



Letter AO6



Lahontan Regional Water Quality Control Board

April 26, 2013

California Tahoe Conservancy
Attn: Scott Carroll
1061 Third Street
South Lake Tahoe, CA 96150

COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE UPPER TRUCKEE RIVER AND MARSH RESTORATION PROJECT (SCH# 2007032099), EL DORADO COUNTY

Thank you for the opportunity to provide comments on the Draft Environmental Impact Report/Environmental Impact Statement (Draft EIR/EIS) for the Upper Truckee River and Marsh Restoration Project (Project). The proposed project is located in South Lake Tahoe along the most downstream reach of the Upper Truckee River. The Draft EIR/EIS evaluates four action alternatives and a no-action alternative to restore natural geomorphic processes and ecological functions along the Upper Truckee River while providing recreation access.

State law assigns responsibility for protection of water quality within the Lahontan watershed basin to the California Regional Water Quality Control Board-Lahontan Region (Water Board). The Water Board implements and enforces the Porter-Cologne Water Quality Control Act (California Water Code § 13000 et seq.) and the Water Quality Control Plan for the Lahontan Region (Basin Plan). The Water Board is a responsible agency under the California Environmental Quality Act (CEQA) for the Project and will need an adequate CEQA document as the basis for issuing Clean Water Action section 401 water quality certification, Basin Plan prohibition exemptions, and/or waste discharge requirements.

During September, 2006, Water Board staff provided comments on the Notice of Preparation of the Draft EIR/EIS, and those comments have been incorporated into this final draft.

Water Board staff has reviewed the information provided in the Draft EIR/EIS in context to the proposed Project's potential impacts to water quality and beneficial uses of waters of the State. Overall, Water Board staff support the effort to restore the Project area. The Draft EIR/EIS generally provides a thorough and adequate analysis of the potential Project impacts; however Water Board staff has the following comments:

PETER G. PUMPHREY, CHAIR | PATTY Z. KOUYOUMDJIAN, EXECUTIVE OFFICER

2501 Lake Tahoe Blvd., So. Lake Tahoe, CA 96150 | www.waterboards.ca.gov/lahontan



AO6-1

I. Regulatory requirements

a. Basin Plan Prohibition Exemptions

Although Basin Plan prohibitions are summarized in Tables 3.9-1 and 3.9-3 and discussed in Section 5.2.8, the Draft EIR/EIS does not adequately describe the process for obtaining exemptions. Project-specific findings, as described in the Basin Plan, must be made for each exemption that is requested by a project proponent. In the Draft EIR/EIS Section 5.2.8, the end of the second paragraph implies that the Water Board has granted a blanket exemption to allow for elevated turbidity during all stream restoration projects in the Tahoe Basin. This statement is incorrect and misleading. For a number of stream restoration projects, the Water Board has granted exemptions to the narrative water quality objective for turbidity, with limited magnitude, duration, and extent, for specific activities related to the installation of each individual project. For this project, the Water Board would be required to take a separate discretionary action to grant a prohibition exemption and that can be done as part of the Water Board permitting process.

AO6-2

b. Avoid, Minimize, and Mitigate Impacts

Although extensive mitigation measures are proposed in the Draft EIR/EIS, the Project proponents will need to demonstrate how the preferred alternative avoids and minimizes the Stream Environment Zone (SEZ) impacts. All of the action alternatives have significant construction-related impacts to the SEZs, including installation and removal of access roads, stream crossings, and dewatering and diversion. The Project must show that it has avoided and minimized impacts to the floodplain and SEZ to the extent practical. The criteria to avoid, minimize, and mitigate impacts needs to be considered when planning implementation of the Project, especially with regard to placement and extent of internal access roads and stream crossings. Alternatives 1 and 2 (Exhibits 2-5 to 2-8 Staging and Access Plans) have multiple temporary stream crossings and extensive haul routes within the project area.

AO6-3

c. Monitoring Plan

Section 2.5 describes a monitoring plan that was developed for the Project, but the plan itself does not appear to be part of the Draft EIR/EIS. Developing a thorough monitoring plan will be necessary for obtaining required Water Board permits. The Project proponents may want to consider using the California Rapid Assessment Method (CRAM) as a monitoring tool for the Project. A draft monitoring plan should be included for public review in the Final EIR/EIS.

AO6-4

II. General Comments

a. River Mouth Modification

Implementing Upper Truckee River mouth modifications proposed in Alternatives 1, 2, and 3 will be very challenging and will require significant dewatering and diversion installations. The Draft EIR/EIS acknowledges potentially significant and unavoidable impacts related to water quality and attainment of the turbidity water quality objective and Rec-2 (visual) beneficial use. All potentially significant, unavoidable impacts must be accompanied with a Statement of Overriding Considerations and supporting narrative.

AO6-5

b. Recreational Boating Access

The DEIS lacks an adequate assessment of the potential impacts associated with recreational boating access. Draft EIR/EIS page 2-32 notes that river users often use the point near East Venice Drive to access and take out boats. The Draft EIR/EIS should also include a discussion of access and use at the pedestrian bridge near Highway 50. Both sides of the river in the area near the pedestrian bridge are also used seasonally by recreationalists to put in and take out watercraft. In Alternative 3, access at the pedestrian bridge at US 50 is likely to increase significantly and provisions for boater access must be added. If recreation access is not planned for in this area, user created trails and erosion and trampling of bank protection measures are likely to occur. Public use habits are very difficult to change and boaters will likely continue to use the access points at the pedestrian bridge.

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c. Potential Water Quality Benefit

Although all of the action alternatives (Alternatives 1-4) have risks and uncertainties related to short term water quality impacts and long term effectiveness, the no action alternative (Alternative 5) has documented negative impacts to water quality. As described in the Draft EIR/EIS Alternative 3 appears to have the greatest potential to benefit water quality given that it has the largest increase in expected floodplain inundation (156 acres) at the 2 year recurrence interval flow. This alternative comes closest to simulating conditions in the marsh prior to the development of the Tahoe Keys and to restoration of natural marsh function.

AO6-7

III. Comments on Individual Alternatives

a. Alternative 1 – Bridge at Upper Truckee River Mouth

The Draft EIR/EIS does not adequately analyze the potential long term impacts of locating a bridge at the mouth of the river. Impact 3.13-5, Long-Term Operation and Expansion of Recreation Facilities That May Have an Adverse Physical Effect on the Environment, should include a discussion of bridge impacts. The Draft EIR/EIS page 3.9-16 notes that the historic width of the

AO6-8

mouth has ranged from 50 feet to 250 feet wide. Historic changes in the width of the river mouth demonstrate how barrier beaches such as Barton Beach are dynamic systems. Installation of a bridge could hinder natural river mouth processes and have long term detrimental effects on both the beach and river mouth. The analysis should include a discussion of these issues.

AO6-8
cont.

The Water Board has the authority to grant exemptions to certain prohibitions if specific findings are made as detailed in the Basin Plan. Basin Plan Discharge Prohibitions are discussed in Tables 3.9-1 and 3.9-3 and the Draft EIR/EIS acknowledges that exemptions to several prohibitions may be required to implement the Project.

b. Alternative 3

i. Trout Creek Bank Stabilization and Grade Control Features - Design

Several locations in the Draft EIR/EIS discuss conducting bank stabilization and vertical grade control on the lower reaches of Trout Creek (near RS 92+00, per Table 2-3 and between RS 66+00 to 95+00 per page 2-25). The grade control and stabilization for this area is mapped differently than similar features on this and other alternatives (Exhibits 2-1 to 2-4), yet little detail is provided to describe why the mapping is different. The analysis should describe if and how they will differ from what is proposed at other locations. The description needs to include information explaining how the bank stabilization and grade control features will be installed.

AO6-9

ii. Trout Creek Bank Stabilization and Grade Control Features- Access

The location of the proposed vertical grade control structures is one of the wettest parts of the project area with limited access and saturated soils, yet there is no explanation how this area will be accessed to implement the proposed changes. All vertical grade control structures are accessible by proposed haul routes except this area. In addition, Exhibit 2-7 shows no temporary river crossings to access this area.

iii. Proposed Mitigation for Impact 3.9-4

Since the proposed mitigation of adaptive management may be difficult to implement given the limited access to this part of the Project area, please explain the feasibility of implementing the proposed adaptive management.

iv. Alternative 3, Impact 3.9-7

The analysis needs to include a discussion of the potential for the 34,815 cubic yards of material described in Impact 3.9-2 (Alt. 3) to influence beach dynamics/replenishment issues.

AO6-10

Scott Carroll
California Tahoe Conservancy

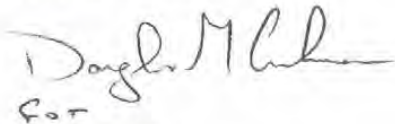
- 5 -

Alternative 4 - Impact 3.9-5

Sections 3.9-5 (Alt. 4) and 3.9-6 (Alt. 4) contain contradictory information. Impact 3.9-5 (Alt. 4) states "Implementing Alternative 4 would not raise the streambed or decrease the channel capacity". However, Impact 3.9-6 (Alt. 4) states "The alternative also proposes modifications to the channel between RS 67+00 and RS 93+00 that would decrease channel capacity. The proposed channel design would increase the frequency of overbanking..." The text should be revised to clarify the impacts of Alternative 4.

AO6-11

Thank you for the opportunity to provide comments on this Project. If you have any questions regarding this letter please contact me at lscribe@waterboards.ca.gov or (530) 542-5465.



Laurie Scribe
Environmental Scientist

LS/adw/T: UTR Marsh CEQA comments
File under: new pending Upper Truckee River Marsh Restoration, El Dorado Co.

Letter
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Response

California Regional Water Quality Control Board, Lahontan Region
Laurie Scribe, Environmental Scientist
April 26, 2013

AO6-1 The commenter discusses the role of the Water Board as a responsible agency and states that the 2013 Draft EIR/EIS/EIS generally provides a thorough and adequate analysis of potential project impacts.

This comment does not raise issues regarding the adequacy, accuracy, or completeness of the Draft EIR/EIS/EIS.

AO6-2 The commenter requests additional details and corrections regarding Water Board findings and exemption process discussed in Section 5.2.8.

The Conservancy would apply for exceptions as part of the Lahontan RWQCB's permitting process. Please see response to Comment A05-1 for the list of current exemptions and supporting information that Conservancy currently identifies as applicable to this project, focused on the exemptions and criteria relevant to the Preferred Alternative.

See Chapter 5, "Revisions to the Draft EIR/EIS/EIS, Section 5.2.8" for corrections.

AO6-3 The commenter requests that the final document demonstrate how the Preferred Alternative avoids and minimizes SEZ impacts, including temporary impacts.

Impacts on SEZs, including jurisdictional wetlands, riparian vegetation, and SEZ, are evaluated in Section 3.4.2 in Section 3.4, "Biological Resources: Vegetation and Wildlife," of the Draft EIR/EIS/EIS. The Preferred Alternative limits the number of stream crossings and haul routes that have been selected to occur immediately adjacent to construction areas. Access points and staging areas have been identified, in part, to minimize construction activities and hauling within sensitive habitats (see Section 3.1.2, "Traffic, Access, and Staging," in Chapter 3, "Master Responses," and see Exhibit 2-2 of this Final EIR/EIS/EIS). Activities must occur within the floodplain, SEZ, and some areas of wetland and riparian vegetation to accomplish the restoration efforts, but disturbance would be limited to areas necessarily in the footprint and essential for access.

The Conservancy would implement Environmental Commitments 5 and 6. These environmental commitments include numerous measures to protect and reduce disturbance to floodplain, SEZ, and wetland and riparian vegetation, and a suite of BMPs to reduce potential impacts during construction activities, including limiting construction activities to only areas that are necessary.

