, policies, and regulations. Work proposed for this project is in compliance with the DMSP General Plan and, with adoption of this Negative Declaration and implementation of the SPRs herein, would be in compliance with CEQA. Therefore, impacts would be less than significant.

Mitigation Measures

No mitigation beyond compliance with the relevant policies, regulations, and programs identified in this section.

VII. Geology and Soils

Environmental Setting

Geology

DMSP is located near the Sierra Nevada crest in the Sierra Nevada Geomorphic Province. During the Jurassic Period (205 – 138 million years ago), the subduction of the Farallon tectonic plate underneath the North American plate created the Sierran Arch chain of volcanoes. As subduction and volcanic eruptions ceased, erosion removed the volcanic rocks to expose the current crystallized magma chambers of the old volcanoes. The core of the Sierra Nevada, consisting of predominately granite and granodiorite, is formed by these crystalline igneous rocks.

More recently, a period of intense volcanic activity occurred in the Pliocene to Pleistocene (one to five million years ago) that covered portions of the granitic rocks with a variety of volcanic rocks, including andesite, ash flows, basalt, mudflows, and tuff. Approximately four million years ago, faulting along the Frontal Fault System uplifted and tilted the Sierra Nevada block westward. This movement has created the steep eastern escarpment and gentler western slope. The Truckee Basin, containing Donner Lake, was created by small scale faulting and down warping. The Sierra Nevada range is still rising along the Frontal Fault System, at a rate of approximately one millimeter a year. This growth is indicated by the numerous magnitude two to three micro-earthquakes periodically occurring in the Truckee-Donner area. Larger earthquakes, as high as magnitude 6.3, have also been recorded in the area.

At least four major periods of glaciation have occurred in the Sierra Nevada during the Pleistocene (8,000 years to 1.6 million years ago). The Donner Creek Valley has been carved into its existing U-shape by glaciers. The deposition of glacial sediments includes the recessional moraines, which have dammed Donner Creek to form Donner Lake. Within the areas of lowest elevation in the park, four of the recessional moraines can be found within the core area.*

Topography

The core area DMSP is characterized by the flat topography of Donner Creek and Coldcreek valleys. Four 10- to 20-foot high ridges, spaced 600 to 1,500 feet apart, extend on a northeast trend across the core portion of the park. These low-lying ridges represent the remnants of recessional moraines left by the retreating glaciers of the Pleistocene. Some marshy areas and small drainages are present in low areas between the ridges. The lowest elevation in the park, at approximately 5,880 feet, is where Donner Creek exits the park to the east, while the highest point, in excess of 7,400 feet, is at the top of Schallenberger Ridge.

Slopes within the core of the park are gentle, ranging from zero to nine percent. Schallenberger Ridge to the south rises abruptly, with slopes up to 88 percent. Within Coldstream Valley, some slopes range from 36 to 88 percent on Schallenberger and parallel ridges.

* California Department of Parks and Recreation, 2003, Donner Memorial State Park General Plan, accessed September 7, 2020.

Future development on the steep topography of Schallenberger and other ridges must be considered carefully for the possibility of landslide and avalanche hazards. Many locations in the park have soil classified as highly erodible. Therefore, future development may require site specific studies of soil and geologic conditions.*

Seismicity

There are no known earthquake faults in DMSP. The Mohawk Valley Fault is located nearby DMSP, beginning from approximately 20 miles northwest of Truckee and extending towards the northwest. The Dog Valley Fault is also located nearby DMSP, beginning from approximately two miles north of the park and extending towards the northeast. The Town of Truckee also has several small trace faults located within its boundaries, however many of these faults are currently unnamed. To the west of Lake Tahoe, the west-Tahoe Dollar Fault Zone extends through Lake Tahoe from the south near Highway 50 to the north near Truckee.† These faults are not designated as Alquist-Priolo Special Study Zones. Faults designated as Alquist-Priolo Zones are considered to be of greatest risk.‡

The California Bureau of Reclamation determined that the Mohawk Valley and Dog Valley Faults could result in 7.0 and 6.75 magnitude earthquakes, respectively.§ Nevertheless, micro-earthquakes are a relatively common occurrence in the Donner-Truckee area, due to the continued uplift of the Sierra Nevada. Earthquakes up to magnitude 6.3 have occurred historically. Because no known earthquake faults traverse through DMSP, ground rupture risk is negligible. However, minor liquefaction could occur during an earthquake in loose, granular materials (alluvium) below the water table, particularly along stream channels and in unconsolidated, disturbed materials.**

* California Department of Parks and Recreation, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed September 9, 2020.

† United State Geological Survey, 2020, U.S. Quaternary Faults, available online at <https://usgs.maps.arcgis.com/apps/webappviewer/index.html?id=5a6038b3a1684561a9b0aadf88412fcf>, accessed September 16, 2020.

‡ Department of Conservation, 2020, Earthquake Zones of Required Investigation, available online at <https://maps.conservation.ca.gov/cgs/EQZApp/app/>, accessed September 16, 2020.

§ Town of Truckee, 2019, 2025 General Plan, available online at <https://www.townoftruckee.com/home/showdocument?id=1278#:~:text=A%201986%20study%20by%20the,7.0%20and%206.75%20magnitude%20respectively>, accessed September 16, 2020.

** California Department of Parks and Recreation, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed September 9, 2020.

Soils

Most of the soils within the park are of granitic or volcanic parent material. They are geologically young, poorly developed, shallow, coarse-textured, and have low cohesion with small quantities of organic material. These characteristics account for the high erosion potential of most of the soil types within the park. The surface duff layer slows erosion and provides nutrients to encourage the growth of plants and trees. Disturbance of this duff layer and the soil can increase the risk of erosion. Alluvial material within the park may cause construction difficulties. Loose soils, such as uncompacted fill or unconsolidated native material, have low soil strength and may not be adequate for use as conventional building foundation. Glacial till material consists of unstratified mixture of grain sizes, including cobbles and boulders. These boulders and cobbles may need to be moved in the future for new trails or park modifications.*

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Significant Impact
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides, mudslides, or other similar hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

* California Department of Parks and Recreation, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed September 9, 2020.

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
d) Be located on expansive soil, as defined by Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

ai) The faults within and nearby DMSP are not designated as Alquist-Priolo Special Study Zones. * Nevertheless, the RTMP does not call for the construction of new structures within the park except for potential minor trail structures such as switchbacks and retaining walls. Furthermore, any modifications to existing structures would be serviced by workers who would be in the park during the day and would not be housed within the park. Therefore, potential project impacts associated with exposure of people or structures to adverse effects from the rupture of a known fault would be less than significant.

a ii) The entire DMSP has experienced earthquakes with micro-earthquakes common in the Truckee-Donner area. † The RTMP would follow the guidelines set forth in the general plan to protect the public from these natural hazards. Additionally, the project would not include structures, and workers would be attending the site only intermittently. Therefore, impacts related to seismically induced surface rupture or ground shaking would be less than significant.

a iii) Liquefaction is a phenomenon that occurs when loosely packed and waterlogged sandy or silty sediments at or near the ground surface lose their strength during times of strong

* Department of Conservation, 2020, Earthquake Zones of Required Investigation, available online at <https://maps.conservation.ca.gov/cgs/EQZApp/app/>, accessed September 16, 2020.

† California State Parks, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed September 28, 2020.

ground shaking and take on the characteristics of a liquid. When liquefaction occurs below buildings and other structures, major damage may occur.*

DMSP is not within an area of high liquefaction potential. Nevertheless, the RTMP project would not include structures, and workers would be attending the site only intermittently during project specific work. Therefore, impacts related to seismically-induced surface ground failure including liquefaction would be less than significant.

iv) According to the DMSP General Plan, the park has major geologic hazards and sensitivities, which include a susceptibility to landslides. While no major landslides have been mapped in the park, the potential for landslides exists in the steep terrain of Schallenberger Ridge, and Lakeview Canyon, and Coldstream Valley.

Nevertheless, the RTMP project would not include structures, and workers would be attending the site only intermittently during project work. Additionally, work permitted under the RTMP would be needed in response to or in anticipation of landslides, rather than as a potential cause of them. Therefore, impacts related to landslides would be less than significant.

b) Objectives of the RTMP include prioritizing road and trail maintenance, reconstruction/reengineering, removal, and rerouting to achieve a more sustainable road and trail system. Adoption of the plan will allow staff to prioritize eroding trails and improvements to reduce erosion.

No change in use was proposed in the RTMP, therefore, project level review for change-in-use is not considered in this document. Future change-in-use requests will be evaluated pursuant to the process outlined in the RTMP. Approved change-in-use requests will receive subsequent evaluation to assess potential impacts on soil erosion resulting from physical changes to the trails.

These change-in-use projects could involve the disturbance of surface soils during minor construction activities, including trail rerouting, restoration, decommissioning, rehabilitation, and installation of road/trail structures (e.g., steps, retaining walls), as well as soil disturbance caused by use-related activities (i.e., type and intensity of use).

Impacts will be assessed by evaluating the implementation of proposed changes-in-use in the context of the SPRs, which were incorporated as part of the PEIR for the Trail Change in Use Evaluation Process, adopted by the Department on May 2, 2013.

Significant impacts from erosion during routine road and trail maintenance activities as well as from trail changes-in-use would be avoided through implementation of the SPRs GEO-1 through GEO-28. Thus, these impacts would be less than significant.

* United States Geological Survey, 2020, What is Liquefaction?, available online at https://www.usgs.gov/faqs/what-liquefaction?qt-news_science_products=0#qt-news_science_products, accessed August 3, 2020.

c) As discussed in sections a.ii) and iv) above, the project site would potentially be subject to landslides. The proposed project would not include the construction of significant structures, and workers would be attending the site only intermittently for project work. Additionally, future work would be implemented as a preventative measure to mitigate potential impacts associated with landslides. Therefore, potential impacts associated with landslides, lateral spreading, subsidence, liquefaction, and collapse would be less than significant.

d) Most of the soils in the park are of granitic or volcanic parent material, geologically young, and poorly developed. Most soils are shallow, coarse-textured, have low cohesion, and contain small amounts of organic material. This composition accounts for the high erosion potential of most of the soil types described (AQB, Celio, Gefo, Jorge, Meiss, Waca, and Windy). Soils in the newly acquired areas may also be subject to erosion problems. The duff layer helps to slow erosion, as well as provide nutrients to encourage growth of plants and trees. Disturbing the duff layer and the soil can increase the chance for erosion. The properties of certain alluvial materials within the park may cause constraints for new construction. Loose soil, such as unconsolidated native material or uncompacted fill, has low soil strength and may not be suitable for a conventional building foundation. Glacial till material is an unstratified mixture of grain sizes, including cobbles and boulders. Because the project entails no significant structures, potential impacts related to expansive soils would be less than significant.

e) No septic facility is proposed as part of the project. Therefore, there would be no impact.

f) Paleontological resources found in the State Park System require protection from damage. As such, trail improvements conducted as a result of the RTMP will be done in accordance with the Paleontological Resource Protection Policy as identified in Section 0309.2 of the Department Operations Manual. In conformance with SPR GEO-10, if a paleontological resource is discovered, work within 100 feet of the find will be temporarily halted and the Department will be notified. Therefore, impacts to paleontological resources will be less than significant impacts.

Mitigation Measures

No mitigation beyond compliance with the relevant policies, regulations, and programs identified in this section.

VIII. Greenhouse Gas Emissions

Environmental Setting

Regulatory Framework

The USEPA announced on December 7, 2009, that greenhouse gas (GHG) emissions threaten the health and welfare of the American people and that GHG emissions from on-road vehicles contribute to that threat. The USEPA's final findings respond to the 2007 United States Supreme Court decision that GHG emissions fit within the Clean Air Act definition of air pollutants. The findings do not in and of themselves impose any emission reduction requirements, but allow the USEPA to finalize the GHG standards proposed in 2009 for new light-duty vehicles as part of the joint rulemaking with the Department of Transportation.* The USEPA's endangerment finding covers emissions of six key GHGs—carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆)—that have been the subject of scrutiny and intense analysis for decades by scientists in the United States and around the world. The first three are applicable to future development facilitated by the proposed project because they constitute the majority of GHG emissions.†

The *2017 Climate Change Scoping Plan* and was approved by the California Air Resources Board on December 14, 2017 and established a new emissions limit of 260 million metric tons of carbon dioxide equivalent for the year 2030, which corresponds to a 40 percent decrease in 1990 levels. The plan includes the potential regulations and programs to achieve the 2030 target.‡

The Tahoe Regional Planning Agency (TRPA) has not specified goals or Environmental Threshold Carry Capacities for GHG emissions. However, the single policy goal pertaining to GHG emissions (Policy AQ-1.3) encourages a reduction of GHG emissions from motorized vehicles and machinery within the Tahoe Region. Additionally, the TRPA Code of Ordinances includes a provision requiring the incorporation of a GHG reduction strategy into area plans adopted by local jurisdiction (TRPA Code Section 13.5.3.E) to reduce GHG emissions from the operation or construction of buildings. TRPA also participated in the preparation of the regional transportation plan for the Tahoe Region as part of the Lake Tahoe Sustainability Collaborative.

* United States Environmental Protection Agency, 2009. EPA: Greenhouse Gases Threaten Public Health and the Environment, Science overwhelmingly shows greenhouse gas concentrations at unprecedented levels due to human activity, December, <http://yosemite.epa.gov/opa/admpress.nsf/0/08D11A451131BCA585257685005BF252>.

† United States Environmental Protection Agency, 2014, Climate Change Indicators: U.S. Greenhouse Gas Emissions, available online at <https://www.epa.gov/climate-indicators/climate-change-indicators-us-greenhouse-gas-emissions>, accessed on August 11, 2020.

‡ California Air Resources Board, 2017, California's 2017 Climate Change Scoping Plan, The Strategy for Achieving California's 2030 Greenhouse Gas Target, available online at https://ww3.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf, accessed August 11, 2020.

The plan includes strategies for reducing transportation-related GHG's and the Tahoe Sustainability Action Plan.

The Tahoe Metropolitan Planning Organization (TMPO) prepared Mobility 2035: Lake Tahoe Regional Transportation Plan (RTP)/Sustainable Communities Strategy in 2012 to improve safety and mobility for commuters while improving the environment throughout the transportation network within the region. Goals of the plan include creating walkable, vibrant communities, and providing real alternatives to driving. The plan establishes a GHG emissions reduction target of seven percent of GHGs per capita by 2020 and by five percent per capita by 2035. The basin is currently meeting these targets. The Transportation Element of the TRPA Regional Plan was also updated as part of the plan. The RTP update included a Sustainable Communities Strategy, pursuant to California Senate Bill 375, that demonstrates how integrated land use, transportation, and housing strategies will help the TMPO meeting regional GHG targets in California.*

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a) The RTMP project is a management tool that will be used to assess future change-in-use requests and manage the roads and trails to minimize impacts to the cultural and natural resources. Maintenance and construction activities associated with the project would include reconstructing, reengineering, and rerouting segments of existing roads and trails, annual maintenance and clearing of drainages and brush, and converting old roads into recreational trails. As these maintenance and construction activities would include temporary usage of construction equipment, transportation of materials, clearing of vegetation, and excavation for new trails, emissions of ozone precursors and generation of fugitive dust is anticipated. However, due to the temporary nature of the project and compliance with applicable Air Quality SPRs, the RTMP would not result in a new source of GHG emissions that would result, either directly or indirectly, in a significant impact on the environment. Therefore, any impact would be less than significant.

* Tahoe Regional Planning Agency, 2020, Greenhouse Gas Emissions and Climate Change, available online at <http://www.trpa.org/wp-content/uploads/3.14-GHG-CC.pdf>, accessed September 13, 2020.

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- b) The project consists of a guiding document for park managers, staff, and volunteers who construct trail improvements, maintain or repair existing trails, or are otherwise involved with trail construction or maintenance. The plan establishes goals for the overall trail system as well as guidelines for appropriate trail uses, closures, reroutes, maintenance, repair, and monitoring. The plan also defines trail-specific actions for individual trails as well as recommended future planning efforts. As stated under the Air Quality discussion, the project would not conflict with or obstruct requirements specified by the local NCAQMD and PCAPCD.

The project would also not be in conflict with the *2017 Climate Change Scoping Plan Update*, which includes potential regulations and programs to achieve the 40 percent decrease in 1990 GHG levels by 2030.* The RTMP will also conform with the GHG emissions reduction targets of local regional plans.

Therefore, because the project would not conflict with or obstruct any plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases, there would be no impact.

Mitigation Measures

No mitigation beyond compliance with the relevant policies, regulations, and programs identified in this section.

* California Air Resources Board, 2017, California's 2017 Climate Change Scoping Plan, The Strategy for Achieving California's 2030 Greenhouse Gas Target, available online at https://ww3.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf, accessed August 11, 2020.

IX. Hazards and Hazardous Materials

Environmental Setting

The California Department of Toxic Substances Control (DTSC) defines “hazardous material” in the CCR Title 22, Section 66260.10 as: *

A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed.