See responses to Comments A05-1 and A05-2 for additional information.

AO6-4 The commenter refers to Section 2.3, "Monitoring," and states that the plan should be included in the Final EIR/EIS/EIS and that the Conservancy may want to consider using the California Rapid Assessment Method (i.e., CRAM) as a monitoring tool.

Please see response to Comment AO5-3.

AO6-5 The commenter discusses significant unavoidable water quality impacts associated with diversion and dewatering proposed at the mouth of the Truckee River under Alternatives 1, 2, and 3 and states that a statement of overriding considerations and supporting narrative must be provided.

The Conservancy would complete a statement of overriding considerations for the Preferred Alternative.

See response to Comment A05-1 for additional information on water quality impacts.

AO6-6 The commenter states potential impacts associated with recreational boating access and boat take-outs proposed under Alternative 3 (and the Preferred Alternative) need to be discussed further.

In the Draft EIR/EIS/EIS, Impact 3.13-6 (Alt. 3), “Long-Term Decrease or Loss of Public Access and Recreation Opportunities within Lakes, Waterways, or Public Lands,” explains that the ability of nonmotorized watercraft to travel into and through the study area would change because of the new distributary channel design. The intent and purpose of Alternative 3 is to take the flows of the Upper Truckee River and spread them over the study area. The dispersed flows would change the timing when boats could access the study area. It is possible that this change would reduce the amount of time that the study area could be accessed compared to existing conditions in some areas; however, access may increase where the project actions lower bank heights. Although the timing of boat access to the study area would change, boating access would not be precluded.

For project-related erosion issues, the Conservancy would implement Environmental Commitments 5, 8, and 11, which include construction and post-construction BMPs and preparation of a geotechnical engineering report with implementation of all applicable recommendations to prevent project-related erosion and address soil and slope stability. The Conservancy would ensure that the final design incorporates effective permanent BMPs for the protection of water quality and would conform with all applicable ordinances and standard conditions established by TRPA and the Lahontan RWQCB.

As part of ongoing management of the study area through a land steward, the Conservancy would continue to adaptively manage any erosion or vegetation trampling associated with new use patterns developed by boaters using the study area. Furthermore, the Conservancy conducts outreach to educate visitors regarding the importance of resource protection and to discourage incompatible uses. The Conservancy also monitors recreational use and compliance with Conservancy use policies and CSLT ordinances and would address erosion and trampling of bank protection measures if needed.

AO6-7 The commenter discusses potential water quality impacts under Alternative 5 (No Action) and states that Alternative 3 (and the Preferred Alternative) restoration approach has the greatest potential to benefit water quality and simulate conditions prior to development of the Tahoe Keys.

This comment does not raise issues regarding the adequacy, accuracy, or completeness of the Draft EIR/EIS/EIS.

AO6-8 The commenter states that Impact 3.13-5, “Long-Term Operation and Expansion of Recreation Facilities That May Have an Adverse Physical Effect on the Environment,” does not adequately analyze the potential long-term impacts of the proposed pedestrian bridge under Alternative 1. The comment also states that several prohibitions may be required.

See response to Comment AO5-6.

AO6-9 The commenter notes that the text, table, and graphics depicting bed and bank stabilization on lower Trout Creek under Alternative 3 are inconsistent; requests more detailed information about the measures to be installed and the haul routes and/or temporary crossings; and suggests that adaptive management mitigation may be infeasible given limited access to this location.

The text, table, and graphics for the Preferred Alternative have been modified to consistently depict the potential area along lower Trout Creek that could require streambed and streambank stabilization measures. In addition, the staging, storage, and access plan (Exhibit 2-2 of this Final EIR/EIS/EIS) has been updated to reflect the potential need for construction access to this location using the shortest route through sensitive areas. See also response to Comment A05-9. Potential adaptive management needs and measures cannot be readily determined at this time, and although the lower end of Trout Creek is somewhat remote relative to other portions of the site, this is similar to other river and wetland restoration projects that also have long-term adaptive management needs.

AO6-10 The commenter requests additional discussion of the potential effects on beach dynamics/replenishment of the estimated 34,815 cubic yards of material that could be mobilized under Alternative 3.

As discussed in Impact 3.9-5, implementing Alternative 3's restoration element (selected as the basis of the Preferred Alternative) would result in natural geomorphic response after construction of the "pilot" channel. The pilot channel would reactivate remnant channel segments and floodplain swale features in the central portion of the Upper Truckee Marsh under lower magnitude flood events than under existing conditions or the No Action Alternative. Such changes could modify the timing with which sediment or nutrients are released from the site to the river and/or Lake Tahoe, but they would not have significant negative impacts on long-term water quality conditions. Based on existing information and scientific understanding of the marsh's topography, geomorphology, and hydraulics, the remnant channels and swales contain materials dominated by a mixture of fine-textured organics and inorganics, because the accumulations resulted from slow-velocity floodwaters and ponding. Therefore, it is unlikely that many of the materials expected to be present in these locations would be in the coarse sand-size class that is important to beach sediment supply. The volume is just an estimate and the amount of material that would be mobilized is uncertain, but the water quality impact assessment assumed a worst case, dominated by such fines and organics. If the remnant channels and swales actually have more coarse sands than estimated, this would reduce the potential for adverse water quality impacts and increase the possibility that some coarse sediment would be delivered to the nearshore for possible redistribution along the beach system. This would be a potential long-term beneficial result of the floodplain reactivation, but such a result is difficult to predict with certainty. Nonetheless, the possible short-term adverse changes to beach sediment supply are discussed in Impact 3.9-7, so that potential mitigation needs are identified.

AO6-11 The commenter notes potentially contradictory information regarding the effects of Alternative 4 on streambed elevation, capacity, and frequency of overbanking under two separate impacts: Impact 3.9-5 (Alt. 4) and Impact 3.9-6 (Alt. 4).

The discussion in Impact 3.9-5 (Alt. 4) explains that Alternative 4 would not raise the channel bed, increase inundation on the existing terrace surface, or reactivate the remnant channels. However, Impact 3.9-6 (Alt. 4) explains that a low inset floodplain (below the existing terrace) would be excavated that would experience overbanking. These data are not directly contradictory. The first discussion explains that Alternative 4 would not provide better access to the surrounding ground surfaces that extend from the existing top-of-bank areas (i.e., the "terraces"). The second discussion describes how the excavated inset floodplain would create "low banks" and therefore,

allow the river to overflow onto the inset floodplain area during small and moderate streamflow peaks.

OFFICIAL CORRESPONDENCE BY ELECTRONIC MAIL
NO HARD COPY TO FOLLOW

DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE
Pacific West Regional Office
333 Bush Street, Suite 500
San Francisco, California, 94104-2828

17619 (PWR)

April 26, 2013

Mr. Scott Carroll
Environmental Planner
California Tahoe Conservancy
1061 Third Street
South Lake Tahoe, CA 96150
scarroll@tahoe.ca.gov

Re: DEC-13\0045 Upper Truckee River and Marsh Restoration Project

Dear Mr. Carroll:

We have reviewed the Draft Environmental Impact Statement (EIS) for the proposed restoration initiative in the Upper Truckee River watershed. We received no responses from any other office or agency. Our comments are as follows:

1. In addition to educating construction personnel about the possible presence of unknown cultural archeological resources and what to do if such discoveries occur, we recommend that a qualified archaeologist be present to monitor ground disturbing project activities that have the potential to damage or destroy archeological resources.
2. It is noted that a representative of the culturally affiliated Washoe tribe was consulted to review previous study findings, field research, and "environmental commitments designed to reduce potential impacts on cultural resources to less-than-significant levels." We recommend that follow-up consultation be completed to bring the consultation process to a close.

AO7-1

For additional information or assistance in addressing these comments in preparing the Final EIS, please contact Mark Rudo, Regional Archeologist, Pacific West Region (415) 263-2361.

Thank you for your consideration.

Sincerely,

/s/ Patricia L. Neubacher
(signed original on file)

Christine S. Lehnertz
Regional Director, Pacific West Region

Cc:
Patricia_Port@ios.doi.gov
Mark_Rudo@nps.gov
waso_eqd_extrev@nps.gov

Letter
A07
Response

U.S. Department of the Interior, National Park Service
Christine S. Lehnertz, Regional Director, Pacific West Region
April 26, 2013

AO7-1 The commenter suggests having a qualified archaeologist present to monitor ground-disturbing activities that have the potential to damage or destroy archeological resources and to complete follow-up consultation to bring the consultation process to a close.

The Conservancy has consulted with the Washoe Tribe on multiple occasions, including a field visit with representative tribal member Darrel Cruz just before the release of the Draft EIR/EIS/EIS. As described in Chapter 2, “Project Alternatives,” of the 2013 Draft EIR/EIS/EIS under Environmental Commitment 2, the Conservancy would prepare a cultural resources protection plan that would include archaeological monitoring of grading in areas with the potential for discovery of significant resources. The Conservancy would continue to coordinate with the Washoe Tribe through development of the cultural resource protection plan and construction to ensure that resources within the Marsh are protected.



Letter AO8

California Tahoe Conservancy
ATTN: Scott Carroll
1061 Third Street
South Lake Tahoe, CA 96150

April 6, 2013

Re: Upper Truckee River and Marsh Restoration Project Draft EIR/EIS/EIS

The Sierra Club is pleased to comment on the restoration project for the UTR and Marsh area. The restoration alternative that is of most interest to the Tahoe Area Sierra Club is Alternative 3 which provides the greatest amount of biological restoration in an area sadly deprived of enough water and loss of habitat due to projects such as Tahoe Keys, expansion of the marina, CalTrans fateful bridge widening on Hwy 50, commercial development in the 100-year flood plain, the ever-expanding TKPOA corporation yard, and the interterminal incremental fill into the meadow from property owners, governments, and developers.

Alternative 3 offers the opportunity for nature to help heal the marsh with the least amount of man-made interference of any of the alternatives. While not perfect, Alternative 3 provides for connecting the river to its floodplain, and capturing the biological and physical processes of the former marsh, with its diverse natural swales, holes, shallow areas, diverse vegetation, high and low lying lands, and, in general, restoring an effectively functioning tapestry of river, meadow and marsh ecosystem.

However, the document itself is not nearly equal to the task of presenting the project and its beneficial and adverse environmental impacts as one would expect for such an exciting project. Our detailed comments begin on the next page. The EIR/EIS/EIS will be referred to throughout these comments as "the document" for ease of writing and reading.

While the importance of the project cannot be completely undermined by a flawed document, the failures are many and it is important to note that, under CEQA Section 15088.5 a document that does not disclose pertinent data, does not accurately reveal the details of the project that have environmental impacts, and uses an amalgam of conflicting maps, contradictory sections, and outdated facts must be re-circulated with all corrections prior to submitting a Final EIR/S/S to the public. Our comments follow.

We look forward to a revised and re-circulated document based on current information.

Very truly yours,

Laurel Ames
Lwames@hotmail.com

AO8-1

SPECIFIC COMMENTS ON THE UPPER TRUCEKE RIVER AND MARSH RESTORATION PROJECT

1 Environmentally Superior Alternative. The document selects Alternative 2 as that alternative. Yet NEPA requires the alternative that causes the least damage to the biological and physical environment, and as the document notes, the alternative that “best protects, preserves, and enhancesnatural resources.”

The selection of Alternative 2 does not meet that criteria, because as the document notes, it was selected due to providing the least amount of recreation facilities. While the document selects “recreation” and its facilities for various alternatives, the title of the document gives no hint that this significant restoration project will include compromises to the restoration on behalf of recreation amenities, those amenities reduce the value of the restoration. Such a trade-off, tucked into a project objective, is a devious way to provide unnecessary amenities in an area that has already been subject to almost every insult imaginable to its ecosystem, and this restoration is limited by many of those insults. Adding more amenities in this study area is particularly galling to then be used as the criteria for selecting the environmentally preferred alternative.

AO8-2

The alternative that clearly provides the best bang for the buck in terms of restoration of the marsh, is, in fact, the alternative with the greatest marsh restoration values - - alternative #3. It is to be hoped that the agency will scale back the amount of new amenities it is laying on top of this alternative restoration and focus on the core objective – the greatest amount of natural restoration possible. It is folly to confuse project objectives in an EIR/S/S by adding in compromises that are not necessary to the restoration project.

We urge you to adopt a clean restoration project that will be the most effective.

2. Cumulative Impacts. The document reveals that there are a number of Significant and Unavoidable Impacts, but in reviewing the document there are impacts that have not been found by the preparers, using outdated data, to be Significant. Using up-to-date data, not four year old data – these impacts would be Significant but avoidable by a simple policy decision that does not change the restoration project. Issues such as using neighborhoods for construction equipment storage and operations are clearly policy decisions that impact air quality in neighborhoods as well as public health impacts from TAC from diesel engines operating next door to residences for many months at a time. Selection of areas within 6 feet of residences is merely a policy decision that was made with no thought to the environmental impacts, public health impacts and their cumulative effects over the course of five months for four years. Table ES-1 identifies long term impacts from criteria air pollutants and for CO – also a criteria air pollutant – but no mitigation of that impact is proposed. That is not only a serious error, but also one of agency willfulness.

AO8-3

A second, and Significant but Unavoidable Impact is the construction of the maximum recreational facilities in a restoration project on the habitat of an endangered plant, the Tahoe Yellow Cress. While seemingly bizarre to even suggest, in a restoration project,

AO8-4

that an endangered species would be put at risk by substantial amenity construction of bridges and boardwalk on the habitat, the fact is that it is a simple policy decision to not build in an endangered plant's habitat. "NO feasible mitigation if available" the document says. But that is just ridiculous. Of course there is a feasible mitigation provided to the agency decision-makers - - don't build an unneeded amenity.

AO8-4
cont.

We urge you to adopt a clean restoration project that will be the most effective in restoring the marsh, the river, the meadows, and the 100-yr flood plain.

3. Conflicting Information Provided in Document The issue of conflicting information is found throughout the document. Parts that are based on scoping in 2006 appear in some places, while it appears that section 3 in volume I and 2 (Affected Environment and Environmental Consequences) was written in approximately 2008, while the second section – Project Alternatives - - was written in the recent past.

AO8-5

For example, the maps aren't consistent. Exhibits 2-6 to 2-9 on pages 2- 3 to 2-7 provide different details as to construction elements, placement of bank stabilization, etc, which is different from the maps on pages 2-45 to 2-50 which have Exhibits 2-5 to 2-8.

And, in line with that inconsistency, there is a difference between the descriptions in Section 2 and in Section 3.

4. Environmental Commitments. The commitments are generally just repeats of TRPA and local codes, and often have nothing to do with commitments to specifically reducing adverse impacts on the resources that are being "managed", or the impacts on the nearest neighborhoods. In fact, one neighborhood, with the greatest number of houses closest to the construction work is not even mentioned in Section 3.

For example, EC 6 provides comfort that the project will conform with "all permits required by applicable federal, state, regional, and local statutes and regulations." While expected, its not clear what or why that statement is needed as an environmental commitment in the Tahoe basin. But thanks for letting us know – one less thing to worry about.

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The commitments that the public and especially the neighborhoods bordering the project want are those that protect the residents from unnecessary truck traffic, noise, pollutants, vibrations, and dangers to their children and dogs.

Further, the air quality section seems to be written to excuse the use of large pollutant-emitting equipment in residential neighborhoods. Pages and pages apply to annual averages, attainment in place of the actual transitional status for ozone, and more. At no time does an environmental commitment offer to use less polluting equipment, smaller pieces of equipment, haul routes on major thoroughfares such as Keys Blvd and East Venice vs, narrow neighborhood streets in the surrounding neighborhoods. The fact that the document selects California Ave, a nearly half-mile narrow street fronted by more

than 35 houses in its short stretch, vs Eloise, on which the agency owns an acre parcel suitable for storage and equipment, with an immediate connection at the edge of the commercial area into the southern part of the meadow is not discussed.

5. Key Environmental Impacts (ES.4). This bullet is the only actual admission in the document that there is a “potential for noise and scenic impacts to nearby residences” but even here the document fails miserably to mention the significant impacts on residences immediately adjacent to haul routes and surrounded by equipment and material storage sites.

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cont.

The stance of the agency as to the local residents seems to be captured by the sentence “All of the rescindial subdivisions have access points leading into the study area. Some of these access points and traails are established and recognized by the Conservancy while others are user created”. Yes, and they were created long before Dillingham started digging up the marsh, and decades before the Conservancy arrived. Such a blindingly obtuse statement is wildly inappropriate and quite insensitive to the residents.

6. Initial Cost Analysis. In these days of limited budgets, the fact that the analysis highlights the low cost of Alternative 3 at \$5.9 million, vs the highest cost for Alternative 4, must be given great weight by the agency’s board. The fact that the least destructive, and most beneficial project for restoring the marsh, the river and the meadow is the least expensive is a definite plus for Alternative 3. The biggest ban for the buck. This cost analysis should also be performed in today’s dollars and all alternatives should be costed out at restoration costs, with the amenity costs shown separately.

AO8-7

Thank you for the opportunity to comment. The Tahoe Area Sierra Club would be glad to meet with you and discuss our comments. We look forward to a robust and science-based response in the Response to comments. However, our advice to you to reconsider and re-circulate a document that is re-done in terms of updated information as of 2012 as compared to 2006, is needed for proper public disclosure.

AO8-8

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Letter
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Response

Sierra Club, Tahoe Area Sierra Club Group
Laurel Ames
April 6, 2013

AO8-1 The commenter states their support for Alternative 3; however, the commenter also states that the environmental document is inadequate and contradictory.

More specific reasonings associated with this comment are presented in responses to Comments AO8-3 through AO8- 8.

AO8-2 The commenter believes that the Environmentally Superior Alternative is Alternative 3, that recreation-access objectives should not be considered along with restoration objectives when making this finding, and that compromises were made by considering both.

As described in Section 4.5, “Environmentally Superior Alternative/Environmentally Preferred Alternative,” of the 2013 Draft EIR/EIS/EIS, the National Environmental Policy Act (NEPA) requires identification of the alternative that is considered environmentally preferable. “Environmentally preferable” is used to describe the alternative that would best promote the national environmental policy as expressed in Section 101 of NEPA—that is, it would cause the least damage to the biological and physical environment. In addition, the “environmentally preferable” alternative best protects, preserves, and enhances historic, cultural, and natural resources. Although Council on Environmental Quality regulations require identification of the environmentally preferred alternative, they do not require adoption of this alternative.

The State CEQA Guidelines (Sections 15126.6[a] and 15126.6[e][2]) require that an environmental impact report’s (EIR’s) analysis of alternatives identify the “environmentally superior” alternative among all of those considered. In addition, if the No-Project Alternative is identified as the environmentally superior alternative, then the EIR also must identify the environmentally superior alternative among the other alternatives. Under CEQA, the goal of identifying the environmentally superior alternative is to assist decision makers in considering project approval. CEQA does not require an agency to select the environmentally superior alternative (State CEQA Guidelines Sections 15042–15043).

The TRPA Compact and Code of Ordinances do not specifically call for identifying an environmentally superior or preferred alternative; however, they rely on other State and federal regulations and when evaluating alternatives, TRPA identifies the alternative that would best maintain and/or achieve environmental thresholds (discussed in Section 4.5, “Consequences for Environmental Threshold Carrying Capacities,” of the 2013 Draft EIR/EIS/EIS). The TRPA Compact and Code of Ordinances allow for the consideration of social, technical, or economic impacts when an alternative is selected.

Although the recreation and restoration components were combined in the alternatives presented for analysis in the Draft EIR/EIS/EIS, it sufficiently addresses the potential environmental effects of implementing these recreational and restoration components, regardless of the ultimate combination. The alternatives evaluated encompass the reasonable range of potential environmental effects. Based on the analysis of impacts, the action alternatives present tradeoffs related to overall environmental advantages. These alternatives were developed by looking at a broad range of restoration approaches and levels of recreation infrastructure consistent with the

project's goals and objectives. This range of reasonable alternatives complies with the requirements of Title 14, Section 15126.6 of the California Code of Regulations (14 CCR 15126.6), also referred to as the State CEQA Guidelines; Title 40, Section 1502 of the Code of Federal Regulations (i.e., 40 CFR 1502); Article VII(a)(3) of the TRPA Compact; and Section 5.8.B of the TRPA Code of Ordinances. Each of these alternatives is feasible, based on relevant economic, environmental, social, technological, and legal factors, although they provide different advantages and disadvantages related to environmental impacts and achievement of the project's purpose, need, and project objectives.

AO8-3

The commenter suggests that a number of significant and unavoidable short-term construction-related air quality impacts have not been identified.

Air quality impacts were addressed in Section 3.2, "Air Quality and Climate Change," of the 2013 Draft EIR/EIS/EIS. As described in Section 3.2, almost all increased pollutant emissions associated with the improvements in the study area would be generated by construction activities. The method of analysis for short-term construction, long-term operational (regional), local mobile-source, and toxic air contaminant emissions is consistent with the recommendations of El Dorado County Air Quality Management District (EDCAQMD) and TRPA. The analysis described fugitive dust emissions of respirable particulate matter (PM₁₀), reactive organic gas (ROG) emissions, and emissions of oxides of nitrogen (NO_x).

Short-term construction-related emissions of ROG, NO_x, and PM₁₀ were modeled using the California Air Resources Board–approved URBEMIS 2007 (Version 9.2.4) computer program and EMFAC 2007 emission factors as recommended by EDCAQMD and TRPA. URBEMIS is designed to model construction emissions for land use development projects and allows the user to input project-specific information. Input parameters were based on default model settings and information provided in Chapter 2, "Project Alternatives," of the 2013 Draft EIR/EIS/EIS. Modeling assumed an annual construction period of May 1–October 15 (120 work days) over 4 years and used the corresponding emission factors.

With implementation of Environmental Commitment 1, "Reduce the Generation of Construction-Related Emissions of ROG, NO_x, and PM₁₀," described in Table 2-6 of the 2013 Draft EIR/EIS/EIS, construction-related emissions of PM₁₀ would not violate or contribute substantially to an existing or projected air quality violation. EDCAQMD considers projects that implement sufficient mitigation measures (or environmental commitments) that would prevent visible PM₁₀ dust beyond the project property lines to generate less-than-significant PM₁₀ emissions. Therefore, with the inclusion of Environmental Commitment 1, the impact related to construction-related PM₁₀ emissions would be considered less than significant for all alternatives.

As described in the significance criteria presented in Section 3.2, projects that would not generate emissions of other criteria air pollutants that exceed a national or State ambient air quality standard would be considered less than significant. Therefore, implementation of Environmental Commitment 1 would ensure that emissions of the other major construction-related pollutants (e.g., PM₁₀) would not exceed an applicable ambient air quality standard. Furthermore, as determined by the Sacramento Metropolitan Air Quality Management District (SMAQMD), implementing Environmental Commitment 1 (i.e., implementing the SMAQMD Enhanced Fugitive PM Dust Control Practices) would reduce construction-related fugitive PM₁₀ dust emissions by a minimum of approximately 75 percent and would prevent the fugitive PM₁₀ dust from dispersing beyond the property boundary (SMAQMD 2009:Chapter 3). Implementation of this environmental commitment would also reduce exhaust emissions of NO_x, and PM₁₀ from diesel equipment by 20 and 45 percent, respectively (SMAQMD 2009:Chapter 3).