Chemical and physical properties that classify a substance as hazardous include the properties of reactivity, corrosivity, ignitability, and toxicity. Health effects caused by hazardous materials exposure are influenced by factors such as the frequency of exposure, the exposure dose, the exposure pathway, and individual susceptibility.

The DTSC maintains a hazardous waste and substances list known as the Cortese List, which is used by State and local agencies as well as developers to comply with CEQA requirements by disclosing locations and information about nearby hazardous materials.[†]

In California, the unified hazardous materials and hazardous waste management program, known as the “Unified Program,” was established by the Secretary for Environmental Protection. Under the Unified Program, certified agencies locally administer and implement requirements, inspections, and permits for six programs, including the Underground Storage Tank (UST) program and the Hazardous Waste Generator/Tiered Permitting Program.

GeoTracker is the SWRCB’s data management system for sites that impact or have the potential to impact water quality in California, with emphasis on groundwater. GeoTracker contains records for sites that require cleanup, such as Leaking Underground Storage Tank (LUST) sites, Department of Defense sites, and Cleanup Program sites. GeoTracker also contains records for various unregulated projects as well as permitted facilities including irrigated lands, oil and gas production sites, permitted USTs, and land disposal sites.[‡]

* Thomson Reuters Westlaw, 2020, Definitions, available online, accessed at [https://govt.westlaw.com/calregs/Document/I9F2AC740D4BA11DE8879F88E8B0DAAAE?viewType=FullText&originContext=documenttoc&transitionType=CategoryPageItem&contextData=\(sc.Default\)](https://govt.westlaw.com/calregs/Document/I9F2AC740D4BA11DE8879F88E8B0DAAAE?viewType=FullText&originContext=documenttoc&transitionType=CategoryPageItem&contextData=(sc.Default)).

[†] Department of Toxic Substances Control, 2020, Cortese List, available online at <https://www.envirostor.dtsc.ca.gov/public/>, accessed August 5, 2020.

[‡] State Water Resources Control Board, 2020, GeoTracker, available online at <https://geotracker.waterboards.ca.gov/>, accessed August 5, 2020.

Hazardous Materials

A review of the Cortese List through Envirostor as well as Geotracker provides documentation that there are no active hazardous materials in the park. The closest active hazardous materials site within 0.25 mile of the park is a former fuel station located at 12373 Donner Pass Road, Truckee, California, near the eastern boundary of the park. Two former 12,000-gallon underground storage tanks (USTs) were used to store gasoline at the site. On August 28, 2018, UST excavation activities occurred under Town of Truckee building permit number 2018-00000769. Nevada County completed a UST removal inspection on August 30, 2018 and issued a “No Further Action for UST Closure Activities” letter on October 29, 2018.*

The initial area of DMSP has been a park since 1928 when the Native Sons conveyed 11 acres to the State, making the Donner Memorial publicly accessible.† The completion of the Central Pacific Railroad from the west to the Nevada state line in 1868 created an impetus for expanded economic activity. There is no evidence of industrial use within the park except as related to logging, commercial fishing, ice production, agriculture, and recreation. Historic lumber mills may have had heavy metals and hydrocarbons associated with their operations and these materials were poorly regulated during the mid-20th century at the time these mills were in operation.

The types of materials used and stored at DMSP that could be hazardous include fluids such as motor vehicle and mechanical equipment fuels, oils, and other lubricants. The Department maintains storage facilities for these fuels and lubricants within the park unit. However, no storage facilities, or other structures or industrial sites that could contain hazardous materials are located at the proposed project sites.

Airports

No airports are located within or adjacent to park property. The nearest public use airport is located in the Town of Truckee, approximately five miles east of the park entrance. There are no private airstrips within the area.

Schools

The closest schools are Truckee High School and Truckee Elementary School, located approximately 0.75 miles northeast of the park entrance. These schools are located within the Town of Truckee north of I-80.

* State Water Resources Control Board, 2019, APEX, Envirotech, Inc., available online at https://documents.geotracker.waterboards.ca.gov/regulators/deliverable_documents/4236367344/190923%20Site%20Assessment%20Report%20Enhanced.pdf, accessed August 5, 2020.

† California Department of Parks and Recreation, 2014, Donner Memorial State Park, available online at https://www.parks.ca.gov/pages/503/files/DonnerMemorialSP_Web2014.pdf, accessed August 5, 2020.

Wildland Fire

Large areas within DMSP are located in a high or very high fire hazard area.* Small portions of the perimeter of DMSP are intermixed with the Wildland-Urban Interface (WUI) especially along the northern, eastern, and western perimeters.† Fires are an integral part of the natural world, but historic human alteration of the natural fire cycle has allowed unnatural plant succession and fire fuel build-up. The Department employs fire fuel management practices in the State Park System, where wildfire hazards are present to minimize and manage the potential risk. The California Department of Forestry and Fire Protection (CalFire) has the primary responsibility for wildland fire response in the park. Closer to populated communities, mutual aid agreements also exist with local fire protection agencies. Some trails within the park also serve as fire access roads. The Truckee Protection Fire District provides fire protection to the DMSP. Fire station number 92 is located approximately 1.25 miles northeast of the park.‡ The southern portion of the park is also within the jurisdiction of the Placer County Fire Department.§

The Department has adopted the Department Operations Manual to provide protocols for the various aspects of park operations, including fire management and planning. The Wildland Fire Management component (Section 0313.2.1.1) of the DOM's Natural Resources Section identifies the Wildland Fire Management Policy, which requires preparation of a Wildfire Management Plan for each Department-operated unit that may experience wildland fires. These plans provide requisite information for managing wildfire events, such as the locations of sensitive park resources, facilities, water supplies, and existing roads. A Wildfire Management Plan for DMSP was prepared in 2014 and details emergency procedures before, during, and after a fire.**

* Cal Fire, 2020, California Fire Hazard Severity Zone Viewer, available online at <https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414>, accessed August 5, 2020.

† University of Wisconsin-Madison, 2010, Wildland-Urban Interface, available online at <http://silvis.forest.wisc.edu/data/wui-change/>, accessed August 5, 2020.

‡ Truckee Fire protection District, 2020, Service Map, available online at https://static1.squarespace.com/static/5a8daffbbe42d684f619597e/t/5b1ac39703ce640b7e947b47/1528480677807/TFPD_Fire+District+Map.pdf, accessed September 12, 2020.

§ County of Placer, 2020, Fire Department Jurisdictions, available online at <https://www.placer.ca.gov/1596/Fire-Department-Jurisdictions>, accessed September 12, 2020.

** California Department of Parks and Recreation, 2014, Wildfire Management Plan – Donner Memorial State Park.

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a) The user types addressed in the RTMP include Other Power Driven Mobility Devices (OPDMDs) and non-motorized recreational uses. These users do not typically handle or transport hazardous materials. Therefore, projects implemented pursuant to the RTMP would not increase the use or transport of hazardous materials at DMSP. Typically, the only routine use and transport of hazardous materials are associated with maintenance, which requires common hazardous materials such as fuel and lubricants for equipment and vehicles and detergents and solvents for cleaning. These hazardous materials are used and stored consistent with USEPA and Occupational Safety and Health Administration (OSHA) standards. Approval of the RTMP would not substantially change the operations and maintenance of the park and staff would continue to use, transport, store, and dispose of these hazardous materials consistent with USEPA and OSHA regulations. In addition, SPR HAZ-3 requires coordination with utility companies when ground disturbance is necessary within existing utility alignments. This coordination reduces potential accidents related to damage of gas or electrical lines. During construction, SPRs HAZ-4 through HAZ-7 and HAZ-12 and HAZ-14 require several measures to prevent accidental leaks, spills, or other emission of hazardous materials into the environment, including frequent leak inspections and maintenance of construction vehicles, a spill prevention plan, a materials management plan, vehicle wash stations, and suitable staging areas. No substantial increased risk of accidental upset or emission of hazardous materials would occur. Any potential impact is therefore less than significant.

b) Existing trails may cross land where hazardous materials have been previously used or stored, including former logging and mill operation sites. Implementation of the proposed RTMP involves prioritization of maintenance, adding or removing user types on existing trails, minor trail realignment to improve sustainability, and possible new trail connections to improve circulation. If a subsequent project under the RTMP requires route modification that must occur in an area where hazardous materials are thought to have been previously handled or stored, SPR HAZ-1 and HAZ-2 require avoidance of these areas when feasible. If avoidance is not feasible, preparation of a Phase 1 Environmental Site Assessment (ESA) by a qualified hazardous material professional and recommendations therein will be implemented (see SPR HAZ-1). The recommendations in the Phase 1 ESA could include soil removal and other minor remediation. Construction activities associated with any necessary remediation would be conducted according to USEPA and OSHA standards and would reduce potential impacts related to exposure of construction workers and trail users to hazardous materials in soils. There are no known areas of the park that have serpentine soils containing naturally occurring asbestos.* Any potential impact is considered less than significant.

* Napa Valley College, 1985, California's Serpentine by Art Kruckeberg, available online at [http://www.napavalley.edu/people/ajohnson/Documents/VWT%20132%20Spring%202015/10%20-%20Problem%20Soils%20\(117%20-%20130\).pdf](http://www.napavalley.edu/people/ajohnson/Documents/VWT%20132%20Spring%202015/10%20-%20Problem%20Soils%20(117%20-%20130).pdf), accessed August 10, 2020.

c) Implementation of the RTMP will comply with Section 17213 of the California State Education Code prohibiting the use of toxic or hazardous materials and wastes within a quarter mile of a school.* Approval of the RTMP will not result in hazardous emissions or the handling of hazardous or acutely hazardous materials, substances, or waste. The nearest school to the park unit boundary is more than four miles away and the nearest known historical mining and oil exploration activities would have no impact on existing schools. Implementation of SPRs noted above would prevent accidental leaks, spills, or other emission of hazardous materials into the environment. Therefore, the proposed project would have a less than significant impact from hazardous emissions, materials, substances, or wastes to nearby schools.

d) The Cortese List discloses information related to the location of hazardous waste sites. A search of the Cortese List on Geotracker and Envirostor did not reveal the presence of any open or active hazardous material sites that have not yet been remediated within or adjacent to DMSP pursuant to Government Code §65962.5.† Therefore, because the proposed project is not included on a list of hazardous material sites, it would not create a significant hazard to the public or the environment and there would be no impact.

e) DMSP is not located within an airport land use plan nor within two miles of a public airport, public use airport, private airstrip, or within the boundaries of an airport land use plan. Therefore, there will be no impacts from airport-related hazards.

f) Approval of the RTMP will have no effect on any adopted emergency response plan or emergency evacuation plan. Therefore, no impact would result.

g) Many roads and trails in DMSP are in relatively remote areas and pass through areas with brush and trees. Most of these areas are subject to high risk of wildland fire due to being designated as WUI. The proposed project would result in instances where minor trail realignment is necessary (e.g., to avoid a sensitive resource), as well as new trails. Further, trail realignment is expected to occur on small segments of trail adjacent to existing trail alignments. Regarding potential ignition sources, existing State law (CCR Title 14, Division 3, Sections 4311 and 4314) prohibits the use of fireworks within state park units and restricts smoking and campfires to designated areas. Internal combustion engines are prohibited on roads and trails designated for non-motorized uses, with exception to those necessary for emergency vehicle access. Furthermore, trail operations would remain consistent with the DOM requirements for visitor safety, including the DMSP-specific Wildfire Management Plan.‡ Construction activities could be required for new trail connections to improve circulation, decommission unnecessary roads, or reengineer unsustainable trails. The proposed project includes several SPRs designed to minimize the risk of fire ignition and maximize the

* California Legislative Information, 2008, Education Code, available online at https://leginfo.ca.gov/faces/codes_displaySection.xhtml?lawCode=EDC§ionNum=17213, accessed August 5, 2020.

† EnviroStor, 2020, EnviroStor and Geotracker Map, available online at https://www.envirostor.dtsc.ca.gov/public/map/?global_id=60001667, accessed August 5, 2020.

‡ California Department of Parks and Recreation, 2014, Wildfire Management Plan – Donner Memorial State Park.

effectiveness of fire suppression. Implementation of SPRs HAZ-10 through HAZ-14 would reduce the risk of ignition associated with construction activities by requiring a Fire Safety Plan, reducing spark potential, reducing fuels, providing radio communication with CalFire, and providing water trucks. Implementation of these SPRs would minimize construction-related risk of wildland fire. Therefore, the RTMP would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires and the impact associated with approval of the RTMP is considered less than significant.

Mitigation Measures

No mitigation beyond compliance with the relevant policies, regulations, and programs identified in this section.

X. Hydrology and Water Quality

Environmental Setting

The State Water Resources Control Board (SWRCB) oversees the implementation of the National Pollution Discharge Elimination System program (NPDES) and creates permitting requirements to regulate pollutant discharges, including those resulting from construction-related activities. SWRCB works in conjunction with Regional Water Quality Control Boards (RWQCBs) to implement water quality protection goals and objectives. DMSP lies within the North Lahontan Hydrologic Basin, under the jurisdiction of the State of California Lahontan Regional Water Quality Control Board, Region 6.*

Section 402 of the Clean Water Act regulates the discharge of pollutants to waters of the U.S. The National Pollution Discharge Elimination System (NPDES) Construction General Permit applies to grading, grubbing, and other ground disturbance activities.† Construction activities that occur on more than one acre are subject to NPDES permitting requirements, including the preparation of a Storm Water Pollution Prevention Plan (SWPPP). A SWPPP identifies stormwater collection and discharge points, specific drainage patterns across a site, and BMPs that dischargers will use to protect stormwater runoff during construction and at operation.‡

Surface Water

The North Lahontan Hydrologic Basin has not been subdivided into smaller hydrologic areas. Its main watershed is the Truckee River, with Donner Creek as an important tributary. Donner Lake, which is approximately 2.6 miles long, 0.75 miles wide, with a maximum depth of about 220 feet, was created when Donner Creek and Summit Creek were naturally dammed by a recessional moraine. A man-made dam constructed in 1928 now controls Donner Lake's level and the flow is regulated by a federal watermaster. Donner Lake has an active storage capacity of 10,000 acre-feet and a maximum water surface area of 960 acres.

The Donner Creek watershed includes an area of approximately 14 square miles (8,960 acres). This watershed includes Summit Creek as well as other intermittent streams and springs that contribute inflow to Donner Lake. Cold Creek, a tributary to Donner Creek, drains a watershed of approximately 12 square miles (7,680 acres). Parts of the Cold Creek watershed are located within the park, however most of the watershed is privately owned.

In the Tahoe and Truckee basins, surface and groundwater quality are important issues. Most of the water quality problems are related to nonpoint sources such as individual wastewater disposal systems, stormwater runoff from soil and chemicals, and soil erosion from timber

* California Waterboards, 2020, Lahontan Region 6, available online at <https://www.waterboards.ca.gov/lahontan/>, accessed September 12, 2020.

† US Environmental Protection Agency, 2017, Section 404 of the Clean Water Act, Section 402: National Pollutant Discharge Elimination System, available online at <https://www.epa.gov/cwa-404/clean-water-act-section-402-national-pollutant-discharge-elimination-system>, accessed March 24, 2020.

‡ US Environmental Protection Agency, 2007, Developing a Stormwater Pollution Prevention Plan (SWPPP), available online at <https://www.epa.gov/npdes/developing-stormwater-pollution-prevention-plan-swppp>, accessed March 24, 2020.

harvest areas. Water quality objectives have been established within the Water Quality Control Plan for the Lahontan Region from the RWQCB (“Basin Plan”).* Additionally, a non-degradation policy has been established by the RWQCB to protect all surface water, wetlands, and groundwater in the basin. The policy requires continued maintenance of existing high-quality water.

Increased visitor use or new projects within the park must be assessed to ensure that they do not contribute to surface and groundwater quality degradation. To ensure that water quality does not become degraded, water quality protection standards and control measures are necessary. These standards are available within the Basin Plan and include erosion control and surface runoff (stormwater) control measures. Control measures found within the Basin Plan include:

1. Remedial erosion, drainage control, and Stream Environment Zone (SEZ) restoration;
2. Installation and maintenance of erosion and surface runoff control measures for all new and existing development;
3. Controls on nonpoint source discharges from new development (i.e. impervious surface coverage); and
4. Controls on discharges from other activities (i.e. recreational facilities).

Groundwater

The principal aquifer within DMSP consists of glacial till and alluvial materials along streams and rivers. Upland areas surrounding the park consist of various volcanic and granitic rocks, possibly containing groundwater in permeable zones. To ensure the protection and quality of groundwater in the Truckee-Donner area, water quality protection standards and control measures established in the Basin Plan must be adhered to..

Flood-Prone Areas

Flooding may occur within the low-lying areas of DMSP along Donner and Cold creeks. Donner Creek has two flow gauges: one located at the Donner Lake outlet and the other a mile downstream at Highway 89. According to the gauges, major floods over the last 50 years occurred in December 1955, December 1964, March 1986, and January 1997. These floods were regional and caused by rain or snow events.[†] The Federal Emergency Management

* California Water Boards Lahontan – R6, 1995, Water Quality Control Plan for the Lahontan Region (Basin Plan), available online at https://www.waterboards.ca.gov/lahontan/water_issues/programs/basin_plan/references.html, accessed September 16, 2020.

[†] California Department of Parks and Recreation, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed September 9, 2020.

Agency has mapped the park and area surrounding the park as a combination of Zone D, an area of flood risk due to a levee, as well as Zone X, an area of minimal flood hazard.*

Climate and Precipitation

The climate in the mid-elevation Sierra Nevada is influenced by both Mediterranean-type and continental climates. The prevailing weather systems from west to east produce snowy winters and warm dry summers. DMSP's location adjacent to the Great Basin and east of the Sierran crest results in conditions of relative cold and drought compared to locations farther west. Within DMSP, higher elevations are cooler, wetter, and windier, although local conditions vary spatially and temporally.

Information recorded from 1984 to 2000 at the U.S. Forest Service's Truckee Ranger Station shows that mean daily temperatures range from maximum/minimum of 82/42 degrees Fahrenheit in July to a mean 39/15 degrees Fahrenheit in January. Over the same time period, annual precipitation averaged 32.10 inches, from a peak of 54.6 inches in 1996 to a low of 16.04 inches in 1976. Annual precipitation falls mostly as snow from November through April, with occasional convection rainfall during the summer. The largest recorded seasonal snowfall was 444 inches in 1951 – 1952 and the lowest recorded seasonal snowfall was in 1991 – 1992, with 73.5 inches. The deepest snow accumulations occur during late winter, with three to four feet on the ground. A complete absence of snow generally occurs from May to early November.†

* Federal Emergency Management Agency, 2020, FEMA's National Flood Hazard Layer (NFHL) Viewer, available online at <https://hazards-fema.maps.arcgis.com/apps/webappviewer/index.html?id=8b0adb51996444d4879338b5529aa9cd&extent=-120.28367994171109,39.310805274527695,-120.24222371917581,39.32740555105133>, accessed September 16, 2020.

† California Department of Parks and Recreation, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed September 9, 2020.

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) Result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In a flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a,ci-iv) Approval of the RTMP will not violate water quality standards, alter drainage patterns resulting in erosion or flooding, or degrade water quality. The RTMP includes provisions for a maintenance plan in which roads and trails are prioritized and will receive cyclical and prorated maintenance. Roads and trails will be designed, constructed, re-engineered, re-constructed, and/or rerouted to improve sustainability and drainage and prevent erosion.

In general, disturbance to the trails may result from construction necessary for reengineering and rerouting to ensure safe, sustainable trails. SPRs GEO-1 through GEO-27 and HYDRO-1 through HYDRO-25 will ensure that erosion and soil loss will remain at a less than significant level.

Approval of the RTMP would have no effect on groundwater supplies or interfere with groundwater recharge. Additionally, approval of the RTMP would not result in placing housing or other structures that would impede or redirect flood flows within a 100-year flood hazard area. Therefore, impacts to hydrology and water quality resulting from approval of the RTMP would be less than significant.

d) DMSP is inland and does not contain any large bodies of coastal water. Therefore, the project would not occur in an area subject to tsunami or seiche. Design-related measures HYDRO-16 through HYDRO-18, GEO-10, GEO-11, GEO-14 through GEO-16, and GEO-23 would reduce overall risk of the project's potential to cause inundation. Therefore, less than significant impacts would result.

e) Projects that generate runoff pollutants are required under the NPDES to develop and implement a Water Quality Management Plan (WQMP) that identifies the site design, source control, and treatment control BMPs. These BMPs would effectively prohibit non-stormwater discharges from entering into the storm drain system and reduce the discharge of pollutants into stormwater conveyance systems to the maximum extent possible. Although the activities allowed under the proposed project would likely not result in runoff pollutants, any future work, other than what is described in the RTMP, that would have the potential to release those pollutants would need to be disclosed in a WQMP as part of the construction documents for review and approval during the plan check process for the project. The WQMP would identify permanent BMPs that would be constructed as part of the project and implemented during on-site operations to reduce pollutants entering the storm drain system. Therefore, the proposed project would not conflict with or obstruct implementation of a WQCP or sustainable groundwater management plan and there would be a less than significant impact.

Mitigation Measures

No mitigation beyond compliance with the relevant policies, regulations, and programs identified in this section.

XI. Land Use and Planning

Environmental Setting

DMSP is wholly owned and operated by the Department and consists of several types of land uses, including recreation areas with both day and overnight visitor facilities including camping and picnicking amenities, the Emigrant Trail Museum and Visitor Center, an interpretive loop trail, park administrative, maintenance, operations, and staff housing areas, and undeveloped minimal day use areas in Coldstream Valley and Schallenberger Ridge. Two residential duplexes, two residences, and two mobile home sites are located southwest of the museum and offer housing for park staff. Additionally, there are two utility/maintenance buildings and a gas/oil house in the complex. Some land south of the residences is used for maintenance activities and storage.*

General Plan Land Use Planning Zones

The general plan for DMSP establishes land use and development guidelines that are consistent with local and regional general plans and existing land use in the area. Existing land use in the area is a mix of commercial, open space, recreational, and residential. For planning purposes, the DMSP General Plan separated the park into three “planning zones” to distinguish between areas of the park with the potential for similar land uses and resource management strategies. Within each planning zone, goals and guidelines have been established for facility development and resources management. The goals for each planning zone, cited verbatim from the General Plan, are:†

- **Planning Zone #1** - Cultural Resources, Recreation Use, Museum/Visitor Center: Enhance park entrance, administrative, and interpretive facilities for improved access and public enjoyment, balanced with an appropriate level of protection and preservation of cultural and natural resources.
- **Planning Zone #2** - Recreation Use, Natural Resources: Provide safe, convenient recreational and interpretive opportunities for visitors, consistent with the protection of cultural resources and the restoration of the vitality and health of natural ecosystems.
- **Planning Zone #3** - Future Study Zone: Provide for public access and use of this area. Continue resource studies and best management practices for protection and preservation of significant natural and cultural resources.

Additionally, zone management guidelines propose the continuation and completion of resource studies during the planning and design for construction of new facilities or implementation of major resource management programs.

* California State Parks, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed September 9, 2020.

† California State Parks, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed September 9, 2020.

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) The physical division of an established community typically refers to the construction of a physical feature (such as a wall, interstate highway, or railroad tracks) or the removal of a means of access (such as a local road or bridge) that would impair mobility within an existing community or between a community and outlying areas.

Approval of the RTMP would not result in any physical changes that would divide an established community. Therefore, no impact would result.

- b) The RTMP is consistent with all applicable State and local land use plans, policies, and regulations. Work proposed for this project is in compliance with the DMSP General Plan and, with adoption of this Negative Declaration and implementation of the project requirements herein, would be in compliance with CEQA. Therefore, impacts no impact would result.

Mitigation Measures

No mitigation beyond compliance with the relevant policies, regulations, and programs identified in this section.

XII. Mineral Resources

Environmental Setting

The California Geological Survey (CGS), formerly the California Division of Mines and Geology, classifies the regional significance of mineral resources in accordance with the California Surface Mining and Reclamation Act (SMARA) of 1975 and assists in the designation of lands containing significant aggregate resources. CSG's Mineral Land Classification (MLC) Project provides objective economic-geologic expertise to assist in the protection and development of mineral resources through the land use planning process. Since its inception in 1978, the MLC Project has completed 97 classification studies covering about 34% of the state.* The SMARA classification for the area encompassing DMSP is in Special Report 164 Mineral Land Classification of Nevada County, California and Special Report 245 Mineral Land Classification: Concrete Aggregate in the Greater Sacramento Area Production-Consumption Region. Placer and Nevada counties are rich in precious metal resources such as gold, copper, and zinc, as well as other valuable minerals that include silicon and construction aggregate resources.†

No minerals are currently mined within DMSP. Prior to Department ownership, DMSP underwent gravel mining activities that altered the native plant and animal communities within the park. PRC § 5001.65 does not permit commercial extraction of mineral resources on Department property, therefore, all previously existing mining operations have ceased operation. Privately owned parcels south of the railroad at the end of Coldstream Valley and land east of the park have been mined extensively. Although mining east of the park has stopped, low lying ponds remain with standing water in various locations because many tons of alluvial material were removed during mining operations. Land reclamation efforts by the mining company have improved natural resource values and wildlife and vegetation are reestablishing themselves in these areas.‡

* California Geologic Survey (CGS), 2017, Mineral Resources and Mineral Hazards Mapping Program, California Department of Conservation, available online at <https://maps.conservation.ca.gov/cgs/informationwarehouse/mlc/>, accessed September 10, 2020.

† California Geologic Survey (CGS), 2013, Publications of the SMARA Mineral Land Classification Project Dealing With Mineral Resources in California. California Department of Conservation, Minerals Program, SMARA Mineral Land Classification Project, Sacramento, CA, available online at http://www.conservation.ca.gov/cgs/minerals/mlc/Documents/SMARA_Publications_March_2013.pdf, accessed September 10, 2020.

‡ California State Parks, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed September 9, 2020.

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Result in the loss of availability of a known mineral resource that would be a value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a) Commercial exploitation of resources in units of the State Park System is prohibited (PRC Section 5001.65.) Nevertheless, approval of the RTMP would not result in the loss of or access to mineral resources. Therefore, no impact would result.
- b) DMSP has not been classified or nominated as a locally important mineral resource recovery site, according to the CGS Generalized Aggregate Resource Classification Map *. Therefore, no impact would result.

Mitigation Measures

None required.

* California Geologic Survey (CGS), 1995, Mineral Land Classification Map of Placer and Nevada Counties, California, available online at <https://maps.conservation.ca.gov/cgs/informationwarehouse/mlc/>, accessed September 10, 2020.

XIII. Noise

Environmental Setting

The project site encompasses 3,300 acres, most of which are made up of coniferous forests and an alpine lake set in a deep, glacier-formed valley. Potentially sensitive noise receptors in the area include existing park residences, administrative facilities, and campsites. DMSP has 147 campsites in three separate campground loops. DMSP is bordered to the north and west by Donner Lake, and a mixture of private and public lands to the east, south, and west used for resource extraction, family residences, commercial establishments, and other public open space. Nearby communities include Meadow Lake Park directly across I-80 to the north and the Donner Creek Mobile Home Park and Ponderosa Palisades across SR 90 to the east. Towards the southwest corner of the park and next to the park's China Cove Day Use Area are private cabins, many of which are owned by members of the Donner Lake Homeowner's Association. The park's non-motorized trails, paved and unpaved roads, campground loops, picnic sites, and day use areas are the largest noise generating features. These facilities allow visitors to recreate and participate in outdoor activities in the park.

Sound is any detectable fluctuation in air pressure and generally is measured on a logarithmic scale in decibels (dB). When unwanted sound (i.e., noise) is measured, an electronic filter is used to de-emphasize extreme high and low frequencies to which human hearing has decreased sensitivity. Resulting noise measurements are expressed in weighting frequencies called A-weighted decibels (dBA). While zero dBA is the lowest threshold of human hearing, a sustained noise equal or greater than 90 dBA is painful and can cause hearing loss (Table 7-4: Typical Noise Levels).

Table 7-4 Typical Noise Levels

Sound	Sound Level Above Ambient (dBA)	Relative Loudness (approximate)	Relative Sound Energy
Jet aircraft, 100 feet	130	128	10000000
Rock music with amplifier	120	64	1000000
Thunder, snowmobile (operator)	110	32	100000
Boiler shop. Power mower	100	16	10000
Orchestral crescendo at 25 feet, noisy	90	8	1000
Busy Street	80	4	100
Interior of department store	70	2	10
Ordinary conversation, 3 feet away	60	1	1
Quiet automobile at low speed	50	½	0.1
Average office	40	¼	0.01
City residence	30	1/8	0.001
Quiet country residence	20	1/16	0.0001
Rustle of leaves	10	1/32	0.00001
Threshold of hearing	0	1/64	0

Source: Federal Transit Administration, 2006, Transit Noise and Vibration Impact Assessment. U.S. Dept. of Transportation: Office of Planning and Environment, May 2006, available online at https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf, accessed 2020.

Noise is further described according to how it varies over time and whether the source of noise is moving or stationary. Background noise in a particular location gradually varies over the course of a 24-hour period with the addition and elimination of individual sounds. Several terms are used to describe noise and its effects. The equivalent sound level (Leq) describes the average noise exposure level for a specific location during a specific time period, typically over the course of one hour. The Community Noise Equivalent Level (CNEL) is a 24-hour average of Leq with an additional five dBA penalty for noise generated between the hours of 7:00 p.m. and 10:00 p.m. and a 10 dBA penalty during the hours of 10:00 p.m. and 7:00 a.m. The penalties account for how much more pronounced a noise is at night when other sounds have diminished. Federal, State, and local governments have defined noise and established standards to protect people from adverse health effects such as hearing loss and disruption of day-to-day activities. Noise is defined in the California Noise Control Act, Health and Safety Code, CCR § 46,022 as excessive or undesirable sound made by people, motorized vehicles, boats, aircraft, industrial equipment, construction, and other activities and objects. The Soundscape Protection Policy states that the Department will preserve to the greatest extent

possible the natural soundscapes of parks from degradation due to noise (i.e., undesirable human-caused sound) and will restore degraded soundscapes to the natural condition wherever possible. The Department will take action to prevent or minimize all noise that, through frequency, magnitude, or duration, adversely affects the natural soundscape or natural resources (e.g. loud motorized equipment during critical mating and rearing periods).*

Trails within DMSP are intended to provide opportunities for visitors to enjoy the natural, historic, and cultural resources offered in the park. The park is located along the I-80 corridor with Donner Lake to the north and west and private and public lands to the east, south, and west. The private and public uses are predominately residential and commercial.

The ambient noise environment at DMSP is primarily influenced by vehicle traffic from visitors entering and leaving the park and from traffic on the abutting I-80 Interstate. The level of vehicle-related traffic varies depending on the season and the time day. Other factors that could influence vehicle traffic noise include parking lot capacity and the distance of parking lot and access roads to a trail. Other minor sources of noise may originate from activities taking place on trails within the park, such as people talking.

Would the proposed project result in:	Less Than Significant			
	Potentially Significant Impact	With Mitigation Incorporated	Less Than Significant	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

* California Department of Parks and Recreation, 2004, DPR Operations Manual – 0300 Natural Resources. Sacramento: California State Parks.

Discussion

a) Construction activities associated with future projects identified in the RTMP could involve the use of heavy-duty construction equipment that would generate substantial noise levels. These activities include site preparation (e.g. excavation, grading, and vegetation clearing), road and trail reconstruction, slope recontouring to reduce erosion and runoff, upgrades to drainage structures, adding or removing aggregate material, and the construction of new trail and/or trail structures such as bridges and boardwalks. To perform these activities, a combination of heavy equipment, small trail construction equipment (e.g., compactors, rock drills, chainsaws), and hand-held tools are typically used. Excavators are used to prepare the site by removing trees and brush. Dozers are also used to decompact the ground surface and to accumulate ground mulch for use on finished surfaces. Graders and rollers may be used to outslope and reshape road surfaces. Dump trucks are used to import aggregate for surface hardening. Heavy equipment may be used separately or simultaneously to complete the work. Hand-held tools may include shovels, grub hoes, bow saws, loppers, and drawknives.

A significant portion of the construction work related to projects under the RTMP would be performed using hand-held tools. However, the loudest noise-generating equipment that would be used for construction on any individual road or trail project within DMSP would be a dozer and excavator or grader and roller. The noise levels generated by these pieces of equipment reach up to 85 dBA L_{max} each at a distance of 50 feet (FHWA 2006: p. 3). It is conservatively assumed that noise generating equipment may be operated simultaneously, in which case the combined noise level would be approximately 88.0 dBA L_{max} at a distance of 50 feet.

Construction activities associated with projects included under this RTMP would be subject to several SPRs that would reduce construction-related noise levels. For instance, SPR N-1 restricts construction to daytime hours; SPR N-2 requires that all construction equipment be maintained appropriately and equipped with the proper intake and exhaust shrouds; SPR N-3 ensures that all equipment engine shrouds will be closed during equipment operation; SPR N-4 requires that construction equipment and staging areas be located as far away as possible from sensitive receptors; SPR N-5 restricts equipment idle time; SPR N-6 prohibits pile driving, blasting, or drilling; SPR N-7 ensures that proper notification of construction activities is provided if any sensitive receptors are nearby; and SPR N-8 restricts construction activity from occurring within 50 feet of land uses sensitive to ground vibration and 30 feet from historically significant structures that could be vulnerable to structural damage from ground vibration.