- AO8-4 The commenter expresses concerns associated with significant unavoidable cumulative impacts on Tahoe yellow cress if Alternative 1 (“Maximum Recreation”) bridge and boardwalk infrastructure were to be constructed.
- The Preferred Alternative does not include bridge and boardwalk infrastructure as proposed under Alternative 1. As described in Section 3.16, “Cumulative Impacts,” of the 2013 Draft EIR/EIS/EIS, Tahoe yellow cress could be adversely affected by construction and recreation activities resulting from reasonably foreseeable projects (e.g., Edgewood Lodge and Golf Course Improvement Project) under Alternative 1. Also, as discussed in Impact 3.18-C30 (Alts. 1–5), “Cumulative Geomorphology and Water Quality—Long-Term Modifications in Upper Truckee River Coarse Sediment Transport and Delivery Downstream,” depending on the alternatives implemented by upstream restoration projects and on the effects of climate change, the delivery of sands and gravel to Tahoe yellow cress habitat at the study area’s beaches could be affected. Potential effects could combine with the effects of other actions on transport and delivery of coarse sediment. The incremental or combined effects on beach erosion are not predictable, however, because climate-change influences are highly uncertain. Conditions could range from worse than the existing degraded condition to a possible improvement, regardless of changes in coarse-sediment delivery. After thorough investigation, the cumulative effect on delivery of coarse sediment to the study area’s beaches remains speculative.
- AO8-5 The commenter states that there is conflicting information throughout the document, then refers to exhibit numbers that are inconsistent with those presented in the Draft EIR/EIS/EIS. The commenter also states that there are inconsistencies between descriptions in Section 2 and Section 3, with no further information provided.
- The commenter offers no specific information or evidence that the analysis presented in the Draft EIR/EIS/EIS is inadequate; therefore, no further response can be provided.
- AO8-6 The commenter states their indifference to proposed environmental commitments and further discusses traffic, scenic, noise, and air quality impacts on adjacent property owners, especially along California Avenue.
- See responses to Comment Letter I-8.
- AO8-7 The commenter suggests an additional cost analysis and suggests that Alternative 3 has the best cost benefit.
- A cost analysis of the action alternatives was presented in Appendix E, “Alternatives Cost Estimate,” of the 2013 Draft EIR/EIS/EIS. The analysis is consistent with the commentor’s note that Alternative 3 has the highest cost benefit. The Preferred Alternative includes the restoration approach proposed under Alternative 3, with moderate recreation infrastructure on the west and no additional infrastructure on the east side of the marsh. Therefore, the overall cost of the Preferred Alternative is expected to be less than that of the action alternatives initially proposed, albeit in today’s dollars. AO8-8 The commenter suggests updating and recirculating the EIR/EIS/EIS.
- The standards for determining when recirculation is required include CEQA Section 21092.1 and State CEQA Guidelines Section 15088.5, based on the case of *Laurel Heights Improvement Assn. v. Regents* (1993), 6 Cal 4th 1112, known as “Laurel Heights II.” State CEQA Guidelines Section 15088.5 requires that a lead agency recirculate an EIR when significant new information is added to the EIR after public notice has been provided for public review of the Draft EIR, but before the EIR is certified. “Information” can include changes in the project or environmental setting as well as additional data or other information. New information added to an EIR is not “significant”

unless the EIR is changed in a way that deprives the public of meaningful opportunity to comment on a substantial adverse environmental effect of the project, or a feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project proponents have declined to implement. “Significant new information” requiring recirculation includes, for example, a disclosure showing that:

- (1) a new significant environmental impact would result from the project or from a new mitigation measure proposed to be implemented;
- (2) a substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance;
- (3) a feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the environmental impacts of the project, but the project proponents decline to adopt it; and/or
- (4) the Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

NEPA dictates a process for incorporating new information into an already published environmental impact statement (EIS), called supplementation. A supplemental EIS must be prepared if there are “substantial changes in the proposed action” relevant to environmental concerns or “significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts” (40 CFR 1502.9[c][1]). The supplement should focus on the new information (40 CFR 1502.9[c][1]). CEQ has clarified that new alternatives outside the range of alternatives already analyzed would trigger the requirement for a supplemental review. Supplements may be prepared for either Draft or Final EISs. Because there are no substantial changes in the proposed action or significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts requiring preparation of a supplemental draft one is not required.

The TRPA Compact and Code of Ordinances do not specifically provide an approach for when recirculation is required; however, they rely on other State and federal regulations when evaluating new information that may substantially increase the severity of an environmental impact.

SKY MEADOWS HOMEOWNERS ASSOCIATION, INC.

April 2, 2013

California Tahoe Conservancy
 ATTN: Scott Carroll
 1061 Third Street
 South Lake Tahoe, CA 96150

RE: COMMENTS ON UPPER TRUCKEE RIVER AND MARSH RESTORATION PROJECT (STATE CLEARINGHOUSE #2007032099)

Dear Mr. Carroll:

The Sky Meadows Homeowners Association, Inc. (HOA) represents seventy-nine (79) owners of single family and duplex dwellings at Sky Meadows who may be significantly affected by the above-referenced project. All properties are located on Sky Meadows Court in South Lake Tahoe (96150), bordering the UTR. While we appreciate the CTC's goals of restoring the Upper Truckee River and Marsh, we are concerned that the project may negatively affect our community due to increased noise, traffic, trespass, trash, and flood risk. We have the following specific comments:

AO9-1

1. Any and all proposed action(s) should be sited, designed, and constructed — with certainty and a substantial margin of safety — to avoid any increase in flood risk at Sky Meadows. A sizable portion of the Sky Meadows property is already located within existing flood zones, and the meadow immediately adjacent to homes has flooded in past years. Your design team should ensure — under all alternatives — that flood risk is not exacerbated at Sky Meadows. Any increase to flood risk would endanger homes and add to costs for flood insurance coverage already borne by residents.

AO9-2

2. Sky Meadows is **private property**, and is posted "No Trespassing." You, your staff, and your contractors should not assume that you may use Sky Meadows for access, staging, parking, or any other purpose, without express permission from the Sky Meadows HOA. Parking is very limited at Sky Meadows, especially during the summer construction season; our property may not be used by you, your partner agencies, or your contractors without advance written permission.

AO9-3

3. Any and all recreation elements of the project (such as new trails, trailheads, or other public access points or facilities) must be sited, designed, and constructed to avoid increased trespassing into Sky Meadows property. Currently, there are no public trails along the Truckee River at Sky Meadows. Any addition of public access would significantly increase trespassing, illegal parking, noise, trash, dog feces, and would cause other negative impacts to our private property, such as homeless encampments, risk of fire, etc.

AO9-4

In sum, while we support your restoration goals, your project must be carefully planned, designed, and implemented to avoid adverse impacts to our community.

AO9-5

Thank you for this opportunity to provide comments. Please contact me should you have any questions regarding this letter.

Sincerely,

John A. Hollstien, President
Sky Meadows Homeowners Association, Inc.
(916) 444-3443
jhollstien@comcast.net

Mailing address: 2611 Marty Way
Sacramento, CA 95818

Letter
AO9
Response

Sky Meadows Homeowners Association, Inc.
John A. Hollstien, President
April 2, 2013

- AO9-1 The commenter states that the proposed project will increase noise, traffic, trespass, trash, and flood risk for the Sky Meadows community.
- Individual responses related to noise, traffic, trespass, trash, and flood risk for the Sky Meadows community are presented in responses to Comments AO9-2 through AO9-4.
- AO9-2 The commenter states that the project must not exacerbate the flood risks already present within Sky Meadows to avoid any increased danger and/or flood insurance costs to residents.
- See Section 3.1.1, “Flooding and Flood Hazards,” in Chapter 3, “Master Responses,” of this Final EIR/EIS/EIS. The analysis of the proposed project is consistent with CEQA, NEPA and TRPA requirements because the project would not change the existing flood hazards of the surrounding properties. See “Flooding and Flood Hazards,” in Chapter 3, “Master Responses,” of this Final EIR/EIS/EIS. Furthermore, financial responsibility for flood damages is not an issue relating to effects on the environment that requires an analysis under CEQA.
- AO9-3 The commenter states that Sky Meadows is private property, and that advance written permission will be required for any use of the property during project construction.
- The Conservancy would work with private landowners to obtain easements and agreements if private property is needed for access. In cases where an agreement between parties could not be made, the Conservancy would complete activities on State-owned land. See Section 3.1.2, “Traffic, Access, and Staging,” in Chapter 3, “Master Responses,” of this Final EIR/EIS/EIS for additional information.
- AO9-4 The commenter has concerns about recreation improvements near Sky Meadows and increased trespassing, illegal parking, noise, trash, dog feces, and other negative impacts on Sky Meadows, such as homeless encampments and risk of fire.
- See Section 3.1.4, “Management,” in Chapter 3, “Master Responses,” of this Final EIR/EIS/EIS.
- AO9-5 The commenter closes the letter and states that they support proposed restoration without adverse impacts on the community.
- This comment does not raise issues regarding the adequacy, accuracy, or completeness of the Draft EIR/EIS/EIS.

General Manager
Richard H. Solbrig

Directors
Chris Cafalu
James R. Jones
Randy Vogelgesang
Kelly Sheehan
Eric Schafer



South Tahoe Public Utility District

1275 Meadow Crest Drive • South Lake Tahoe • CA 96150-7401
Phone 530 544-6474 • Fax 530 541-0614 • www.stpubd.us

April 8, 2013

Scott Carroll,
Associate Environmental Planner
California Tahoe Conservancy
1061 Third Street
South Lake Tahoe, CA 96150

Re: CEQA/NEPA Draft EIR/EIS/EIS for the Upper Truckee River and Marsh Restoration Project (SCH #2007032099) – Public Services and Utilities Scoping Comments

Dear Mr. Carroll;

Thank you for providing this opportunity to comment on the subject document. As a public agency established to provide drinking water and sanitary sewer collection, treatment and export services to the greater south shore area, including the City of South Lake Tahoe, the South Tahoe Public Utility District (District) is providing the following existing utilities information to be considered for analysis in the joint EIR/EIS/EIS being prepared for this project. Based on our review of this information, the District believes that there is an urgent need to also consider alternatives to restore Trout Creek to its pre-1968 channel alignment, consistent with the purpose, need and objectives presented in the draft EIR/EIS/EIS.

Based on the information included with the draft EIR/EIS/EIS, the District understands that the project may involve the possible implementation of one of four restoration (action) alternatives being considered to meet the purpose, need and objectives of the project. The project area includes approximately 600 acres roughly centered over the Upper Truckee Marsh, including the downstream reaches of Trout Creek and the Upper Truckee River. The project's primary purpose is to restore natural geomorphic processes and ecological functions along the Upper Truckee River, along the west side of the Upper Truckee Marsh.

Trout Creek is located immediately east of the Upper Truckee River and flows across the east side of the Upper Truckee Marsh. As reported by the USGS, Trout Creek drains the second largest watershed, after the Upper Truckee River, within the Lake Tahoe Hydrographic area; comprising an estimated 13% of the total land area tributary to Lake Tahoe.

AO10-1

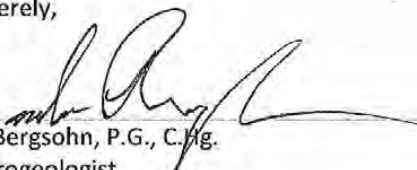
Review of historical imagery indicates that, within the southeast portion of the project area, the channel alignment of Trout Creek has been purposely altered to redirect flows north toward the east margin of the Upper Truckee Marsh. This has moved the main channel of Trout Creek more than 600 feet north of its pre-1968 alignment and within 200 feet of District sewer facilities and private parcels situated along the east margin of the marsh. Recent formation of a point bar along this reach of Trout Creek has moved the channel further north toward the east margin of the marsh. Redirection of Trout Creek flows by this point bar has flooded the District's utility easement and private parcels neighboring Trout Creek and poses a significant hazard to District facilities.