Compliance with these noise-related SPRs will reduce construction-related noise at any potential sensitive receptor and would not result in the exposure of noise-sensitive receptors to a substantial temporary increase in ambient noise levels. Therefore, this impact would be less than significant.

b) Groundborne vibration and groundborne noise results from the use of heavy construction equipment and may vary depending on the specific construction equipment used and activities involved. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. The effects of ground-borne

vibration include feelable movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. In extreme cases, the vibration can cause damage to buildings. Ground vibrations from construction activities do not often reach a level that can cause damage to structures, but they can achieve the audible and feelable ranges in buildings that are very close to a work site. A conservative estimate for the highest level of ground vibration that could be produced by a large bulldozer is 0.089 in/sec PPV at a distance of 25 feet. This level is less than the level at which structural damage may occur to normal buildings (0.2 in/sec PPV at a distance of 25 feet) or too old or historically significant buildings (0.1 in/sec PPV at a distance of 25 feet).^{*} SPR N-8 excludes heavy equipment operation within 50 feet of vibration-sensitive land uses, such as residential buildings, schools, hospitals, and places of worship, and within 30 feet of historically significant structures or known archaeological sites. High levels of ground vibration can be generated by pile driving, blasting, and drilling; however, these activities would be prohibited by SPR N-6. Therefore, this impact would be less than significant.

c) DMSF is not located within an airport land use plan, within two miles of a public airport, or in the vicinity of a private air strip.[†] Therefore, no impact would occur as a result of these project activities.

Mitigation Measures

No mitigation beyond compliance with the relevant policies, regulations, and programs identified in this section.

^{*} Federal Highway Administration (FHWA), 2006, Roadway Construction Noise Model User's Guide Final Report U. S. Department of Transportation, available online at https://www.fhwa.dot.gov/environment/noise/construction_noise/rcnm/rcnm.pdf, accessed 2020.

[†] Airnav.com, 2020, Airport Search, available online <https://www.airnav.com/cgi-bin/airport-search>, accessed September 10, 2020.

XIV. Parks and Recreation

Environmental Setting

DMSP is situated within the counties of Nevada and Placer. Nearby transportation corridors include Interstate 80 (I-80), which traverses west to east just north of the park, and State Highway 89 (SR-89), which traverses north to south and passes to the east of the park. DMSP is bordered on the northeast by the Town of Truckee and various small communities and privately held parcels to the north, east, south, and west. Tahoe City and Lake Tahoe are located approximately 12 miles southeast of the park and can be accessed by SR-89.

Visitors enjoy both active and passive forms of recreation that focus primarily on hiking, camping, and recreational lake use. The park contains approximately 18.5 miles of non-motorized trails, 4.4 miles of paved roads, and 24 miles of unpaved roads. The park is popular for day use picnickers as well as campers. There are 154 campsites in three separate campground loops and 78 picnic sites spread throughout the park, mostly along the edge of Donner Lake. Visitors may also visit the Visitor Center and Emigrant Trail Museum and Pioneer Monument near the park entrance where there is a 45-car parking lot. Hikers, equestrians, bicyclists, and trail runners/walkers have a variety of different trail types to choose from within the park.^{*} The park is open seven days a week year-round for day use; campsites are available for rent seasonally. School programs, Junior Ranger programs, and educational talks are also offered year-round.^{†,‡} Please refer to Section 3, Page 11 of the RTMP for additional information on park attendance.[§]

^{*} California Department of Parks and Recreation, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed September 9, 2020.

[†] California Department of Parks and Recreation, 2020, Donner Memorial State Park, available online at https://www.parks.ca.gov/?page_id=503, accessed September 13, 2020.

[‡] California Department of Parks and Recreation, 2020, Donner Memorial State Park, available online at https://www.parks.ca.gov/?page_id=503, accessed September 13, 2020.

[§] California Department of Parks and Recreation, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed July 9, 2020.

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a) Trail users would be displaced during maintenance, construction, and/or upgrades to individual trails. However, during closure, park visitors would be able to use most of the other 18.5 miles of non-motorized trails, 4.4 miles of paved roads, and 24 miles of unpaved roads at DMSP. Park staff and signage would inform visitors about any temporary closures. Area closure signage would be posted at all trail access points, campgrounds, and information kiosks during trail maintenance or construction work, as described in SPR GEN-9.

As noted in Section 3.3 of the RTMP, DMSP has many adjacent landowners and managers of public and private property. Neighboring land uses include utilities, open space, freeways, parks, grazing, a landfill, timber operations, and residential development. There are recreational trails and opportunities available to the west, south, and east of DMSP. Some of these trails continue into the park. The Tahoe Donner Homeowner Association has over 60 miles of trails and fire service roads, covering approximately 3,474 acres. However, access is limited to homeowners and guests.

One of the purposes of the RTMP is to maximize visitor use and experiences, which is consistent with the DMSP General Plan goal of developing new opportunities and facilities for optimizing public enjoyment of the park’s natural, cultural, and recreational values.

No change-in-use evaluations were performed as part of the development of this RTMP. Future change-in-use requests will be evaluated in accordance with the Department’s change-in-use program. This program facilitates and makes consistent the review of change-in-use proposals that would add or remove uses from existing recreational roads and trails in the State Park System. This process is intended to identify the ability of a trail to safely accommodate new uses.

Any change-in-use project that requires trail modifications prior to implementation will also require a subsequent environmental document (if it does not fall within the parameters of the change-in-use PEIR, which only requires a Notice of Determination) before it could move

forward to construction. As such, no potential change-in-use project would contribute to an increase in use such that substantial physical deterioration of DMSP would occur or be accelerated, because such use would only be allowed where the design of the trail was deemed to be adequate for the predicted volume of use.

b) The proposed project is intended to provide focus for management of paved and non-paved roads and trails and will be a tool that will be used to assess and prioritize maintenance needs to maximize trail sustainability. Although recreational facilities (roads and trails) would be affected by the project, part of the intent is to improve the sustainability of said roads and trails. As is indicated throughout this document, approval and implementation of the RTMP will not result in adverse physical effects on the environment with incorporation of applicable SPRs as identified in Chapter 7.2. Therefore, there would be no impact.

Mitigation Measures

No mitigation beyond compliance with the relevant policies, regulations, and programs identified in this section.

XV. Population and Housing

Environmental Setting

DMSP is mainly accessed from the I-80 corridor, which allows visitors from the heavily populated San Francisco Bay and Sacramento areas to the rural and less populated Reno area. The park currently serves the counties of Nevada and Placer and many people live within a one to two-hour drive of the park. Housing within the park boundaries is limited and restricted to campgrounds and park staff residences. As a recreational facility, the development of permanent housing is not planned. The permanent population of the park is relatively static, based on current Department staffing, and no significant growth is anticipated in the foreseeable future. The park is both a local recreational resource and a destination, used by locals and out of town visitors alike, but does not offer business or residential opportunities within its boundaries, beyond basic recreational services offered through by the park through concessions.*

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Induce substantial unplanned population growth or growth for which inadequate planning has occurred, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a, b) The RTMP does not have a housing component and includes no additions or changes to the existing local infrastructure. It would neither modify nor displace any existing housing and would displace no one, either temporarily or permanently. Any jobs generated as a result of the project would be short-term, with no permanent connection to the park location. Therefore, there would be no impact to population growth or housing.

* California Department of Parks and Recreation, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed September 9, 2020.

Mitigation Measures

No mitigation beyond compliance with the relevant policies, regulations, and programs identified in this section.

XVI. Public Services

Environmental Setting

DMSP is located within the popular Lake Tahoe – Truckee recreational area, which attracts visitors from large nearby metropolitan areas. Several million people live within a one- to two-hour drive of the park and this number is expected to escalate as urbanization transforms nearby rural areas into subdivisions.

Fire Protection

Fire protection is provided by CalFire, supported by the counties of Nevada and Placer and the Town of Truckee. The Truckee Protection Fire District provides fire protection to DMSP. Fire Station Number 92 is located approximately 1.25 miles northeast of the park.* The southern portion of the park is also within the service area of the Placer County Fire Department.†

Police Quality

Police protection for the unit is provided by five park rangers who are responsible for patrolling the Lake Tahoe Sector of the Sierra District, which has 11 park units including DMSP. Backup is provided by the Town of Truckee’s Sheriff’s Department. The Sierra District Office is located at 7360 West Lake Boulevard in Tahoma. Another office for rangers is provided inside DMSP.

Schools

The closest schools to DMSP are Truckee High School and Truckee Elementary School, located approximately 0.75 mile northeast of the park entrance. These schools are located within the Town of Truckee north of I-80.

Libraries

The nearest library is the Truckee Branch Library in the Town of Truckee. The park has no dedicated library, however the DMSP Visitor Center and Emigrant Museum at the entrance of the park includes information exhibits, postcards, books, maps, and posters about the human and natural history of the area, and other educational resources for visitors to the park.‡

Parks and Other Public Facilities

There are recreational opportunities including trails available near DMSP. These opportunities include:

U.S. Forest Service

- Tahoe National Forest includes parcels adjacent to DMSP and offers hiking, camping, and off-highway vehicle recreation during the summer as well as snowmobiling, snow shoeing, and cross-country skiing during the winter. There are also several ski resorts located nearby.

* Truckee Fire protection District, 2020, Service Map, available online at https://static1.squarespace.com/static/5a8daffbbe42d684f619597e/t/5b1ac39703ce640b7e947b47/1528480677807/TFPD_Fire+District+Map.pdf, accessed September 12, 2020.

† County of Placer, 2020, Fire Department Jurisdictions, available online at <https://www.placer.ca.gov/1596/Fire-Department-Jurisdictions>, accessed September 12, 2020.

‡ California Department of Parks and Recreation, 2020, Donner Memorial State Park, available online at https://www.parks.ca.gov/?page_id=503, accessed November 11, 2020.

Truckee-Donner Recreation and Park District

- The Town of Truckee owns and operates Shoreline Park and West End Beach located on Donner Lake. The Town also owns and operates the Donner Lake Boat Launch and the Donner Lake Public Piers. Visitors have access to aquatic recreational opportunities from these facilities.

Tahoe-Donner

- The Tahoe Donner Association is one of the largest homeowner’s associations in the U.S. It is located on over 7,300 acres immediately north of Donner Lake and has over 60 miles of trails and fire service roads, covering approximately 3,474 acres. Access is limited to homeowners and their guests.

Truckee Donner Land Trust

- The Truckee Donner Land Trust is a not-for-profit organization that owns land around Donner Lake for the purposes of conservation and recreation. The Trust builds and maintains trails, including the Donner Lake Rim Trail, both on their own property and on local public lands.

The nearest State Park System units are Burton Creek State Park, 11.5 miles to the southeast; Kings Beach State Responsibility Area (SRA), 13 miles to the southeast; Tahoe SRA, 12 miles to the southeast; Ward Creek, 16 miles to the southeast; Ed Z’berg Sugar Pine Point State Park, 20 miles to the southeast, D.L. Bliss State Park, 24 miles to the southeast, Emerald Bay State Park, 26 miles to the southeast; Washoe Meadows State Park, 33 miles to the southeast; and Lake Valley SRA, 33 miles to the southeast.

Would the proposed project:	Less Than Significant			
	Potentially Significant Impact	With Mitigation Incorporated	Less Than Significant	No Significant Impact
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the proposed project:	Potentially Significant Impact	Less Than Significant	Less Than Significant	No Impact
		With Mitigation Incorporated		
iv) Libraries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a. i-v) The RTMP is intended to provide focus for management of recreational roads and trails. It will be a management tool that will be used to assess and prioritize maintenance needs and to maximize route sustainability.

Fire Protection

No components of the proposed RTMP would contribute to a significant increase of visitation and the level of required public services is expected to remain relatively static. However, use of construction equipment in the vicinity of flammable vegetation at the project sites could present an increased risk of fire that could result in additional demands on CalFire and local fire response teams. Any impact on services would be temporary and nothing in the project scope would contribute to the need for an increase in the level of fire protection after construction is complete. Integration of SPR HAZ-10 would reduce the potential impact to fire protection services to a less than significant level.

Police Protection

Park rangers patrol DMSP with emphasis on public use areas. Rangers have full law enforcement authority and only require assistance from local police as backup for unusual situations. No additional demands on rangers or local police are expected as a result of this project. Therefore, there would be no impact.

Schools

No schools exist within the project area. No changes would affect existing schools or require additional schools or school personnel. Therefore, there would be no impact.

Parks and Other Public Facilities

The RTMP calls for the adoption of non-system trails that connect outside the park as well as development of new trails like the Overland Emigrant Trail and the Donner Lake Rim Trail. Additionally, the reroute of JP’s Trail on USFS land to connect JP’s Trail-3 to Hewlett is also recommended.

Direct coordination with regional, State, and national trail systems, including the Donner Lake Rim Trail and the Overland Immigrant Trail, for route connections and directional and interpretive signage would ensure that cumulative impacts would remain less than significant. Additionally, cooperation and involvement with stakeholders including representatives of user groups, adjoining land owners and management agencies,

permitting agencies, cooperating associations, and others, including Truckee Donner Land Trust, USFS, Placer County, Sierra Pacific Industries, Town of Truckee, Truckee River Watershed Council, Tahoe Area Mountain Bike Association, and Truckee Trails, would be required to ensure less than significant impacts and minimize effects on other public facilities.

Mitigation Measures

No mitigation beyond compliance with the relevant policies, regulations, and programs identified in this section.

XVII. Transportation

Environmental Setting

DMSP is situated in the counties of Nevada and Placer. Nearby transportation corridors include the Interstate 80 (I-80) traversing west to east, north of the park, State Route 89 (SR 89) traversing north to south, east of the park, and State Route 267 (SR 267) traversing north to south, east of the park and the Town of Truckee. I-80 is the major arterial corridor for visitors from the San Francisco Bay and Sacramento areas. The relatively dense Tahoe Donner Association development is located just north of the park and is accessible from Donner Pass Road to Northwoods Boulevard. The Town of Truckee, located just east of the park, is accessible from either I-80 or Donner Pass Road. Tahoe City and other nearby communities as well as recreational activities associated with Lake Tahoe are accessible from SR 89 or SR 267.*

The Tahoe Transportation District, founded in 1980, is responsible for facilitating and implementing environmentally positive, safe, multi-modal transportation plans, projects, and programs for the Lake Tahoe Basin, as well as transit operations. Local tax revenue to support transportation facilities and local transit can be allocated to the district, as necessary. The district may also acquire, operate, and own public transportation systems and parking facilities servicing the Tahoe region and provide access to transportation connections outside the region.†

The Lake Tahoe region has three integrated regional transportation planning authorities, including the Tahoe Metropolitan Planning Organization (TMPO), the Tahoe Regional Planning Agency (TRPA), and the Tahoe Regional Planning Agency Board of Directors. The TMPO is the federally designated metropolitan planning organization for the Tahoe region. The TRPA implements the planning requirements of the Bi-State Tahoe Regional Planning Company (Public Law 96-551). The TRPA is also the regional transportation planning agency for the California side of the Lake Tahoe basin. Finally, the Tahoe Regional Planning Agency Board of Directors, with the addition of a representative from the U.S. Forest Service, serves as the TMPO Board. Members include the counties of El Dorado, Douglas, Placer, and Washoe and the cities of Carson City and South Lake Tahoe. The Tahoe Regional Transportation Plan: Mobility 2035 establishes the importance of sustainability, while improving mobility for the region in addition to creating walkable alternatives.‡

* California Department of Parks and Recreation, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed September 9, 2020.

† Tahoe Transportation District, 2020, About Us, available online at <https://www.tahoetransportation.org/about/>, accessed September 13, 2020.

‡ Institute for Local Government, 2015, Tahoe Metropolitan Planning Organization (TMPO)/Tahoe Regional Planning Agency (TRPA), available online at <https://www.ca-ilg.org/MPO-profile/tahoe-metropolitan-planning-organization-trpa>, accessed September 9, 2020.

Roadways and Regional Transportation

DMSP is accessible from I-80 via the Donner Pass Road off-ramp a half mile east of the park. Park visitors must turn west at a four-way intersection on Donner Pass Road to access the park's entrance. This I-80 off-ramp and Donner Pass Road also serve local community traffic. On westbound I-80, between the agricultural inspection station in Truckee and the Donner Pass Road exit, a sign reads "Donner State Park Next Exit." On eastbound I-80, two signs exist just before the Donner Pass Road that read "Pioneer Monument Next Exit" and "Donner State Park Next Right." There are no signs outside the park for the Emigrant Trail Museum.

There are no major public roads within the park. Within the eastern boundary of the park, Coldstream Valley Road is owned and co-maintained by the Town of Truckee and Caltrans within Nevada County until it becomes non-maintained upon entering Placer County and Department property.

Upon entering the park from Donner Pass Road, the only park entrance, access to the Emigrant Trail Museum is to the east and the park kiosk to the west. West of the kiosk, visitors can continue to the day use areas alongside the lake or south across the bridge at Donner Creek and then to the left to access three campgrounds. In the winter, these park roads become ski trails and the campgrounds are closed by the first snowfall.

The museum parking lot can accommodate 45 automobiles, including one accessible space and four employee/operations spaces. There is no designated bus parking in the museum parking lot. This lot is also used for the Pioneer Monument and the Murphy Cabin Site. The visitor center parking lot provides direct access for two ADA accessible trails, including the Lakeside Interpretive Trail and the Donner Museum Trail. Day use visitors may also park their vehicles at the west end of the park along the Donner Pass Road right-of-way outside the park boundary.

Visitors can also access the park by public transportation through the "Truckee Trolley" operated by the Town of Truckee, which makes round trips through the town, stopping every hour in front of the park entrance on Donner Pass Road.*

* California Department of Parks and Recreation, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed September 9, 2020.

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a) The RTMP is not designed to expand facilities for increased use, but to address management and resource protection objectives. Implementation of the plan will not conflict with any other applicable plan, ordinance, or policy with respect to the performance of the circulation system, including all modes of transportation. Therefore, no impact will result.

b) The intent of the RTMP is to preserve, maintain, and enhance facilities and visitor experiences within the park, but not to increase visitation. Therefore, there is no anticipated increase in park usage as a result of the plan, and no impacts are anticipated.

c) The RTMP would address policy and management of roads and trails, including resource protection and trail sustainability. There are no transportation-related design changes associated with this project and no incompatible uses. Therefore, no impact would result.

d) The RTMP addresses those areas within the boundaries of DMSP; roads affected by the project serve as access roads within the park and are not primary commute corridors or thoroughfares. No areas within the park would be permanently closed as a result of this project. Therefore, no impact would result.

XVIII. Tribal Cultural Resources

Environmental Setting

Pursuant to Section 21074 of the Public Resources Code, “Tribal cultural resources” are either of the following:

- 1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:
 - A) Included or determined to be eligible for inclusion in the California Register of Historical Resources.
 - B) Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

- 2) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Section 5024.1. In applying the criteria set forth in subdivision (c) of Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance of the resource to a California Native American tribe. (b) A cultural landscape that meets the criteria of subdivision (a) is a tribal cultural resource to the extent that the landscape is geographically defined in terms of the size and scope of the landscape. (c) A historical resource described in Section 21084.1, a unique archaeological resource as defined in subdivision (g) of Section 21083.2, or a “nonunique archaeological resource” as defined in subdivision (h) of Section 21083.2 may also be a tribal cultural resource if it conforms with the criteria of subdivision (a).

Pursuant to Section 21084.3 of the Public Resources Code:

- a) Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.
- b) If the lead agency determines that a project may cause a substantial adverse change to a tribal cultural resource, and measures are not otherwise identified in the consultation process provided in Section 21080.3.2, the following are examples of mitigation measures that, if feasible, may be considered to avoid or minimize the significant adverse impacts:
 - 1) Avoidance and preservation of the resources in place, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
 - 2) Treating the resource with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
 - A) Protecting the cultural character and integrity of the resource.
 - B) Protecting the traditional use of the resource.
 - C) Protecting the confidentiality of the resource.
 - 3) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
 - 4) Protecting the resource.

Tribal Consultation was initiated in August of 2020. The Native American Heritage Commission (NAHC) responded that the search of the Sacred Lands File was negative for Tribal Cultural Resources in DMSP. The NAHC provided contact information for several local Tribes.

Letters were sent to all representatives on the NAHC list on September 14, 2020. A Department archaeologist followed up with phone call or email consultation after letters were sent out. These communications included:

- A phone conversation with Darrel Cruz, Tribal Historic Preservation Officer for the Washoe Tribe of California and Nevada. Mr. Cruz did not have any major concerns with the plan itself. He did not indicate any known sacred areas or Tribal Cultural Resources within the park. He felt assured that secondary CEQA review would adequately address specific project details not identified in the plan. He stressed the need to inventory areas of the park that have not had cultural resource surveys yet. He indicated a Washoe tribal monitor should be present for those surveys. Mr. Cruz also reiterated the Washoe tribal position of continued protection, avoidance, and preservation of all prehistoric cultural resources in DMSP. Consultation is concluded with this Tribal group.
- The Auburn Rancheria Tribe responded to the Department via email from Cherilyn Ashmead and requested GIS shapefiles and data for the plan to overlay with their Tribal GIS database to see if any of their identified Tribal Cultural Resources are within the park. The Department provided the data to the tribe and it was received on November 20, 2020. Ms. Ashmead indicated she would respond with any comments or concerns on November 20, 2020. A follow up email was sent to Ms. Ashmead on November 30, 2020 requesting any comments and concerns. On December 18, 2020, Ms. Anna Starkey of the Auburn Rancheria sent comments and recommended revisions via email. These recommendations were incorporated into the final Initial Study and transmitted to the Auburn Rancheria for confirmation.

No other Tribes that were sent letters or emails have responded. It is not anticipated that the Department will receive responses from them, as DMSP is outside of their cultural affiliated area.

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
<p>a) Cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:</p>				
<p>i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k), or</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1. In applying the criteria set forth in subdivision (c) of the Public Resource Code Section 5024.1 for the purposes of this paragraph, the lead agency shall consider the significance to a California Native American tribe.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

CEQA Guidelines Section 15064.5(b)(1) defines a substantial adverse change in the significance of a historical resource (including historical, archaeological, or tribal cultural resources) as the “physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.”

ai-ii) Within the project area, there are no tribal cultural resources currently listed or documented to be determined eligible to the California Register of Historical Resources or any local register of historical resources as defined by PRC Section 5020.1(k).^{*} Additionally, the NAHC reported that the Sacred Lands File search was negative.

It is possible that during future consultation for individual trail projects identified in this plan, that specific tribal cultural resources may yet be identified and determined eligible to the California Register of Historical Resources, local registers, or determined significant pursuant to Section 5024.1 and Section 21074 of the Public Resources Code. It is also possible that previously unknown tribal cultural resources or human remains may be encountered during project construction.

Construction of new roads and trails or the maintenance of existing facilities pursuant to the RTMP could lead to an encounter of human remains or to substantial adverse changes in the significance of tribal cultural resources that are eligible for the California Register of Historical Resources or local registers or are determined significant pursuant to PRC 5024.1 and 21074. Causes of potential adverse changes include construction activities (e.g., excavation, grading, trenching), road and trail management and maintenance (including vegetation management/maintenance), ongoing road and trail use by park staff and the public, and erosional changes related to road and trail construction, maintenance, and use.

However, with the implementation of the SPRs listed below, the impact to any tribal cultural resources would be less than significant, as intended by PRC 21084.3. Measures CUL-1 through CUL-22 ensure review and evaluation of all project work to identify potential tribal cultural resources that may be encountered during project work and ensure that tribal cultural monitoring occurs as appropriate. In particular, measure CUL-14 ensures additional consultation prior to the implementation of specific projects to identify potential tribal cultural resources that could be impacted by the project. Measure CUL-3 calls for the evaluation of any identified tribal cultural resources and ensures that appropriate treatment measures are implemented to eliminate impacts or reduce the level of impact to less than significant. In addition, should human remains be encountered, CUL-19 and CUL-22 ensures that the discovery is handled according to applicable State and federal laws, and takes into consideration tribal customs and

^{*} Office of Historic Preservation, California Historical Resources, 2020, available online at <https://ohp.parks.ca.gov/ListedResources/>

traditions should the remains be determined to be Native American in descent.
Compliance with the above referenced SPRs would result in less than significant impacts.

Mitigation Measures

No mitigation beyond compliance with the relevant policies, regulations, and programs identified in this section.

XIX. Utilities and Service Systems

Environmental Setting

DMSP has several types of utility alignments through the park, most of which have easements. Additionally, Nevada County holds a 60-foot-wide road easement for Coldstream Valley Road as well as a 30-foot-wide pipeline easement that extends along the eastern boundary of the park, crossing Donner Pass Road, to Coldstream Valley Road. This pipeline easement also transects the wetland on the east side of the park.

The Sierra Pacific Power Company owns and operates a dam on Donner Creek and maintains a 25-foot easement through the middle of Donner Creek, which includes room for construction or maintenance activities along the creek. Utilities also run alongside China Cove Road to service day use facilities with electricity, sewer, telephone, and water service.

The Truckee-Donner Public Utility District provides electricity and water to the park. Park sewer lines extend from the day use areas through the campgrounds and, subsequently, connect to the mainlines provided by the Tahoe-Truckee Sanitation Agency at Donner Pass Road near its intersection with Coldstream Valley Road. A private fuel line runs through the park, extending from Donner Pass Road near the entrance kiosk, along China Cove Road, and out the western boundary.

The Lahontan RWQCB requires permits for construction within the park. Wetlands and 100-year floodplains are of particular concern to the Lahontan RWQCB.*

* California Department of Parks and Recreation, 2003, Donner Memorial State Park General Plan, available online at <https://www.parks.ca.gov/pages/21299/files/donner%20gp%20vol%201%20final.pdf>, accessed September 9, 2020

Would the proposed project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

a) The proposed project would not result in the expansion of the existing wastewater treatment facilities or the construction of new facilities. Therefore, no impact would result. Some alterations of existing drainage patterns could occur as part of subsequent projects to improve road or trail sustainability consistent with the RTMP. However, alteration to overall drainage patterns would be minimal, with little if any changes in total stormwater runoff. Approval of the RTMP would not result in the expansion of the existing stormwater facilities or the construction of new facilities. This impact would be less than significant.

b) The proposed project has no wastewater component or effect on existing wastewater treatment systems. Therefore, no impact would result.

c) The RTMP is a policy and management document, the approval of which would not result in the generation of any additional solid wastes. Therefore, no impact would result.

d - e) This project will comply with all federal, State, and local statutes and regulations as they relate to solid waste. Therefore, no impact would result.

Mitigation Measures

No mitigation beyond compliance with the relevant policies, regulations, and programs identified in this section.

XX. Wildfire

Environmental Setting

CalFire ranks the fire risk of all “State-Responsibility Zones”—unincorporated areas in California for which the State is responsible for fire protection—as moderate, severe, or very severe. This ranking system is based on fuel (vegetation type and density), terrain (fires spread faster over steeper topography), weather (e.g., wind and precipitation), and other relevant factors. State Responsibility Zones tend to be at higher risk for wildfire since they are most often in Wildland-Urban Interface areas on the fringes of urban development and adjacent to wild vegetation. These areas often have higher winds than urban areas due to the lack of tall buildings, as well as steeper topography, which both contribute to increased fire hazard risk.

As described in the Hazards and Hazardous Resources section, large areas within the DMSP are ranked high or very high for fire hazards.* Small portions of the perimeter of DMSP are intermixed with the Wildland-Urban Interface (WUI) especially along the northern, eastern, and western perimeters.† Fires are an integral part of the natural world, but historic human alteration of natural fire cycles has allowed unnatural plant succession and fire fuel build-up. The Department employs fire fuel management practices where wildfire hazards are present to minimize and manage the potential risk. CalFire has the primary responsibility for wildland fire response. Close to communities, mutual aid agreements with local fire protection agencies also exist. Some trails within the park also serve as fire access roads. The Truckee Protection Fire District provides fire protection to DMSP. Fire Station Number 92 is located approximately 1.25 miles northeast of the park.‡ The southern portion of the park is also within the jurisdiction of the Placer County Fire Department.§

* Cal Fire, 2020, California Fire Hazard Severity Zone Viewer, available online at <https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414>, accessed August 5, 2020.

† University of Wisconsin-Madison, 2010, Wildland-Urban Interface, available online at <http://silvis.forest.wisc.edu/data/wui-change/>, accessed August 5, 2020.

‡ Truckee Fire protection District, 2020, Service Map, available online at https://static1.squarespace.com/static/5a8daffbbe42d684f619597e/t/5b1ac39703ce640b7e947b47/1528480677807/TFPD_Fire+District+Map.pdf, accessed September 12, 2020.

§ County of Placer, 2020, Fire Department Jurisdictions, available online at <https://www.placer.ca.gov/1596/Fire-Department-Jurisdictions>, accessed September 12, 2020.

If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the proposed project:	Potentially Significant Impact	Less Than Significant	Less Than Significant	No Impact
		With Mitigation Incorporated		
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a) The Department has adopted the Department of Operations Manual (DOM) to provide protocols for the various aspects of park operations, including fire management planning. The Wildland Fire Management component (Section 0313.2.1.1) of the Natural Resources Section of the DOM identifies the Wildland Fire Management Policy, which requires preparation of a Wildfire Management Plan for each Department-operated unit that may experience wildland fires. The plan provides requisite information for managing wildfire events, such as the location of sensitive park resources, facilities, water supplies, and existing roads. A Wildfire Management Plan for DMSP was prepared in 2014 and details fire emergency procedures before, during, and after a fire.* Therefore, the impact would be less than significant.

b) As described under the Hazards and Hazardous Materials Section, because DMSP is in a WUI area, many parts of the park are subject to a high risk of wildland fire. Except for instances where minor trail realignment is necessary (e.g., to avoid a sensitive resource), or short new

* California Department of Parks and Recreation, 2014, Wildfire Management Plan – Donner Memorial State Park.

connections to existing and nearby routes will be constructed, the proposed RTMP would not result in new areas of public access. Furthermore, the realignment of trails typically occurs on small segments of trail adjacent to existing trail alignments.

With regard to potential ignition sources, existing State law (CCR Title 14, Division 3, Sections 4311 and 4314) prohibits the use of fireworks within state park units and restricts smoking and campfires to designated areas. Except for administrative and emergency vehicles, internal combustion engines are prohibited on roads and trails designated for non-motorized uses. Additionally, it is unlikely that the plan will lead to an increase in the use of campfires or other open flame or fuels. Increasing or decreasing the diversity of user types on Department roads and trails would not substantially change the potential for ignition of a wildland fire. Furthermore, trail operations would remain consistent with the Department's DOM requirements for visitor safety, which includes the Wildfire Management Plan for the park.* Construction activities would likely be required for new trail construction, road decommissioning, reengineering, and trail reengineering. The proposed project includes several SPRs designed to minimize the risk of fire ignition and maximize the effectiveness of fire suppression. Implementation of SPRs HAZ-10 through HAZ-14 would reduce the risk of ignition associated with construction activities by requiring a Fire Safety Plan, reducing spark potential, reducing fuels, providing radio communication with CalFire, and providing water trucks. Therefore, the RTMP would not exacerbate wildfire risks, and thereby expose project visitors to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, the impact is less than significant.

c) The proposed project would not include any physical development aside from minor trail structures and therefore would not require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment. Any future physical development would require CEQA analysis to ensure that impacts would also not exacerbate fire risk. Therefore, the proposed RTMP is expected to result in a less than significant impact.

d) The proposed project would not include any structural development and, therefore, would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Any future physical development would require CEQA analysis to ensure that impacts would not exacerbate fire risks. Therefore, the proposed RTMP is expected to result in a less than significant impact.

* California Department of Parks and Recreation, 2014, Wildfire Management Plan – Donner Memorial State Park.

Mitigation Measures

No mitigation beyond compliance with the relevant policies, regulations, and programs identified in this section.

7.5 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant	No Impact
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a) With implementation of all applicable SPRs, the RTMP will not degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of any rare or endangered plants or animals. Therefore, there would be a less than significant impact.

b) The Department conducts road, trail, and other routine maintenance on an ongoing basis. The RTMP will be a tool used to assess and prioritize maintenance needs and to maximize the sustainability of roads and trails. The implementation of subsequent maintenance projects is evaluated to ensure that they will not result in significant adverse cumulative effects on the environment. The incremental effects of the project are insignificant when viewed in connection with the effects of past projects, other current projects, and probable future

projects. Impacts from environmental issues addressed in this evaluation do not overlap with additional planned projects in such a way as to result in cumulative adverse impacts that are greater than the sum of the parts. This project will result in a less than significant impact.

c) As indicated in the impact analyses section discussions in Chapter 7.3, all the environmental effects have been determined to pose a less than significant impact on humans. Potential impacts from subsequent road and trail projects implemented under the RTMP would be reduced to a less than significant level if all applicable project requirements are fully integrated into those projects.

7.6 Organizations and Persons Consulted

This Initial Study was prepared by the following consultants and individuals:

Lead Agency - California State Parks

Callie Hurd, Senior Park and Recreation Specialist

Jason Spann, Associate Landscape Architect

Nathan Shasha, Environmental Scientist

Scott Green, Associate State Archaeologist

Report Preparers

Lead IS Consultant - PlaceWorks

Steve Noack, Principal, Principal-in-Charge

Sean Anayah, Associate, Project Manager

Josh Carman, Senior Associate

Izzy Garcia, Associate

Yliana Ortega, Project Planner

Amanda Lukondi, Word Processor

7.7 Notice of Determination

Notice of Determination

Appendix D

To:

Office of Planning and Research
U.S. Mail: _____ Street Address: _____
P.O. Box 3044 1400 Tenth St., Rm 113
Sacramento, CA 95812-3044 Sacramento, CA 95814

County Clerk
County of: _____
Address: _____

From:

Public Agency: CA Dept of Parks and Recreation
Address: CA State Parks, 1725 23rd Street
Ste. 200, Sacramento, CA 95816

Contact: Jason Spann
Phone: (916) 425-9295

Lead Agency (if different from above): _____
Address: _____

Contact: _____
Phone: _____

SUBJECT: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if submitted to State Clearinghouse): 2021010132

Project Title: Donner Memorial Road and Trail Management Plan

Project Applicant: California Department of Parks and Recreation

Project Location (include county): Donner Memorial State Park - Nevada and Placer Counties

Project Description:

The California Department of Parks and Recreation proposes to adopt a Road and Trail Management Plan describing the existing roads and trails of Donner Memorial State Park and providing specific direction for management and operations in the future.