The District operates a sewer pump station and maintains a 10-inch sewer force main and 8-inch gravity sewer main which lie within the District's utility easement along the east margin of the marsh. The pump station receives more than 200,000 gallons per day (gpd) of sewage from approximately 640 properties within the Al Tahoe subdivision. This inflow is pumped through the 10-inch force main buried along the margin of the marsh. The 8-inch gravity main receives more than 40,000 gpd of sewage from about 150 properties neighboring Trout Creek and the Upper Truckee Marsh. The District is concerned that current and future flooding will restrict the District's ability to adequately maintain the gravity sewer main, remove potential blockages and control potential surcharges to the Upper Truckee Marsh. The District is also concerned that continued seasonal flooding and future channel erosion could further threaten the structural integrity of its sewer manholes; gravity sewer main and laterals; and sewer force main. Because of these concerns, the District is actively developing contingency plans, specifically for these facilities, in case of failure.

AO10-1
cont.

The District concurs with the purpose and objectives of the Upper Truckee River and Marsh Restoration Project as presented in the subject draft EIR/EIS/EIS. The District also believes that there is an urgent need to consider alternatives to restore Trout Creek to its pre-1968 channel alignment, consistent with the purpose, need and objectives presented in the draft EIR/EIS/EIS. We look forward to working with the California Tahoe Conservancy to alleviate the Trout Creek flooding hazard.

Sincerely,


Ivo Bergsohn, P.G., C.Eng.
Hydrogeologist


Paul Sciuto, P.E.
Assistant General Manager

Cc: State Clearinghouse (Re: SCH #2007032099)
Tom Davis, Mayor, City of South Lake Tahoe
Patty Kouyoumdjian, Executive Officer, Lahontan Regional Water Quality Control Board
District Board of Directors
Richard Solbrig, P.E., General Manager
File

Letter
AO10
Response

South Tahoe Public Utility District
Ivo Bergsohn, P.G., C.Hg., Hydrogeologist
Paul Sciuto, P.E., Assistant General Manager
April 8, 2013

AO10-1 The commenter summarizes the proposed project and the need to include restoring the avulsed northeastern portion of Trout Creek to the pre-1968 channel alignment as part of the project.

The Conservancy has an existing license agreement with South Tahoe Public Utility District (STPUD) and has coordinated with STPUD on its ongoing sewer protection project. In 2014 STPUD implemented Year 1 construction activities associated with an adaptive management plan to protect the sewer infrastructure from flooding and reduce the risk of a sewer spill. The adaptive management plan consists of measures designed to both prevent permanent establishment of Trout Creek over the sewer lines and encourage flows to establish new flow paths to the south, away from STPUD facilities.

In Year 1 (2014), vegetative roughness elements were placed near the easement to prevent establishment of new channels and reestablish flow paths to the south. Some flow paths out of the existing channel that led northward to the easement were blocked to further direct flows southward. The Year 1 plan also included removal of a portion of an abandoned historical roadway that crossed the marsh. The roadway fill constricted flood flows and prevented the creek from freely migrating across the marsh.

The easement is expected to continue to become inundated during flood flows, but the vegetative roughness elements are intended to reduce inundation to the seasonal or episodic character of pre-2011 conditions. They also will provide long-term protection of the sewer facilities by encouraging channel formation and future channel migration in areas away from the easement, along with sediment deposition over the easement. STPUD will continue to implement the adaptive management plan for up to 4 more years.

Letter AO11

From: Rusty Jardine [rusty@tcid.org]
Sent: Monday, March 04, 2013 7:41 AM
To: Carroll, Scott@Tahoe
Cc: 'Ernest C. Schank'
Subject: Draft EIR/EIS Upper Truckee River and Marsh Restoration
Project, El Dorado County California

Scott,

Good morning! We see notice of the above-captioned matter in the Federal Register. What is the scope of this project? What, if any, impact may this project have on river flows below Tahoe Dam?

AO11-1

Rusty Jardine, Esq.
District Manager, Truckee-Carson Irrigation District

Letter
A011
Response

Truckee-Carson Irrigation District
Rusty Jardine, Esq., District Manager
March 4, 2013

AO11-1 The commenter requests information about any potential effects on Truckee River flows below the dam.

Neither the action alternatives analyzed in the 2013 Draft EIR/EIS/EIS nor the Preferred Alternative would modify the annual volume of water discharged to Lake Tahoe via surface runoff or groundwater discharge, or modify the stream hydrograph or lake level in a manner or of a magnitude that could affect operations of the Lake Tahoe dam or release of flows below the dam.

Washoe Tribe of Nevada and California
Cultural Resources Department/Tribal Historic Preservation Office
Protect, Preserve and Promote Washoe Heritage and Culture

Letter AO12



RECEIVED

April 24, 2013

Scott Carroll, Associate Environmental Planner
California Tahoe Conservancy
South Lake Tahoe, CA. 96150

Subject: Draft EIR for the Upper Truckee River and Marsh Restoration Project

Dear Mr. Carroll,

Thank you for consulting with the Washoe Tribe of Nevada and California on the proposed undertaking and Draft EIR for the Upper Truckee River and Marsh Restoration Project.

The project area of potential effect is within the ancestral territory of the Washoe Tribe. The tribe has occupied this area since time began as our stories tell us. The marsh and surrounding landscape was a very important place for the Washoe. The lake and associated landscapes are still important to the Washoe.

AO12-1

We are supportive of a project that restores the natural ecosystem balance. This project has many benefits for the flora and fauna and improving water quality and lake clarity. We prefer the alternative which best captures and restores the marsh to a condition before manmade interferences disrupted the natural balance and ecosystem.

After review of the document we have several comments to add, (listed below):

3.3.7. Suggest change to this:

Unlike Native Americans in many other regions of California, even into the 20th century, the Washoe were not completely displaced from their traditional lands. In 1917, the Washoe Tribe began reacquiring a small part of their traditional lands (Nevers 1976:90-91). The Washoe remain a tribe recognized by the U.S. government and have maintained an established land base. Its 1,600 tribal members are governed by a tribal council that are elected by tribal members who live in one of the 4 communities (Woodfords, Dresslerville, Stewart, and Carson), as well as by members from nonreservation areas. The contemporary Washoe have developed a comprehensive land use plan (Washoe Tribal Council 1994) that identifies the goals of reestablishing a presence in the Tahoe region and revitalizing Washoe heritage and cultural knowledge, including the harvest and care of traditional plant resources and the protection of traditional properties in the cultural landscape (Rucks 1996:3).

AO12-2

919 Highway 395 South, Gardnerville, Nevada 89410
Work (775) 888-0936 • Cell (775) 546-3421 • FAX (775) 888-0937

Impact 3.3-1 (Alt 1): If there is any grading in an archeological site, we ask that a Washoe Site Monitor be present during any grading. Of course we prefer no grading in an archeological site.

AO12-3

Impact 3.3-2 (Alt 1): If there is any grading in an archeological site, we ask that a Washoe Site Monitor be present during any grading. Of course we prefer no grading in an archeological site.

Impact 3.3-4 (Alt1) we are in concurrence with this measure and assurance

The Washoe Tribe is requesting to consult with during the development of the Cultural Resources Protection Plans (CRSP) for each of the alternatives where a CRSP is proposed. In addition the Washoe Tribe is requesting consultation when any of the prehistoric resources may be affected by the proposed undertaking.

AO12-4

There is an archeological site which is not listed in the inventory that may be affected by the proposed project. I would like to discuss this feature with you upon receipt of this letter and at your convenience.

AO12-5

Thank you please call me if you have any questions at (775) 546-3421. Please note this is my cell phone number as I in the middle of relocating my office.

Respectfully,



Darrel Cruz, CRD/THPO

Letter
AO12
Response

Washoe Tribe of Nevada and California
Darrel Cruz, CRD/THPO
April 24, 2013

AO12-1 The commenter states that the study area is within an important ancestral territory of the Washoe Tribe and that they support the restoration.

This comment does not raise issues regarding the adequacy, accuracy, or completeness of the Draft EIR/EIS/EIS.

AO12-2 The commenter suggests text changes to Section 3.3, “Archaeological and Historical Resources,” of the Draft EIR/EIS/EIS.

Text changes to Section 3.3 are presented in Chapter 5, “Revisions to the Draft EIR/EIS/EIS.”

AO12-3 The commenter refers to the discussions of Impacts 3.3-1 (Alt. 1), 3.3-2 (Alt. 1), and 3.3-4 (Alt. 1), stating that they prefer that no grading occurs at any archaeological sites; however, if necessary, the preference is to use a Washoe site monitor.

As described in Section 3.3 of the 2013 Draft EIR/EIS/EIS, one potentially significant cultural resource (CA-ELD-26/H) has been identified within the study area and could be adversely affected during construction. However, as described in Environmental Commitment 2, “Prepare and Implement a Cultural Resources Protection Plan,” the Conservancy would prepare a cultural resources protection plan that would include oversight of grading in areas with the potential for discovery of significant resources in the vicinity of CA-ELD-26/H. Additionally, project construction personnel would be trained on the possibility of encountering potentially significant resources; if such resources were encountered, proper measures would be taken to protect them. Furthermore, final design of the Preferred Alternative project elements would completely avoid the CA-ELD-26/H site

AO12-4 The commenter requests consultation with the Washoe Tribe during development of the cultural resource protection plan.

See response to Comment AO7-1.

AO12-5 The commenter refers to an archaeological site not listed in the inventory that may be affected by the proposed project and requests follow-up discussion.

Upon receiving the comment letter, a Conservancy representative contacted Mr. Cruz to discuss the archaeological site (Hughes, pers. comm., 2013). Based on discussions with Mr. Cruz and after review of the inventory information, it was noted that the site was discussed in the 2013 Draft EIR/EIS/EIS and that the project would not affect it.

SECTION B

Individuals

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From: Mike Alexander [tahoealexander@hotmail.com]
Sent: Thursday, March 14, 2013 9:39 PM
To: Carroll, Scott@Tahoe
Subject: Utr marsh restoration comments

Mr. Carroll, please consider the following comments for the upper truckee marsh restoration:

I completely support the restoration of the upper truckee marsh and if effectively implemented, the restoration has enormous potential to improve the quality of water entering Lake Tahoe. Furthermore, returning the functionality of the marsh to a condition not seen since the construction of Tahoe keys is without question the most important task that can be addressed by any lake Tahoe restoration organization.

I first must point out that appropriate public access to this sensitive region must be balanced with the practical limitations of construction and maintaining boardwalks and bridges. Public access at Taylor Creek and Tallac Creek marshes have coexisted for decades and I see no reason that limited public access can not be maintained at the Truckee Marsh with one exception. The alternatives which include the Barton Beach boardwalk and bridge suggest a level of infrastructure which will diminish the project's ability to meaningfully meet objectives 1 through 5. Once the upper Truckee River outlet meanders in the marsh as Trout Creek currently does, the only level of public access that is consistent with the other objectives is to maintain the current public access along the edges of the marsh and to not construct the Barton Beach boardwalk and bridge.

11-1

Based on the information provided, alternative 3 appears to restore natural function and habitat in a manner superior to any other man-made configuration. In addition, alternative 3 will avoid flooding of property better than any other alternative by directing flow to the central region of the marsh.

The importance of the restoration of the largest marsh in the Sierra's can not be overstated. Constructing the Tahoe Keys subdivision and marina in the marsh has already taken enough from the Tahoe basin and is providing ample public access to the marsh, we simply chose to modify the form of the marsh for our wants. We have to take this opportunity to conserve the remaining portions by constructing the alternative that reduces our impact on Lake Tahoe to the greatest extent possible and this includes the most natural river realignment, and no additional recreation infrastructure, the keys have degraded the basin enough already.