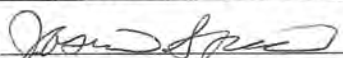
This is to advise that the California Department of Parks and Recreation has approved the above
(Lead Agency or Responsible Agency)

described project on 03/03/2021 and has made the following determinations regarding the above
(date)
described project.

1. The project [will will not] have a significant effect on the environment.
2. An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
 A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures [were were not] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [was was not] adopted for this project.
5. A statement of Overriding Considerations [was was not] adopted for this project.
6. Findings [were were not] made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

CA State Parks Planning Division, 1725 23rd Street, Ste. 200 Sacramento, CA 95816

Signature (Public Agency):  Title: ASS. LANDSCAPE ARCH.

Date: 3/31/21 Date Received for filing at OPR: _____

Authority cited: Sections 21083, Public Resources Code.
Reference Section 21000-21174, Public Resources Code.

Revised 2011

7.8 Response to Public Comments

Donner Memorial State Park Road and Trail Management Plan Initial Study and Negative Declaration Public Comments and Department Responses

Public Comment	State Response
<p>From Sierra Pacific Industries: SPI has had historic access to its property via two existing road segments located in the southwest corner of the DMSP. It appears that one road is shown as "abandon" and the other is shown as "remove" on the Plan Recommendations Map. These sections are the westernmost portions of the Crest Divide Road and South View Road, respectively. The proposed RTMP would eliminate the ability for SPI to access its property.</p>	<p>The main Crest Divide Road is not slated for abandonment but was recommended to be gated and then maintained, reengineered, or reconstructed as necessary for sustainability. Thereby access to SPI properties would be retained. The South View Road is not recommended for abandonment. South Bowl Road-1 was recommended for removal but, based on this comment, will be changed to "monitor" pending a formal easement between SPI and the Department. This recommendation has been added to the plan as UC-4.</p>
<p>Coldstream trailhead parking: over the past several years the Coldstream Road Trailhead at the gate has become a nuisance area as a result of overuse. Most cars parked there are day use park users. The RTMP recommendations should include moving the gate back to its previous location to the northeast (close to the intersection of Coldstream Rd and Deerfield Dr.) to maintain more of your parking demand onsite instead of in the public ROW and Caltrans property, while capturing parking fees from those day users for trail maintenance costs, etc. The new trailhead parking lot design should include a dog waste bag dispenser and waste bin.</p>	<p>The plan recommends that this access point be developed as a trailhead. As such it is expected to include basic amenities such as parking and trash cans. However, the provision of dog waste bags is an operational issue that will depend on current funding and staffing resources in the district and not within the scope of a Road and Trail Management Plan.</p> <p>The current location of the gate was agreed upon by those who use the gate including the Department, Caltrans, landowners in Coldstream Canyon. It cannot be returned to its previous location near Coldstream Rd and Deerfield Drive because of the frequency with which Caltrans vehicles need to pass through that point to access their staging area.</p>

	<p>Pursuant to an agreement with the US Forest Service, public access must be maintained to Coldstream Canyon year-round. Thus, the gate can be closed during summer when users can pass through the park's kiosk and campground to reach Coldstream Canyon. However, during the winter when the kiosk is closed, the gate must remain open.</p>
<p>The gate on Coldstream Rd should be closed year round. Closing it during the winter would better maintain the consistent snow surface for recreational users and snow machine commuters. Every year the snow surface is destroyed by people testing their 4-wheel-drive truck's capabilities producing ruts, getting their cars stuck, and leaving them in the middle of the road obstructing the ROW. Leaving this area open for the season to motorized travel with no enforcement present leads to rampant illegal camping, dumping, vandalism of public and private property, etc. Recent years have seen a significant increase in Christmas tree cutting on park property as the kiosk and campground are closed, but it is early enough in the season that Coldstream Rd is still accessible via car. This is just one example of criminal activities occurring between September and May, which is why the gate should be closed and locked.</p>	<p>Coldstream Canyon Road must remain open year-round as a public right of way held by the County of Placer, as well as pursuant to an agreement with the U.S. Forest Service. Thus, the gate can be closed during summer when users can pass through the park's kiosk and campground to reach Coldstream Canyon. However, during the winter when the kiosk is closed, the gate must remain open.</p> <p>Changes to gate operations would require an amendment to the current Memorandum of Understanding with the U.S. Forest Service as well as agreement by area landowners. It is likely that the County of Placer may also have concerns about access to the public right of way.</p>

<p>The RTMP recommendations should include an additional hike/bike trail from the Coldstream trailhead through the floor of the valley to mitigate user conflicts on Coldstream Road. The only hike/bike trail immediately ascends up towards Schallenberger Ridge (JPs trail), which is not what the masses are able to physically do. There should be a hike bike trail paralleling Coldstream Road to the Horseshoe Bend at the railroad to eliminate human powered vs engine powered user conflicts, which have increased in recent years and will exponentially increase as the Town of Truckee Coldstream Specific Plan of 700+ residential plus commercial area builds out.</p>	<p>There are already two routes along portions of the canyon floor that are not fully utilized – Coldstream Canyon Road and Ponds Road. It was determined that the need for additional routes did not warrant the new impacts to natural and cultural resources that would be generated by development of additional redundant routes. If use increases in the future, discussions with the U.S. Forest Service and the County of Placer to allow for closure of the roads to vehicle use by the public may be necessary.</p>
<p>The RTMP recommendations should include an increase in miles of trails in Coldstream Canyon to accommodate the numbers of users you should be anticipating.</p>	<p>Between JPs Trail, the proposed Donner Lake Rim Trail, the Ponds Road, and the Coldstream Canyon Road the canyon already has numerous routes that traverse it. Given the railroad alignment, private inholdings, and overall topography of the area, additional routes were not recommended</p>
<p>The RTMP recommendations should include bringing back winter trail grooming. There used to be a groomed cross country trail around the campground areas that is a desperately needed amenity for this community. This park serves all of Truckee, the largest population center in the region, as well as being located on the I80 corridor attracting masses of users. Please bring back the winter trail grooming.</p>	<p>Winter trail grooming is dependent on operational considerations such as budget allocations, staffing, and volunteer coordination in the district. These types of operational issues are not within the scope of this plan. This issue can be brought to the District Superintendent for consideration.</p>

<p>I believe your planning of this project is very out of date, as stated in your report the inventory and trail recommendations were compiled in 2002, your planning is already almost 20 years behind. The park use has increased exponentially over that time and many conflicts are occurring between different types of users. This will continue unless there is more planning to keep various types of users apart.</p>	<p>An initial inventory of roads and trails was conducted in 2002, but due to its limited scope did not have a significant impact on plan recommendations. No new roads or trails or significant modifications to roads or trails have occurred since that time. The inventory was verified and expanded upon to include GPS location data in approximately 2017. This inventory was used to develop the plan maps. Recommendations were based on stakeholder input that was collected 2015 and 2016 and on-going, regular communications with partnering agencies and non-profits. This information will be added to the plan.</p>
<p>I believe more trails are needed in the Lakeview area but abandoning Lakeview Canyon Road will put people’s lives at risk. This road is the only means of egress for local Coldstream residents in case of a fire moving up Coldstream Canyon. It is also the road that CalFire uses to fight fires in the Donner Summit and Anderson Peak areas.</p>	<p>The plan does not call for Lakeview Canyon Road to be abandoned. Instead it calls for the road to be improved for sustainability and two bridges were recently replaced. The plan does call for the road to be gated and residents and public agencies, such as the US Forest Service and CalFire, will be provided with the combination. In addition, the proposed new Summit Canyon Access Trail will provide new trail opportunities to the Lakeview Area.</p>
<p>The Donner Lake Rim Trail (Rim Trail) was envisioned by the Board of Directors of the Truckee Donner Land Trust (Land Trust) in 1993. The Board wanted to showcase the spectacular backcountry of the Donner Lake basin by building a loop trail for the public to use on the ridges and peaks surrounding the lake. The project was launched in 1995 and is one of the key projects in the Land Trust’s portfolio. The trail will also serve as a regional connector to many other trails in the Truckee and Donner Summit area including USFS proposed trails in the Five Creeks area along the Highway 89 South</p>	<p>Thank you for the comments.</p>

<p>corridor as well as recently completed Land Trust trails on the Royal Gorge property. The 12 miles that are currently built are on the north side of Donner Lake with a new 5-mile section that was completed in 2018. Completion of that section now ties the existing Rim Trail to trails like the Pacific Crest Trail and the Hole in the Ground Trail in the west to the large, Trout Creek Trailhead to the east that serves as a hub to many other trails in the area.</p>	
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Appendices

Appendix 1 Parkwide Summary of Trails

PARKWIDE SUMMARY OF EXISTING TRAILS BY USE AND ROUTE DESIGNATIONS		
Use Designation	Mileage of Road	Mileage of Trail
Hike	0.03	2.87
Hike and Horse	0.00	0.00
Hike and Bike	4.88	2.29
Hike, Bike and Horse	17.38	1.19

PARKWIDE SUMMARY OF ROADS AND TRAILS

Route Name	Route Type	Use Designation	Miles
Burn Pile Rd	Road	Hike, and Bike	0.32
Cadjew Dam Rd	Road	Hike, and Bike	0.06
Cadjew Entrance Rd	Road	Hike, and Bike	0.05
Cadjew Spur Rd	Road	Hike, and Bike	0.36
Campfire Center Trail	Trail	Hike	0.03
Campfire Center Trail	Trail	Hike, and Bike	0.05
Campground Rd	Road	Not Designated	0.70
China Cove Fire Rd	Road	Hike, and Bike	0.58
China Cove Parking to South Shore Drive	Road	Hike, and Bike	0.15
Coldstream Access Road from Campground	Road	Hike, and Bike	0.43
Coldstream Rd	Road	Hike, Bike and Horse	0.01
Coldstream Valley Road	Road	Hike, and Bike	0.31
Coldstream Valley Road	Road	Hike, Bike and Horse	2.62
Creek Overlook	Road	Hike, Bike and Horse	0.20
Crest Divide Rd	Road	Hike, Bike and Horse	1.80
Crossover Rd	Road	Hike, and Bike	0.04
Curvilinear Rd	Road	Hike, Bike and Horse	0.46
Cut Thru	Road	Hike, and Bike	0.03
Cut Thru	Road	Hike, Bike and Horse	0.10
Cut Thru Trail	Trail	Hike, and Bike	0.14
Dam Rd	Road	Hike, Bike and Horse	0.19
Dead End Rd	Road	Hike, and Bike	0.08
Deadend Rd	Road	Hike, Bike and Horse	0.08
Donner Creek Overlook	Trail	Hike	0.18
Donner Creek Trail	Trail	Hike	0.16
Donner Creek Trail	Trail	Hike, and Bike	0.21

Donner Museum Trail	Trail	Hike	0.48
Dutch Flat Connector	Road	Hike, and Bike	1.01
Dutch Flat COnnector	Road	Hike, and Bike	0.06
Dutch Flat Connector	Trail	Hike, and Bike	0.20
East Beach way trail	Trail	Hike, and Bike	0.20
Emigrant Trail	Road	Hike, and Bike	0.13
Emigrant Trail	Trail	Hike, and Bike	1.17
Hahn Rd	Road	Hike, Bike and Horse	0.06
Hewlett Rd	Road	Hike, Bike and Horse	1.31
Jackass Landing 1	Road	Hike, Bike and Horse	0.16
Jackass Road	Road	Hike, Bike and Horse	0.55
JPs Trail	Trail	Hike, Bike and Horse	1.06
Knob Hill Rd	Road	Hike, Bike and Horse	1.08
Lakeside Interpretive ADA	Trail	Hike	1.20
Lakeview Canyon Rd	Road	Hike, Bike and Horse	1.79
Large Landing Road	Road	Hike, Bike and Horse	0.04
Lazy Trail	Trail	Hike	0.08
Mesa Rd	Road	Hike, Bike and Horse	0.11
Mesa Spur Road 1 Landing	Road	Hike, Bike and Horse	0.06
Mesa Spur Road 2 Landing	Road	Hike, Bike and Horse	0.02
Monument Trail	Trail	Hike	0.07
Museum Lakeside Trail Connector	Trail	Hike	0.24
Old Donner Summit Trl	Trail	Hike, and Bike	0.04
Old Emigrant Rd	Road	Hike, Bike and Horse	0.33
Old Emigrant Trail Road	Road	Hike, Bike and Horse	0.52
Outcrop Rd	Road	Hike, and Bike	0.16
Over Ridge Rd	Road	Hike, Bike and Horse	0.66
Overlook to View Rd	Trail	Hike, Bike and Horse	0.05
Overlook Loop	Trail	Hike, and Bike	0.08
Pond 2	Road	Hike, and Bike	0.14
Pond East Rd	Road	Hike, and Bike	0.08
Pond Trail	Trail	Hike	0.22
Pond View Trail	Trail	Hike, Bike and Horse	0.07
Ponds Access Entrance #2	Road	Hike, Bike and Horse	0.02
Ponds Access Entrance #3	Road	Hike, Bike and Horse	0.01
Ponds Access Road	Road	Hike, Bike and Horse	0.15
Ponds Rd	Road	Hike, Bike and Horse	0.91
Ponds Rd Pullout	Road	Hike, Bike and Horse	0.04
Ponds Spur Rd	Road	Hike, Bike and Horse	0.05
Powerline Rd	Road	Hike, and Bike	0.04
Ridge to Lakeside ADA	Trail	Hike	0.09
RR 10S	Road	Hike, Bike and Horse	0.26
Scenic Overlook and Picnic	Trail	Hike, and Bike	0.04

Scenic Overlook Rd	Road	Hike, and Bike	0.19
Scenic Overlook Trl	Trail	Hike, and Bike	0.05
Schallenberger/Mesa Ridge Rd	Road	Hike, Bike and Horse	2.14
Shop to Creek Camp Service Rd	Road	Hike	0.03
South Bowl Rd	Road	Hike, Bike and Horse	0.19
South Lake Rd	Road	Hike, Bike and Horse	0.75
South View Rd	Road	Hike, Bike and Horse	0.43
Splitrock CG Connector	Trail	Hike	0.14
SplitrockCampground	Road	Not Designated	0.02
Stock trl	Road	Hike, and Bike	0.65
Stream Access Trail	Trail	Hike, Bike and Horse	0.02
Summit Canyon Entrance Trail	Trail	Hike, and Bike	0.10
Thru Cut Rd	Road	Hike, Bike and Horse	0.02
turnpike trail	Trail	Hike	0.06
Upper Ponds	Road	Hike, Bike and Horse	0.03
Viewpoint Rd	Road	Hike, Bike and Horse	0.25

Appendix 2 Maintenance Recommendations Matrix

The Maintenance Recommendations Matrix shows individual road and trail segments, segment length, and associated recommendations. Recommendations are assigned by road or trail segment and may contain multiple recommendations to address problems. Thus a segment may contain locations requiring maintenance, reconstruction/reengineering and reroutes, or other combinations, to provided sustainability along the entire segment.