11-2

Thank you for considering these comments, best regards

Michael Alexander

Sent from my iPhone

Letter
I1
Response

Mike Alexander
March 14, 2013

I1-1 The commenter's support for restoration of the Upper Truckee Marsh is noted. The commenter has concerns that construction of the Barton Beach boardwalk and bridge would diminish the project's ability to meet Objectives 1–5.

See response to Comment AO5-6.

I1-2 The commenter's support for Alternative 3 is noted.

As discussed in Chapter 2, "Project Description," of this Final EIR/EIS/EIS, the Preferred Alternative is proposing moderate recreation on the west side of the marsh, similar to existing conditions, and no additional recreation access on the marsh's east side. Alternative 3 is the recommended restoration approach under the Preferred Alternative. See Section 2.1, "Selecting a Preferred Alternative," of the Final EIR/EIS/EIS for a description of the approach to selecting recreation and restoration components of the Preferred Alternative.

From: ryan@tahoepropertyforsale.com
 Sent: Friday, March 29, 2013 10:20 AM
 To: Carroll, Scott@Tahoe
 Subject: Truckee Restoration

Scott,

I was a pleasure meeting you last night. What follows are my comments in regards to supporting restoration alternative 1. Thank you for the knowledge, your conservation efforts and your time.

I've lived in Tahoe over 10 years and sell Real Estate for Pinnacle Real Estate Group over on Harrison Ave. in the Al Tahoe Neighborhood. I am also a homeowner near the meadow that the stream restoration is proposed for. I use the Truckee River and Trout Creek quite a bit for Kayaking and Stand up paddleboarding. I use the meadow trail frequently on my bike. The meadow is an amazing bird sanctuary that gets a lot of use, sometimes to the point of being trampled by ignorant folks. Most folks don't realize that this is a special place that is home to many endangered species.

I love what has been done by the airport with the river restoration there. It was well done from a lake clarity standpoint and from a recreational river standpoint. I'm excited to see the river restoration take place further downstream and I welcome the benefits to lake clarity and to our community's bikeability and walkability goals.

All summer long 1000's of families bring their bikes to Tahoe and go on tour and are routed by signs through Al Tahoe neighborhood and all summer I hear "where did the bike route go?" "How do we get across to camp Richardson?" How do we get to Baldwin beach? In the confusion the meadow gets trampled a little more every day. Tourists are then forced to dangerously pursue the side of the highway sucking exhaust to take a much longer route to the west. Next time they drive their car across town further adding to the traffic congestion nightmare that is summer in Tahoe.

So in conclusion supporting restoration alternative 1 which shows a bridge over the Truckee and a dedicated trail or boardwalk that keeps folks from trampling the bird sanctuary, would not only further lake clarity and save endangered species, but add to our communities' goals of being more bikeable and walkable, lessening automobile pollution, and drawing more tourists!

Sincerely

Ryan D. Anderson

Ryan Daniel Anderson
 530-416-9966
 ryan@tahoepropertyforsale.com
 www.tahoepropertyforsale.com

I2-1

Letter
I2
Response

Ryan D. Anderson
March 29, 2013

I2-1 The commenter's support for Alternative 1 is noted.

As discussed in Chapter 2, "Project Description," of this Final EIR/EIS/EIS, the Preferred Alternative is proposing moderate recreation on the west side of the marsh, similar to existing conditions, and no additional recreation access on the marsh's east side. Alternative 3 is the recommended restoration approach under the Preferred Alternative. See Section 2.1, "Selecting a Preferred Alternative," of the Final EIR/EIS/EIS for a description of the approach to selecting recreation and restoration components of the Preferred Alternative.

April 5, 2013

California Tahoe Conservancy
ATTN: Scott Carroll
1061 Third Street
South Lake Tahoe, CA 96150

Comments on Dunlap Ranch Proposals by CTC
by the undersigned

These generic comments apply to all of the alternatives or any one that is a combination of features of all four changes.

As property owners of land that is both a part of the project and adjacent to it, we are in a unique position. The river runs through our property and therefore any changes will have a direct impact on us. We realize the goal is to improve lake quality, which is a positive. On the other hand we believe that our concern for the security of our boundaries should be respected and considered. We are in favor of anything that curtails outside access to our property. Presently, we have people coming in through your Conservancy lot on Michael. They are no doubt encouraged by the obvious trail through the lot which leads to our property and a fence that is regularly knocked down as soon as it is repaired. People also come through and around the fences on the north side. When confronted (even within sight of our no trespassing signs), most pay no attention to the property owners. Some state ignorance of private ownership because the fences have been destroyed by their predecessors.

There have been arrests of juveniles on foot or in cars. There have been transients who have relocated there after being forced to leave their camp behind Carrows and Motel 6. Dog walkers and bicyclists seem to think they have a pass.

We would encourage any solution that promotes flooding to the east of the river rather than to the west towards houses.

Comments on the specific alternatives

We have strenuous objection to Alternative 2 because it brings the river too close to our houses. That subjects us to more hikers, bicyclists, dog walkers and kayakers who drawn to the river. A lack of fencing will give the mistaken impression that the land is public. The possibility of serious confrontations is very possible.

Alternatives 1 and 3 fill in the river bed and meld it into the present landscape. That will create a large open area to the west that includes our property. We are afraid that this larger area will be a magnet for trespassers from the Michael and or the California street and from the north to attract runners, bikers and hiker/dog walker.

Alternative 4 is the least objectionable.

I3-1

Request for notice

Up to this time we have not received any notices of meetings regarding the property. Please send notices to the following:

Nancy & John Ball & Amy Tyler Busch
4401 Crestwood Way
Sacramento, CA95822

13-2

Royce Dunlap
2363 Washington
South Lake Tahoe, CA 96150

Request for clarification

Statements were made to Royce Dunlap and Tom Rosenberg that the Conservancy does not have the remedy of eminent domain. Please confirm that in writing to the above named.

13-3

Likewise, please clarify the details of the access points and staging areas set forth for Colorado and Washington Streets.

13-4

Sincerely,
John & Nancy Ball
Amy Tyler Busch
Royce Dunlap

Letter
I3
Response

John & Nancy Ball, Amy Tyler Busch, Royce Dunlap
April 5, 2013

- I3-1 The commenters state their concern about security and trespassing and support for any measures that would curtail access to their property.
- See Section 3.1.4, “Management,” in Chapter 3, “Master Responses,” of this Final EIR/EIS/EIS for a discussion of police protection services in the study area.
- I3-2 The commenters favor any solution that promotes flooding to the east of the river rather than to the west.
- See Section 3.1.1, “Flooding and Flood Hazards,” in Chapter 3, “Master Responses,” of this Final EIR/EIS/EIS for a discussion of flooding under the Preferred Alternative.
- I3-3 The commenters’ opposition to Alternatives 1–3 and support for Alternative 4 is noted.
- As discussed in Chapter 2, “Project Description,” of this Final EIR/EIS/EIS, the Preferred Alternative is proposing moderate recreation on the west side of the marsh, similar to existing conditions, and no additional recreation access on the marsh’s east side. Alternative 3 is the recommended restoration approach under the Preferred Alternative. See Section 2.1, “Selecting a Preferred Alternative,” of the Final EIR/EIS/EIS for a description of the approach to selecting recreation and restoration components of the Preferred Alternative.
- I3-4 The commenters’ request that public meeting notices be sent to addressees listed in the comment letter is noted.
- Addresses provided in the comment letter have been placed on the project mailing list.
- I3-5 The commenters inquired whether the Conservancy would use eminent domain.
- The Conservancy would work with private landowners to obtain easements and agreements to implement project activities on private property. In cases where an agreement between parties cannot be reached, the Conservancy would not pursue project improvements on that parcel. Use of private lands and the need for eminent domain are not required to meet the goals and objectives of the project or to mitigate impacts.
- I3-6 The commenters request details regarding access points and staging areas on Washington Avenue or Colorado Avenue.
- See Section 3.1.2, “Traffic, Access, and Staging,” in Chapter 3, “Master Responses,” of this Final EIR/EIS/EIS for further discussion of construction-related traffic.

Dear Mr. Carroll,

1 April, 2013

Thank you for the opportunity to respond to options being considered in the Upper Truckee River and Marsh Restoration Project.

I have waded through an enormous amount of web-based materials, and attended the March 28th public information session.

In an effort to simplify my input on what seems to be an over the top amount of study and regulation, I will categorize my thoughts below.

1. **Maximizing recreation:** I think the concept of maximizing recreation is a bad idea. The area needs protection, not overuse, and the Conservancy historically does poorly on seeing that existing rules are followed. (eg. dogs on leashes, smoking, or dog exclusion periods). I am not at all against people being able to see and enjoy the wildlife, or the beauty of the meadow, but the focus should be preservation, and education, not recreation. | 14-1

2. **Trails and walkways, observation areas:** If trails and walkways (over the flood areas) will help keep people out of the deeper areas of the meadow, where the wildlife hides, and keep them more on the periphery of the meadow that would be great. This would represent an improvement over what happens now. Observation areas would also be nice. | 14-2

3. **Bikes:** I do not believe bikes are a good match on a meadow. I suggest you put bikeracks at entrances, and have people "lock 'em and leave 'em. It slows the pace of activities, and since authorities can't seem to catch "rule offenders" when they're on foot, any enforcement will be at an even bigger disadvantage, if bikes are allowed. | 14-3

4. **Aggradation, new channels, and better filtration of sediments...**I think you folks have the consultative resources to improve this. Decreasing the amount of sediment which is transported into the lake is vital, but I trust you to choose a solution which will reduce transport of sediments, and improve the meadow as a wildlife habitat. I hope you also consider mosquitoes, and the hazards they present, in your thinking. | 14-4

5. **Kiosks**...are a good thing, low cost, and informative, but they need to be maintained, with different messages for different seasons, updates, etc. Only if they are maintained am I in favor of having Kiosks. | 14-5

6. **Parking:** helpful if you can arrange for it. What about using the lot you have by Lily for parking? Most people walk to the beach, and parking in that location would be a help both for visitors and for enforcement. | 14-6

7. **Neighbors:** Most of us lucky enough to live on the meadow are happy for others to have the opportunity to enjoy it also. We do, however object to unleashed dogs, to loud crowds, foul language, surley attitudes and people cutting through our yards. | 14-7

realize you can't fix the ills of society, but I ask you to keep these issues in mind as you deliberate solutions.

14-7
cont.

7. **Enforcement:** Having lived on the meadow for the past 6 years, I believe that most of those who flaunt the rules of the Meadow are people who live here, (often for just a season or a year) rather than tourists. I believe you need to consider restoration solutions which can reduce rule breaking as part of your action plans. I believe education is a part of the solution, as is enforcement.

14-8

I hope these general comments will be of use as you discuss. I thank you for setting this land aside, and hope you will select options which will preserve it.