Donner Memorial State Park Road and Trail Management Plan Maintenance Recommendations

Segment ID	length (feet)	Main- tain	Recon- -struct	Re- route	Re- move	Make System	Rd to Trl	Aban- don	Moni- tor	Other	Comments
Around Ridge Nose-2	2,679	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Bull Nose Rd-1	1,765	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Incorporate into system as part of Donner Lake Rim Trail after road to trail conversion
Bull Nose Rd-2	1,289	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Incorporate into system as part of Donner Lake Rim Trail after road to trail conversion
Bull Nose Rd-3	1,552	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Bull Nose Spur Rd-1	773	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Incorporate into system as part of Donner Lake Rim Trail after road to trail conversion
Burn Pile Rd-1	165	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Burn Pile Rd-2	941	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Burn Pile Rd-3	413	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Burn Pile Rd-4	170	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cadjew Dam Rd-1	307	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cadjew Entrance Rd-1	286	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cadjew Spur Rd-1	1,281	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cadjew Spur Rd-2	630	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Campfire Center Trail-1	264	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Campfire Center Trail-2	139	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Campground Rd-1	512	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Campground Rd-2	64	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Campground Rd-3	740	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Campground Rd-4	242	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Campground Rd-5	469	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Campground Rd-6	956	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Segment ID	length (feet)	Main- tain	Recon- -struct	Re- route	Re- move	Make System	Rd to Trl	Aban- don	Moni- tor	Other	Comments
Campground Rd-7	636	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Campground Rd-8	102	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
China Cove Fire Rd-1	2,774	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
China Cove Fire Rd-2	273	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
China Cove Parking to South Shore Drive-1	771	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Coldstream Access Road from Campground-1	2,277	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Coldstream Rd-1	46	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Coldstream Valley Road-1	1,615	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Coldstream Valley Road-10	1,489	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Coldstream Valley Road-12	886	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Coldstream Valley Road-13	3,350	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Coldstream Valley Road-14	1,262	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Coldstream Valley Road-15	397	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Coldstream Valley Road-2	702	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Coldstream Valley Road-3	177	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Coldstream Valley Road-4	2,843	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Coldstream Valley Road-5	38	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Coldstream Valley Road-6	667	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Coldstream Valley Road-7	1,811	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Coldstream Valley Road-9	591	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Segment ID	length (feet)	Main- tain	Recon- -struct	Re- route	Re- move	Make System	Rd to Trl	Aban- don	Moni- tor	Other	Comments
Creek Campground-1	122	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Creek Campground-10	301	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Creek Campground-11	195	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Creek Campground-12	132	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Creek Campground-13	592	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Creek Campground-14	175	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Creek Campground-15	296	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Creek Campground-16	106	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Creek Campground-17	135	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Creek Campground-18	89	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Creek Campground-2	155	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Creek Campground-3	112	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Creek Campground-4	122	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Creek Campground-5	129	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Creek Campground-6	1,026	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Creek Campground-7	414	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Creek Campground-8	147	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Creek Campground-9	229	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Creek Overlook-1	822	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles

Segment ID	length (feet)	Main-tain	Recon-struct	Re-route	Re-move	Make System	Rd to Trl	Aban-don	Moni-tor	Other	Comments
Creek Overlook-2	236	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Crest Divide Rd-1	414	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Crest Divide Rd-2	1,605	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Crest Divide Rd-3	1,913	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Crest Divide Rd-4	3,433	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Crest Divide Rd-5	390	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Crest Divide Rd-6	88	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Crest Divide Rd-7	686	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Crest Divide Rd-8	994	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Crest Divide Spur Rd-1	416	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike, bike, horse, no public vehicles
Crossover Rd-1	192	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Curvilinear Rd-1	129	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Curvilinear Rd-2	47	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Curvilinear Rd-3	36	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Curvilinear Rd-4	38	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Curvilinear Rd-5	2,158	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cut Thru -1	517	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Cut Thru Trail-1	426	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Segment ID	length (feet)	Main-tain	Recon-struct	Re-route	Re-move	Make System	Rd to Trail	Aban-don	Moni-tor	Other	Comments
Cut Thru Trail-2	336	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Cut Thru-2	137	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Dam Rd-1	130	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Dam Rd-2	167	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Dam Rd-3	94	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Dam Rd-4	39	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Dam Rd-5	557	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Dead End Rd-1	430	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Deadend Road-1	441	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Dog Beach way trails-1	554	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Consolidate trails into one trail constructed to department standards
Dog Beach way trails-2	210	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Consolidate trails into one trail constructed to department standards
Dog Beach way trails-3	405	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Consolidate trails into one trail constructed to department standards
Dog Beach way trails-4	306	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Consolidate trails into one trail constructed to department standards
Donner Creek Overlook-1	529	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Donner Creek Overlook-2	400	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Donner Creek Trail-1	831	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Donner Creek Trail-2	1,122	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Donner Day Use Rd-1	749	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Donner Day Use Rd-2	115	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Donner Day Use Rd-3	738	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Donner Day Use Rd-4	674	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Segment ID	length (feet)	Main- tain	Recon- -struct	Re- route	Re- move	Make System	Rd to Tri	Aban- don	Moni- tor	Other	Comments
Donner Day Use Rd-5	2,177	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Donner Day Use Rd-6	152	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Donner Day Use Rd-7	206	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Donner Day Use Rd-8	1,242	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Donner Memorial SP Entrance Road-1	42	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Donner Memorial SP Entrance Road-2	178	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Donner Memorial SP Entrance Road-3	206	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Donner Memorial SP Entrance Road-4	113	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Donner Memorial SP Entrance Road-5	109	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Donner Memorial SP Entrance Road-6	68	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Donner Museum Trail-1	282	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Donner Museum Trail-2	939	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Donner Museum Trail-4	857	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Donner Museum Trail-5	49	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Donner Museum Trail-6	244	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Donner Museum Trail-7	153	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Dutch Flat Connector-10	183	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Dutch Flat Connector-11	106	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Dutch Flat Connector-12	214	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Dutch Flat Connector-2	890	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Segment ID	length (feet)	Main-tain	Recon-struct	Re-route	Re-move	Make System	Rd to Trl	Aban-don	Moni-tor	Other	Comments
Dutch Flat Connector-3	87	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Dutch Flat Connector-4	350	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Dutch Flat Connector-5	130	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Dutch Flat Connector-6	2,734	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Dutch Flat Connector-7	986	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Dutch Flat Connector-8	390	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Dutch Flat Connector-9	334	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
East Beach way trail-1	1,067	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Emigrant Mountain Bike Trail-1	1,970	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Emigrant Mountain Bike Trail-2	54	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Emigrant Rd Cut Thru Trail-1	135	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Emigrant Trail-1	508	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Emigrant Trail-11	366	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Emigrant Trail-2	172	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Emigrant Trail-3	98	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Emigrant Trail-4	3,643	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Emigrant Trail-5	202	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Emigrant Trail-6	994	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Emigrant Trail-7	1,297	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Emigrant Trail-8	1,925	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Glimpse Rd-1	394	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Hahn Rd-1	339	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Hewlett Rd-1	1,013	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Hewlett Rd-2	1,019	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Hewlett Rd-3	264	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Segment ID	length (feet)	Main-tain	Recon-struct	Re-route	Re-move	Make System	Rd to Trl	Aban-don	Moni-tor	Other	Comments
Hewlett Rd-4	4,601	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Jackass Landing 1-1	836	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Jackass Road-1	2,508	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Jackass Road-2	394	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
JPs Trail-1	2,429	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
JPs Trail-2	2,894	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
JPs Trail-3	4,098	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to system trail after reconstruct/reengineer
JPs Trail-4	262	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Kiosk Bypass Trail-1	935	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Consolidate trails into one trail constructed to department standards
Kiosk Bypass Trail-2	274	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Consolidate trails into one trail constructed to department standards
Kiosk Bypass Trail-3	138	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Consolidate trails into one trail constructed to department standards
Kiosk Bypass Trail-4	214	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Consolidate trails into one trail constructed to department standards
Kiosk Parking-1	66	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Kiosk Parking-2	227	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Knob Hill Rd-1	3,805	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Knob Hill Rd-2	1,881	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Lakeside Interpretive ADA-1	95	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Lakeside Interpretive ADA-2	249	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Lakeside Interpretive ADA-3	1,460	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Lakeside Interpretive ADA-4	1,320	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Lakeside Interpretive ADA-5	151	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Segment ID	length (feet)	Main-tain	Recon-struct	Re-route	Re-move	Make System	Rd to Trl	Aban-don	Moni-tor	Other	Comments
Lakeside Interpretive ADA-6	2,701	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Lakeside Interpretive ADA-7	122	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
LakeView Canyon Rd-1	372	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Lakeview Canyon Rd-10	40	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Lakeview Canyon Rd-11	58	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Lakeview Canyon Rd-12	489	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Lakeview Canyon Rd-13	21	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Lakeview Canyon Rd-14	2,591	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Lakeview Canyon Rd-2	763	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Lakeview Canyon Rd-3	320	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Lakeview Canyon Rd-4	1,869	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Lakeview Canyon Rd-5	826	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Lakeview Canyon Rd-6	281	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Lakeview Canyon Rd-7	25	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles

Segment ID	length (feet)	Main-tain	Recon-struct	Re-route	Re-move	Make System	Rd to Trl	Aban-don	Moni-tor	Other	Comments
Lakeview Canyon Rd-8	1,527	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Lakeview Canyon Rd-9	257	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Landing Spur-1	179	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Large Landing Road-1	208	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Lazy Trail-1	430	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Maintenance Shop and Housing Area-1	257	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Maintenance Shop and Housing Area-2	766	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Maintenance Shop and Housing Area-3	141	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Maintenance Shop and Housing Area-4	121	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Meadow Road 1-1	217	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to system trail after reconstruct/reengineer
Meadow Road 1-2	801	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Mesa Rd-1	602	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Mesa Rd-2	967	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Mesa Spur Road 1 Landing-1	300	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Mesa Spur Road 2 Landing-2	121	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Monument Trail-1	362	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Museum Lakeside Trail Connector-1	1,276	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Museum Lakeside Trail Connector-2	261	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Museum Parking-1	220	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Museum Parking-2	387	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Museum Parking-3	583	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
North Wall Rd-1	2,440	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Old Donner Summit Trl-1	232	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Segment ID	length (feet)	Main-tain	Recon-struct	Re-route	Re-move	Make System	Rd to Trl	Aban-don	Moni-tor	Other	Comments
Old Emigrant Rd-3	614	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Old Emigrant Rd-4	824	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Old Emigrant Rd-5	303	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Old Emigrant Trail Road-1	396	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Old Emigrant Trail Road-2	2,334	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Outcrop Rd-1	845	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Outcrop Rd-2	333	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Over Ridge Rd-1	2,155	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Over Ridge Rd-2	1,303	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Overlook to View Rd-1	255	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Overlook Loop-1	415	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pond 1-1	241	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pond 2-1	746	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pond East Rd-1	439	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pond Trail-1	207	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pond Trail-2	843	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pond Trail-3	63	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pond Trail-4	51	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pond View Trail-1	249	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Pond View Trail-2	95	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ponds Access Entrance # 3-1	72	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ponds Access Entrance #2-1	94	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Segment ID	length (feet)	Main-tain	Recon-struct	Re-route	Re-move	Make System	Rd to Trl	Aban-don	Moni-tor	Other	Comments
Ponds Access Road-1	103	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ponds Access Road-2	439	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ponds Access Road-3	76	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ponds Access Road-4	156	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ponds Rd Pullout-1	203	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ponds Rd-1	758	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ponds Rd-2	918	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ponds Rd-3	602	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ponds Rd-4	60	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ponds Rd-5	665	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ponds Rd-6	178	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ponds Rd-7	1,627	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ponds Spur Rd-1	246	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ponds Way Trail-1	198	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Consolidate trails into one trail constructed to department standards
Ponds Way Trail-2	339	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Consolidate trails into one trail constructed to department standards
Ponds Way Trail-3	376	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Consolidate trails into one trail constructed to department standards
Ponds Way Trail-4	324	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Consolidate trails into one trail constructed to department standards
Ponds Way Trail-5	190	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Consolidate trails into one trail constructed to department standards
Ponds Way Trail-6	132	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Consolidate trails into one trail constructed to department standards
Ponds Way Trail-7	98	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Consolidate trails into one trail constructed to department standards

Segment ID	length (feet)	Main- tain	Recon- struct	Re- route	Re- move	Make System	Rd to Trl	Aban- don	Moni- tor	Other	Comments
Ponds Way Trail-8	62	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Consolidate trails into one trail constructed to department standards
Powerline Rd-1	213	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ridge Campground-1	182	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ridge Campground-2	241	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ridge Campground-3	178	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ridge Campground-4	1,040	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ridge Campground-5	89	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ridge Campground-6	913	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ridge Campground-7	781	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ridge to Lakeside ADA-1	227	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ridge to Lakeside ADA-2	156	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Ridge to Lakeside ADA-3	71	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
RR 10N-1	42	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
RR 10S-1	409	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
RR 10S-2	960	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
RR 2-1	275	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
RR 2-2	1,884	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
RR 3	798	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
RR 4	1,070	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
RR 5	167	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
RR 6	939	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
RR 7	561	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
RR 8 Spur Rd-1	157	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Scenic Overlook and Picnic-1	187	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Segment ID	length (feet)	Main- tain	Recon- struct	Re- route	Re- move	Make System	Rd to Trl	Aban- don	Moni- tor	Other	Comments
Scenic Overlook Rd-1	1,008	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Scenic Overlook Trl-1	255	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Schallenberger/Mesa Ridge Rd-1	3,735	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Schallenberger/Mesa Ridge Rd-2	200	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Schallenberger/Mesa Ridge Rd-3	3,274	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
Schallenberger/Mesa Ridge Rd-4	4,113	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Shop to Creek Camp Service Rd-1	442	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Shop to Creek Camp Service Rd-2	146	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Shop to Creek Camp Service Rd-3	181	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
South Bowl Rd-1	987	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Monitor for impacts. If SPI does not option easement, remove road and restore habitat to natural state.
South Lake Rd-1	3,156	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
South Lake Rd-2	814	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to Gated Service Road, hike,bike,horse, no public vehicles
South Lake Rd-3	1,084	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
South View Rd-1	1,762	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
South View Road-2	271	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
South View Road-3	231	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Splitrock Campground-1	433	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Splitrock Campground-12	450	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Segment ID	length (feet)	Main-tain	Recon-struct	Re-route	Re-move	Make System	Rd to Trl	Aban-don	Moni-tor	Other	Comments
Splitrock Campground-13	97	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Splitrock Campground-2	94	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Splitrock Campground-3	223	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Splitrock Campground-4	163	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Splitrock Campground-5	199	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Splitrock Campground-6	447	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Splitrock Campground-7	97	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Splitrock Campground-8	573	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Splitrock CG Connector-1	536	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Splitrock CG Connector-2	189	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Splitrock Connector Trail-1	327	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to system trail after reconstruct/reengineer
Splitrock Trail-1	822	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to system trail after reconstruct/reengineer
Splitrock Trail-2	1,578	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to system trail after reconstruct/reengineer
Splitrock Trail-3	1,493	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to system trail after reconstruct/reengineer
Splitrock Trail-4	697	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to system trail after reconstruct/reengineer
Splitrock Trail-5	681	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Splitrock Trail-6	1,126	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to system trail after reconstruct/reengineer/reroute
Stock trl-1	939	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Stock trl-2	114	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Stock trl-3	415	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Stock trl-4	981	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Stock trl-5	627	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

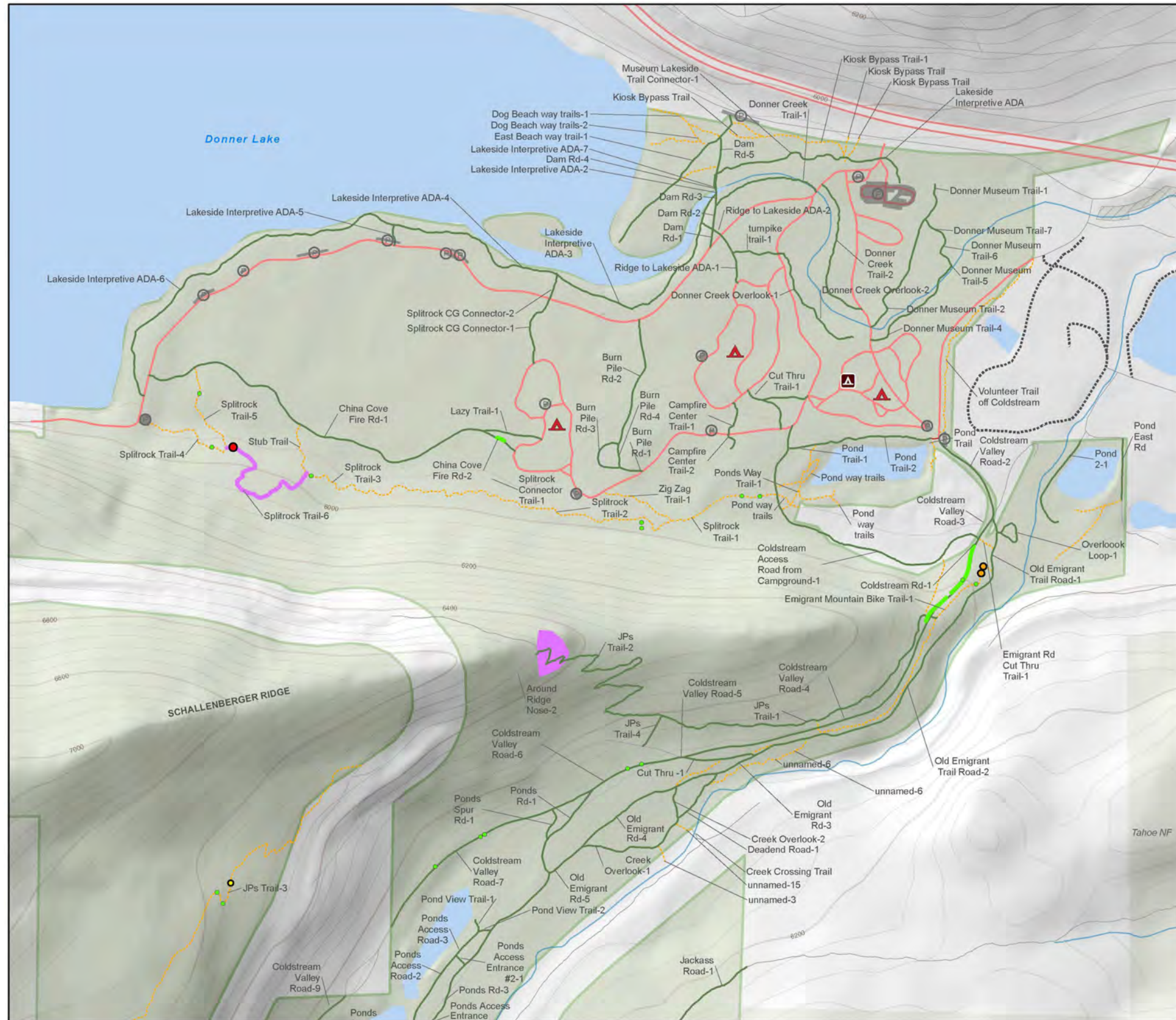
Segment ID	length (feet)	Main-tain	Recon-struct	Re-route	Re-move	Make System	Rd to Trl	Aban-don	Moni-tor	Other	Comments
Stock trl-6	377	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Stream Access Trail-1	112	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Stub Trail-1	392	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Summit Canyon Entrance Trail-1	533	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Thru Cut Rd-1	105	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
turnpike trail-1	340	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
unnamed-10	562	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
unnamed-11	190	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
unnamed-12	373	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
unnamed-13	266	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to system trail after reconstruct/reengineer
unnamed-14	660	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
unnamed-15	132	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
unnamed-16	465	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
unnamed-17	182	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
unnamed-18	329	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
unnamed-20	244	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Consolidate trails into one trail constructed to department standards
unnamed-21	115	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
unnamed-22	557	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
unnamed-3	127	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
unnamed-4	393	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
unnamed-5	175	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
unnamed-6	833	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
unnamed-8	282	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
Upper Ponds-1	181	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Viewpoint Rd-1	637	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Viewpoint Rd-2	364	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Viewpoint Rd-3	302	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Volunteer Trail off Coldstream-1	1,590	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Segment ID	length (feet)	Main-tain	Recon-struct	Re-route	Re-move	Make System	Rd to Trl	Aban-don	Moni-tor	Other	Comments
W Lakeview Canyon Rd-11	866	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
W Lakeview Canyon Rd-12	766	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Yogi Bear-1	1,063	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to system trail after reconstruct/reengineer/reroute
Yogi Bear-2	220	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to system trail after reconstruct/reengineer/reroute
Yogi Bear-3	290	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to system trail after reconstruct/reengineer/reroute
Yogi Bear-4	36	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to system trail after reconstruct/reengineer/reroute
Yogi Bear-5	924	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	
Yogi Bear-6	345	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Convert to system trail after reconstruct/reengineer/reroute
Zig Zag Trail-1	570	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	

Appendix 3 Erosion Severity Maps

The Erosion Severity maps show the potential for roads and trails to impact water resources.

Map: Campground and Visitor Center Area



Erosion Severity

CAMPGROUND AND VISITOR CENTER

Erosional Severity - Lines

- slight or undesignated
- undefined
- No Erosional Problems Observed

Erosional Severity - Points

- critical
- high
- moderate
- slight or undesignated

Donner Memorial State Park

▲ Campground-Other category

▲ Campground

— Streams

— Paved Park Trails

— Paved Park Roads

— Non-system Route

— Highways

— Local Road

- - - - Other Agency Trail

P Parking

Map Page Location

Scale
1:8,400

1 inch = 700 feet

Donner Memorial State Park Road and Trail Management Plan

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

<p>CALIFORNIA STATE PARKS SIERRA DISTRICT & STATEWIDE RECREATION PLANNING</p>	<p>Date: 6/30/2020</p> <p>Sources: Calif. Dept. of Parks & Recreation Other Public Lands GreenInfo, Inc.</p>	
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Map: Lower Coldstream Valley Area



Erosion Severity

LOWER COLDSTREAM VALLEY

Erosional Severity - Lines

- slight or undesignated
- undefined
- No Erosional Problems Observed

Erosional Severity - Points

- moderate
- slight or undesignated

Legend

- Donner Memorial State Park
- Streams
- Non-system Route
- Local Road
- Other Agency Trail

Map Page Location

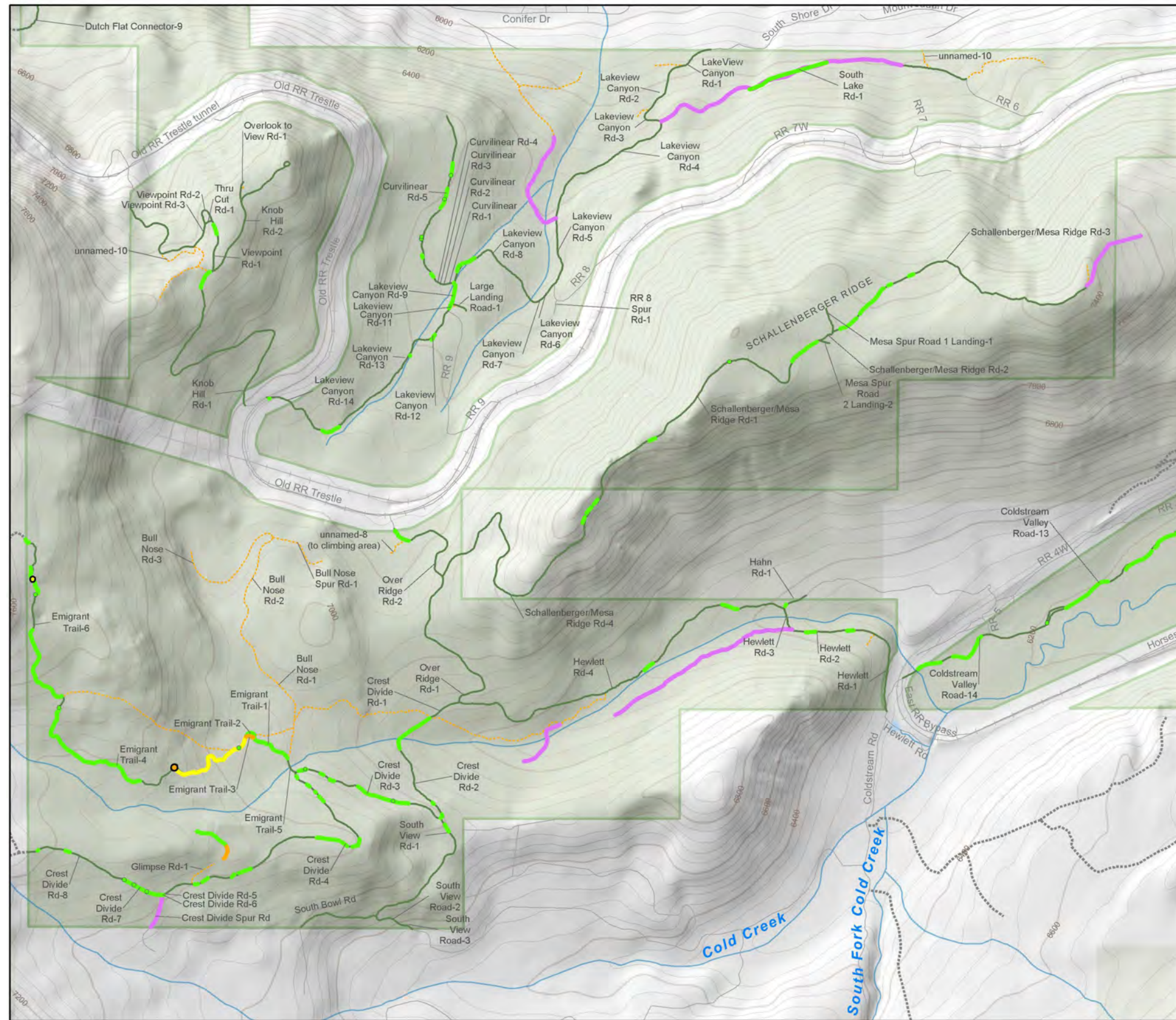
Scale
1:7,800
1 inch = 650 feet

Donner Memorial State Park Road and Trail Management Plan

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

<p style="font-size: small; margin: 0;">CALIFORNIA STATE PARKS SIERRA DISTRICT & PLANNING DIVISION</p>	<p style="font-size: small; margin: 0;">Date: 6/30/2020 Sources: Calif. Dept. of Parks & Recreation Other Public Lands GreenInfo, Inc.</p>	
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Map: Upper Coldstream Valley, Lakeview Canyon, and Schallenberg Ridge



Erosion Severity

UPPER COLDSTREAM VALLEY, LAKEVIEW CANYON AND SCHALLENBERGER RIDGE

Erosional Severity - Lines

- high
- moderate
- slight or undesignated
- undefined
- No Erosional Problems Observed

Erosional Severity - Points

- high
- moderate
- slight or undesignated

Legend

- Donner Memorial State Park
- Streams
- - - Non-system Route
- Local Road
- - - - - Other Agency Trail

Map Page Location



Scale

1:14,000

1 inch = 1,167 feet



Donner Memorial State Park Road and Trail Management Plan

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

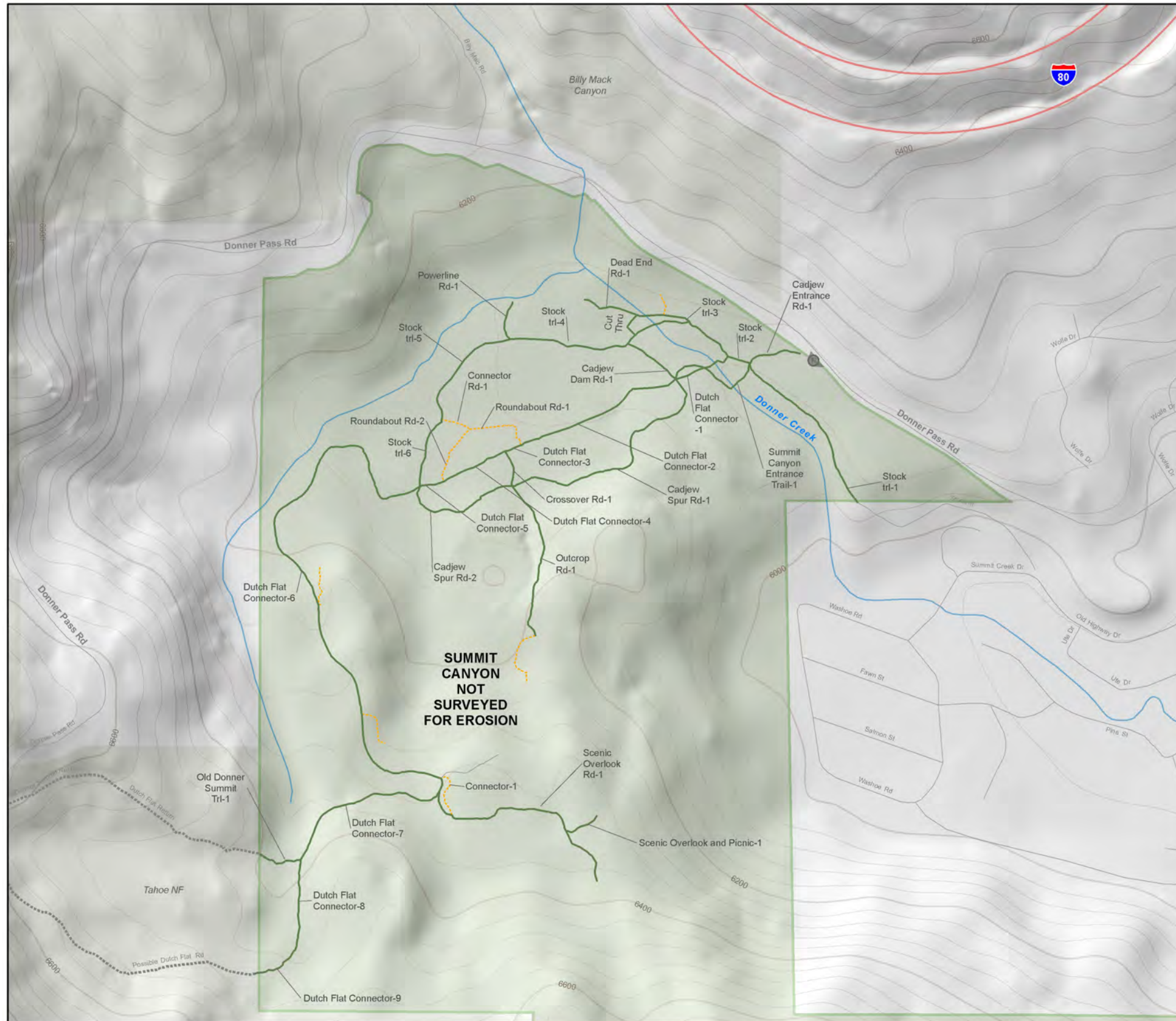
**CALIFORNIA STATE PARKS
SIERRA DISTRICT &
PLANNING DIVISION**

Date: 6/30/2020

Sources:
Calif. Dept. of Parks & Recreation
Other Public Lands
GreenInfo, Inc.



Map: Summit Canyon Area



Erosion Severity

SUMMIT CANYON

— No Erosional Problems Observed
— Summit Canyon Property not surveyed for erosion. Property acquired after surveys completed.

Reference Features
■ Donner Memorial State Park
— Streams
- - - Non-system Route
— Highways
— Local Road
- - - Other Agency Trail
P Parking

Map Page Location

Scale
1:6,000
1 inch = 500 feet

Donner Memorial State Park Road and Trail Management Plan

NOTES:
Parcel boundaries are approximate and should not be considered legal descriptions. Maps are intended for study purposes only.

<p>CALIFORNIA STATE PARKS SIERRA DISTRICT & PLANNING DIVISION</p>	<p>Date: 9/5/2018 Sources: Calif. Dept. of Parks & Recreation Other Public Lands GreenInfo, Inc.</p>	
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Glossary

ADA

An acronym for the Americans with Disabilities Act of 1990, which is a federal law prohibiting discrimination against people with disabilities and requiring that public facilities be accessible to people with disabilities. For the purposes of this plan, it refers to the standards established for accessibility by the U.S. Access under the Architectural Barriers Act.

CEQA

An acronym for the California Environmental Quality Act, which was established shortly after the federal National Environmental Policy Act in 1969. CEQA requires public involvement in and review of projects that would result in an impact on California's natural and cultural resources.

CLASSIFICATION

The designation indicating the intended use of and maintenance specifications for a particular trail.

EQUESTRIAN TRAILS

Trails that are primarily designated for use by equestrians. Hikers may also use these trails but are not the intended primary user. These trails are designed to meet the requirements of horses and their riders, protect resources, and achieve sustainability. They are not intended to be multi-use or accessible trails. The planning, layout, and design processes included herein apply to these trails, however, there are additional design criteria related to equestrian trails.

HYDROLOGY

The physical properties, distribution, and circulation of water on the surface of the land, in the soil, in underlying rocks, and in the atmosphere.

MITIGATE

Actions that are undertaken to avoid, minimize, reduce, eliminate, or rectify the adverse impacts of a management practice or trail use.

MOUNTAIN BIKE TRAIL (Bicycle Trail)

Trails that have been designated for use by non-motorized bicycles equipped for off-road use. Hikers may also use these trails but they are not the intended primary user. These trails are designed to meet the requirements of mountain bikes and their riders, protect resources, and achieve sustainability. They are not intended to be equestrian, multi-use, or accessible trails.

MULTI-USE TRAILS

For the Department, multi-use trails are designed to accommodate at least two user groups in addition to pedestrians – usually bike and horse riders. Multi-use trails can create linkages between critical access or interest points within a trail network. They are not intended to be the solution to all trail user dispersion issues. Multi-use trails require fewer resources to construct and maintain and often minimize impacts to cultural and natural resources.

NON-SYSTEM TRAILS

Trails not recognized, designated, nor maintained by the park.

REHABILITATION

Includes all the work that is necessary to bring a trail or trail system up to classification standards, including returning a work site or a damaged area back to its original state. Trail rehabilitation, otherwise known as site restoration, is required to mitigate or correct damage or disturbance to wildlife, cultural resources, vegetation, soils, or water courses created by trail construction, maintenance, or visitor use.

SIGHT DISTANCE

Consists of the visible, unobstructed, forward and rear view as seen by a trail user from any given point on a trail.

SPECIFICATIONS

Standards to which trails and trail structures are built and maintained as determined by the trail's classification.

SUSTAINABLE TRAILS

A sustainable trail has been designed, constructed, or re-constructed to a standard that does not adversely impact natural and cultural resources and can withstand the impacts of the intended user group while receiving only routine cyclical maintenance. A sustainable trail must meet the needs of the intended user group to a degree that they do not deviate from the established trail alignment.

SYSTEM TRAILS

Trails recognized, designated, and maintained by the park.

TRAILHEAD

An access point to a trail often accompanied by various public facilities, such as a parking area, drinking water, restrooms, informational signs, and staging areas.

TRAIL LOG

An inventory of the physical features and conditions of a trail by trail footage.

WATERSHED

A region or area that is joined peripherally by a water parting formation, such as a ridge, hill, or mountain range, and that drains into the same water course or body.

WORK LOG

A detailed listing of existing trail elements and/or specific modifications (re-engineering, reconstruction, etc.) by location designed to improve trail conditions.

Planning Team

The planning team for the DMSP RTMP consisted of Department staff with a variety of professional backgrounds, including environmental science, maintenance, GIS mapping, recreation, trails, archaeology, landscape architecture, and law enforcement. The following districts, divisions, and unit participated in the development of this plan:

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Thank you to the RTMP team members!



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