Thank you,

Sincerely,

Gregory W. Bergner
P.O. Box 18548
South Lake Tahoe, CA 96151

Letter
I4
Response

Gregory W. Bergner
April 1, 2013

- I4-1 The commenter's concern about maximizing recreation is noted.
- As discussed in Chapter 2, "Project Description," of this Final EIR/EIS/EIS, the Preferred Alternative is proposing moderate infrastructure on the west side of the marsh and no additional recreation access on the marsh's east side.
- This comment does not raise issues regarding the adequacy, accuracy, or completeness of the Draft EIR/EIS/EIS.
- I4-2 The commenter's support for trails, walkways, and observation areas on the periphery of the meadow is noted.
- As discussed in Chapter 2, "Project Description," of this Final EIR/EIS/EIS, the Preferred Alternative is proposing moderate recreation on the west side of the marsh, similar to existing conditions, and no additional recreation access on the marsh's east side. Alternative 3 is the recommended restoration approach under the Preferred Alternative. See Section 2.1, "Selecting a Preferred Alternative," of the Final EIR/EIS/EIS for a description of the approach to selecting recreation and restoration components of the Preferred Alternative.
- This comment does not raise issues regarding the adequacy, accuracy, or completeness of the Draft EIR/EIS/EIS.
- I4-3 The commenter is concerned about allowing bikes within the marsh and recommends that bike racks be installed at the entrances.
- This comment does not raise issues regarding the adequacy, accuracy, or completeness of the Draft EIR/EIS/EIS.
- I4-4 The commenter's support for selecting an alternative that addresses sediment, wildlife habitat, and mosquito hazards is noted.
- All of the action alternatives include elements that would reduce the amount of sediment transported into Lake Tahoe and enhance wildlife habitat in the meadow.
- The primary objective of all four alternatives considered is to decrease channel capacity and reestablish the connection between the channel and its floodplain so that moderate flows (and the sediment and nutrients conveyed by the flow) would overbank more frequently. As discussed in Section 3.9, "Geomorphology and Water Quality," of the 2013 Draft EIR/EIS/EIS (page 3.9-16), previous studies have found that sediment delivery and retention in the study area is a function of water depths and floodplain connectivity, with sediment delivery and retention increasing at greater water depths and increased frequency of connectivity (Stubblefield et al. 2006). The greatest sediment retention was found to occur in areas where flow velocities were reduced or dissipated, such as through the lagoon or backwater areas. The increased frequency and area of inundation during moderate flows would promote sediment deposition and retention of fine-grained sediment in portions of the floodplain that are currently not inundated. In addition to

increasing the frequency of overbanking flows onto the floodplain, other design elements are also likely to reduce sediment inputs into Lake Tahoe, including reactivation of the existing secondary channel during moderate overbanking events.

In addition, the Preferred Alternative includes engineered restoration elements to address local sources of sediment from streambank erosion. Specifically, bank protection elements including rock and large wood are planned to stabilize about 1,300 feet of bank downstream of the U.S. Highway 50 Bridge and on about 2,600 feet of lower Trout Creek. Reactivating the secondary channel and lowering the floodplain on the left bank would also reduce hydraulic stress on the main channel banks during high flows.

Restoring the natural sedimentation processes on the adjacent floodplain and meadow areas would also enhance the habitats within these areas. Restoration of these processes would increase micro-topographical complexity, which would result in varied topography and hydrology supporting a greater diversity of plant species. Additionally, infiltration of overbanking water would increase soil moisture over a greater area than under existing conditions, improving conditions for marsh and riparian vegetation. Partial backfilling of the existing channel would be contoured to provide varied soil moisture conditions, but with net down-valley flow through swale connections, rather than ponding areas.

Much of the project area is identified as a breeding area for mosquitoes. As stated in Chapter 2, “Project Description,” of this Final EIR/EIS/EIS, Environmental Commitment 10 requires the Conservancy to establish and implement a management agreement with the El Dorado County Vector Control District (EDCVCD). The agreement would include but not be limited to measures ensuring necessary access for monitoring and control measures, EDCVCD review of project plans and provision of recommendations for management of mosquito populations, and applicable BMPs from the California Department of Public Health’s *Best Management Practices for Mosquito Control on California State Properties*. In addition, see Section 3.1.4, “Management,” in Chapter 3, “Master Responses,” of this Final EIR/EIS/EIS for further discussion of mosquito control. The Conservancy has committed to establishing and implementing a management agreement with EDCVCD to adequately control mosquito populations in the project area. The management agreement would include criteria for maintaining mosquito populations at or below levels under existing conditions.

I4-5 The commenter’s support for kiosks if they are maintained and updated is noted.

The Preferred Alternative would include an interpretive kiosk that would provide information to support public access, recreation infrastructure, and visitor education and interpretation of the ecological values of the Upper Truckee Marsh (e.g., maps and information regarding sensitive resources). In addition, see Section 3.1.4, “Management,” in Chapter 3, “Master Responses,” of this Final EIR/EIS/EIS for further discussion of management and maintenance.

This comment does not raise issues regarding the adequacy, accuracy, or completeness of the Draft EIR/EIS/EIS.

I4-6 The commenter’s preference for parking is noted.

See response to Comment AO2-7. This comment does not raise issues regarding the adequacy, accuracy, or completeness of the Draft EIR/EIS/EIS.

I4-7 The commenter’s concern about management of activities in the study area is noted.

See Section 3.1.4, “Management,” in Chapter 3, “Master Responses,” of this Final EIR/EIS/EIS for discussions related to management of the study area.

I4-8

The commenter’s concern about management of activities in the study area is noted.

See Section 3.1.4, “Management,” in Chapter 3, “Master Responses,” of this final EIR/EIS/EIS for discussions related to enforcement in the study area.

Upper Truckee River and Marsh Restoration Project Comments

To Whom It May Concern:

I am a 34 year resident of South Lake Tahoe, currently living on Argonaut Avenue which borders the Marsh on the east side near San Francisco Street. I appreciate all that the Conservancy has done to keep the neighbors informed and give voice to their concerns, including the workshops on this project.

As I have no expertise in water or wetland management, I will not comment extensively on the restoration of the historic channels of the Upper Truckee River other than to say that I support any action which reduces sediment flowing into Lake Tahoe as long as it also protects wildlife habitat in the Marsh.

15-1

My main comments will be directed towards the improvements and management of recreation included in the Alternatives 1-4 on the east side.

Re: TRPA Goal 1—"Encourage opportunities for dispersed recreation when consistent with environmental values and protection of natural resources."

California Tahoe Conservancy Objectives (partial list)

- ▶ Objective 1: Restore natural and self-sustaining river and floodplain processes and functions.
- ▶ Objective 2: Protect, enhance, and restore naturally functioning habitats.
- ▶ Objective 3: Restore and enhance fish and wildlife habitat quality.
- ▶ Objective 4: Improve water quality through enhancement of natural physical and biological processes.
- ▶ Objective 5: Protect and, where feasible, expand Tahoe yellow cress populations.
- ▶ Objective 6: Provide public access, access to vistas, and environmental education at the Lower West Side and Cove East Beach consistent with other objectives.

15-2

I do not believe that increased recreation as in Alternative 1 is consistent with these goals and objectives. In fact, unless the recreation is managed more proactively than in the past, none of the alternatives will protect the flora and fauna habitat. I have heard many times about the value of this large, unique Marsh to the Lake Tahoe Basin. The public (mostly locals) have continued to ignore and abuse the rules that the Conservancy has posted at every entrance to protect this valuable habitat. We continually observe unleashed dogs, cigarette butts on the trail, alcoholic drink litter on the beach, dog feces in the meadow, beach users trampling the yellow cress, and inappropriate noise levels. Many of the users of the meadow seem to think it is an off leash dog park, using chuckers to throw balls or Frisbees into the interior of the meadow for their pets. Your own document states that "Unleashed dogs are a recognized issue for recreation use management in the study area." I suggest that dogs and wildlife habitat are incompatible, and that dogs should not be allowed to enter the Marsh or the beach, even on designated trails, since dog owners have proven that they do not respect the rules already in place.

Re: Impact 3.12-2 Potential need for Additional Public Services.

I disagree with the findings contained in the study. The public services provided currently are inadequate to handle the demand. El Dorado County Animal Control refuses to respond to unleashed dogs on the Marsh. They will only respond to an animal bite or dangerous animal. The contract the El Dorado County Sheriff is not effective because too few hours are spent in active surveillance of the Marsh. Offenders begin to learn the schedule of visits and use the meadow at off hours, weekends, evenings, holidays, etc. Even when the patrol hours vary, they are inadequate. Calls to the Sheriff's office or CSLT police department get put to the back of the queue and rarely get a response, certainly not a timely one. We honestly don't know who to call when we see dogs chasing the ducks, beer parties on the beach, or people having sex in the meadow. I suggest that the Conservancy contract with a public or private agency for substantially increased hours of education, surveillance and citing of offenders, not just for off leash dogs, but smoking, drinking, litter and noise. I think this is especially important during the early part of the season, holidays, weekends, and evenings. In addition, surveillance cameras could be mounted at the entrances and beach area. My husband has suggested this to the CSLT Police department with no response.

15-3

Re: **Impact 3.16-2** Near the Eastern boundary of the study area, parking demand would remain similar to existing demand.

I disagree with these findings. I think that four years of construction on the Marsh will draw tremendous interest and curiosity from locals and visitors alike. It won't be a secret, and many more people will be drawn to see what is going on both during and after the construction phase. Parking is already a problem in the neighborhood on narrow, crumbling streets. Visitors to the eastern side of the Marsh continually park on both sides of Argonaut and up San Francisco preventing normal flow of traffic. This is especially problematic in the summer. Disrespectful visitors park on private property, trample vegetation and leave trash in the street. This area differs significantly from the western boundary of the Marsh. This is a neighborhood with private (not commercial) homes directly bordering the meadow. I suggest that the Conservancy use their property at the end of Lily as a designated parking lot and open the Lily gate as the main entrance to the Marsh. Most visitors are headed for the beach and some even breach this gate illegally to avoid a longer walk. Alternatively, the city could post "NO PARKING" signs on one side of the streets in the vicinity so that traffic could flow normally.

15-4

Re: **Current State of the "social trail" along the eastern edge of the Marsh.**

The existing main trail running along the edge of the Marsh paralleling El Dorado Street, Argonaut Avenue, and Bellevue Ave. is in varying states of usability. Some areas are flooded much of the year; some parts are muddy, branched or severely compacted. Many visitors do not respect the trail and access the interior of the meadow or private property.

15-5

Summary and Conclusion: We have been watching this project since 2006 and are hopeful that the Conservancy now has the resources to bring it to conclusion. I believe this could be a very beneficial project for the community, and certainly for wildlife habitat and the clarity of the lake. I would endorse a trail upgrade such as presented in **Alternative 3** (with respect to the recreation aspects only) to preserve the integrity of the meadow. In addition, if it were built in such a way as to keep people from accessing the interior of the meadow, that would be even more beneficial. Small viewpoints with signage would be desirable if they were maintained in good repair. In addition, I would ask that the Conservancy consider the following as critical actions regardless of which Alternative is chosen.

15-6

- Actively manage the property including the beach by hiring personnel to enforce the rules already in place and educate the public about the Marsh habitat. If you can provide millions of dollars for this project, can you not find a few thousand each year for its protection?
- Consider opening the Lily Street gate and provide adequate parking to reduce on street neighborhood parking and degradation of private property
- Consider banning dogs from the Marsh permanently, especially if no active enforcement is planned
- Provide increased trash pick-up during summer, weekends, and holidays.

15-7

15-8

15-9

We have been "neighbors" of the Conservancy for seven years and hope to see some improvements in the management of their property in terms of active supervision.

As I sit at my computer and look out the window at the Marsh, I see a family of two adults, three small children and one leashed dog. This is what I want the future to look like, not the interaction I had yesterday with two adults and four (count 'em, four) dogs off leash who thought it was OK because they lived "just up the street"!

Thank you for the opportunity to respond and comment on the Upper Truckee Marsh Restoration Project. We will be watching the project with interest and excitement for the future.

Sincerely,



Jean Bergner

PO Box 18548

South Lake Tahoe, CA 96151



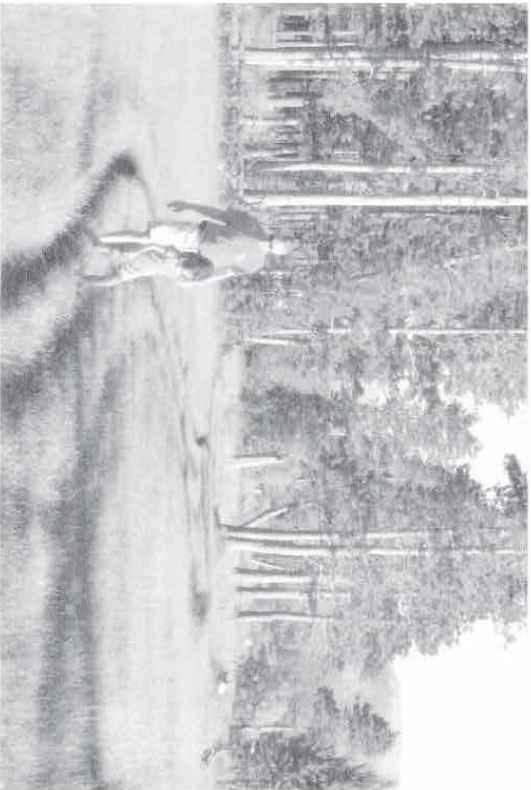
Parking on Argonaut Ave. on a summer day



Off leash dog, owner throwing frisbee, April 2013



After a warm May weekend on the Upper Truckee Marsh, 2009



Muddy braided trails, July 2012

Letter
I5
Response

Jean Bergner
April 8, 2013

- I5-1 The commenter’s support for reducing sediment flowing into Lake Tahoe is noted.
- This comment does not raise issues regarding the adequacy, accuracy, or completeness of the Draft EIR/EIS/EIS.
- I5-2 The commenter’s opposition to Alternative 1 is noted. The commenter’s concern about off-leash dogs in the Upper Truckee Marsh is noted.
- As discussed in Chapter 2, “Project Description,” of this Final EIR/EIS/EIS, the Preferred Alternative is proposing moderate recreation on the west side of the marsh, similar to existing conditions, and no additional recreation access on the marsh’s east side. Alternative 3 is the recommended restoration approach under the Preferred Alternative. See Section 2.1, “Selecting a Preferred Alternative,” of the Final EIR/EIS/EIS for a description of the approach to selecting recreation and restoration components of the Preferred Alternative. See Section 3.1.4, “Management,” in Chapter 3, “Master Responses,” of this Final EIR/EIS/EIS for a discussion of animal control services in the study area.
- I5-3 The commenter believes that the existing public services provided for the marsh are inadequate.
- See Section 3.1.4, “Management,” in Chapter 3, “Master Responses,” of this Final EIR/EIS/EIS for a discussion of police protection services in the study area.
- I5-4 The commenter disagrees that the demand for parking would be similar to existing demands and suggests additional parking in Conservancy lots to the east.
- See response to Comment AO2-7 for a discussion of parking needs associated with minimum, moderate, and maximum recreation levels of use.
- I5-5 The commenter’s opinion of the user-created trails east of the marsh is noted.
- As discussed in Chapter 2, “Project Description,” of this Final EIR/EIS/EIS, the Preferred Alternative is proposing moderate infrastructure on the west side of the marsh and no additional recreation access on the marsh’s east side. In addition, the Conservancy would continue to manage and reduce the impacts of recreational use and new trails on the east side while maintaining and expanding on-site signage.
- This comment does not raise issues regarding the adequacy, accuracy, or completeness of the Draft EIR/EIS/EIS.
- I5-6 The commenter’s support of Alternative 3 recreation components is noted.
- As discussed in Chapter 2, “Project Description,” of this Final EIR/EIS/EIS, the Preferred Alternative is proposing moderate recreation on the west side of the marsh, similar to existing conditions, and no additional recreation access on the marsh’s east side. Alternative 3 is the recommended restoration approach under the Preferred Alternative. See Section 2.1, “Selecting a

Preferred Alternative,” of the Final EIR/EIS/EIS for a description of the approach to selecting recreation and restoration components of the Preferred Alternative. This comment does not raise issues regarding the adequacy, accuracy, or completeness of the Draft EIR/EIS/EIS.

I5-7 The commenter recommends hiring enforcement personnel in the study area.

See Section 3.1.4, “Management,” in Chapter 3, “Master Responses,” of this Final EIR/EIS/EIS for a discussion of police protection services in the study area.

I5-8 The commenter suggests additional parking in Conservancy lots to the east.

See response to Comment AO2-7 for a discussion of parking needs associated with minimum, moderate, and maximum recreation levels of use.

I5-9 The commenter’s opposition to allowing off-leash dogs in the Upper Truckee Marsh and suggestion for additional trash pickup in the study area is noted.

See Section 3.1.4, “Management,” in Chapter 3, “Master Responses,” of this Final EIR/EIS/EIS for a discussion of trash pickup and animal control services in the study area.

From: Jim Carlson [jim_carlson1999@yahoo.com]
Sent: Monday, April 08, 2013 12:22 AM
To: Carroll, Scott@Tahoe
Subject: EIR/EIS for Truckee River Marsh

Mr. Carroll and CTC,

I write today concerning your Draft EIR/EIS for the Truckee River Marsh. You cannot honestly adopt "findings of no significant impact" for this project unless you are going to prohibit DOGS from using any and all new recreation elements that you construct.

It may be true that the proposed restoration project will reduce fine sediment, nutrients, and other pollutants headed for Lake Tahoe, and it may be true that the proposed restoration project would improve certain habitat attributes. I applaud you for taking on those issues, and I support aggressive restoration to protect Lake Tahoe and the Marsh itself. But building any new trails, trailheads, parking areas, boardwalks, or any new facilities that will facilitate increased recreational access to the Marsh will encourage, abet, and invite significantly more DOGS. And the increase in dog use will result in greater impacts to wildlife and significantly more bacteria and pathogens in the waters of the Marsh, River, and Lake.

The signs you have posted along the Cove East trail are a miserable failure. Dogs are routinely off leash, and seen wading/swimming in the water. And it is obvious to anyone who uses the trail that people often do not "pick up" after their dogs. Persons walking on the trail largely miss out on the view because they must constantly look down at the ground to avoid stepping in dog feces.

Signs therefore are not and cannot be considered sufficient mitigation for increasing access by dogs. Signs about dogs are routinely ignored and do not work.

I6-1

You should either:

- (1) prohibit dogs on any and all new trails or boardwalks that you build;
- (2) dedicate a hard-wired & mandatory budget for full-time ranger presence and enforcement of dog rules; or
- (3) be honest and admit that you will create significant impacts to wildlife and water quality by inviting more dog access, and be honest enough to write findings of over-riding consideration if it truly is so important for our society to allow dogs to increasingly pollute the Marsh and Lake.

Any other action besides the three listed above would be a dishonest cop-out, a disingenuous head fake, a bureaucratic sham --- and would be unlawful.

Please prohibit dogs on any and all new recreation facilities that you build as part of this project.

Dogs and their pollution do not belong in the Marsh, and the public deserves to have dog-free areas to enjoy the Marsh and Lake shore.

Thank you for this opportunity to share comments as you design your project.

Sincerely yours,

Jim Carlson
Roundhill, NV

Letter
I6
Response

Jim Carlson
April 8, 2013

I6-1 The commenter's opposition to allowing off-leash dogs in the Upper Truckee Marsh is noted.

See Section 3.1.4, "Management," in Chapter 3, "Master Responses," of this Final EIR/EIS/EIS for a discussion of animal control services in the study area.

Letter 17

From: Leslynn Catlett [pozartoo@gmail.com]
Sent: Sunday, April 07, 2013 8:42 AM
To: Carroll, Scott@Tahoe
Subject: Upper Truckee Marsh

I understand that there are several possible projects that are being considered for the Upper Truckee Marsh. I have enjoyed this area for many years and feel that it is perfect as it is. The peaceful beauty that changes with the weather and sun light through out the days is hard to find around Lake Tahoe any longer. Hikers, strollers, bikers, pets and wildlife seem to all find time and space to coexist. I have never heard anyone ask 'where is the nearest kiosk', nor do people seem to miss any infrastructure that does not presently exist in the meadow. The meadow AS IT IS is why we all enjoy it. Building any structures would be disruptive and only serve to bring more expense to the community due to construction and upkeep costs. I am sure there are many other projects that could benefit our community. I don't understand why building kiosks that could shelter the homeless in this natural wonderland is a better idea than building actual shelters and providing jobs for the same homeless population.

17-1

Thank you for your time and attention,
Leslynn Catlett, O.D.

Letter
I7
Response

Leslynn Catlett
April 7, 2013

I7-1 The commenter's opposition to installing kiosks and additional infrastructure is noted.

As discussed in Chapter 2, "Project Description," of this Final EIR/EIS/EIS, the Preferred Alternative is proposing moderate infrastructure on the west side of the marsh and no additional recreation access on the marsh's east side. In addition, the Conservancy would continue to manage and reduce the impacts of recreational use. See response to Comment IO4-5 on kiosks.

California Tahoe Conservancy
ATTN: Scott Carroll
1061 Third Street
South Lake Tahoe, CA 96150

Subject: Comments on Upper Truckee River and Marsh Restoration Project (Project)

Note: Withhold my home address from public disclosure to the extent allowed by law

I am a resident and/or property owner in the Tahoe Island Park 4 subdivision. I believe the Project planning and its environmental impact report (Report) do not adequately address the following possible real impacts to me and my neighborhood:

1. Construction noise in Tahoe Island Park 4 subdivision: this is a quiet residential neighborhood. Use of California Avenue as a haul route, and CTC neighborhood lots for the California Avenue Staging site, will generate abnormal and unacceptable local noise preventing my reasonable use and enjoyment of my home and property. The Report implies this noise could occur at any time, or continuously, from 8 AM to 6:30 PM, daily, for four years. Nevertheless, the Report assesses the short-term noise impact, for all project alternatives, as Less Than Significant, No Mitigation Needed. This finding defies common sense for significant residential impact, and the locations cited in Appendix J of the Report that were analyzed for noise impact do not include any streets in the vicinity of California Avenue or its proposed staging site. I strongly disagree with this finding for this neighborhood and consider the noise impact analysis for this neighborhood inadequate since it does not include any nearby locations.
2. Traffic in Tahoe Island Park 4 subdivision: California Avenue, designated as the only haul route in this subdivision, is one of its narrowest streets. California Avenue is heavily used by residents, people walking their children and pets, pedestrians, and bicyclists. The street is too narrow for large vehicles to pass each other or turn around, or even for normal vehicles to navigate without evasive maneuvers. When cars are parked along it, it is effectively single lane. Yet the Report assesses the short-term potential for conflict between construction traffic, local traffic, pedestrians, and bicycles as Less Than Significant, No Mitigation Needed. For this neighborhood, I strongly disagree with this finding and consider the analysis it is based on to be inadequate. The finding defies common sense, does not seem to address the residential nature of the neighborhood, and the traffic impact assessment discussions in the Report cite only the Al Tahoe, Hidden Woods, and Tahoe Keys Neighborhoods, but not this neighborhood.
3. Disruption of established neighborhood values in Tahoe Island Park 4 subdivision: the proposed California Ave Staging site makes use of small undeveloped residential lots acquired by the CTC because of, and to prevent damage to, their environmental sensitivity. The neighborhood had a reasonable expectation that they would never be used by the CTC as a construction site for staging heavy equipment and fill materials. The aesthetic fundamental nature of the neighborhood would be devastated for four years by this use. This impact is not recognized or assessed in the Report. I strongly object to use of the subject CTC lots by the Project for this or other construction purposes.

18-1

18-2

18-3

- 4. Neighborhood safety in Tahoe Island Park 4 subdivision: construction activity on the subject CTC lots in conjunction with neighborhood children playing near their homes creates a safety hazard that does not appear to be identified or analyzed in the Report. I strongly object to unnecessary multi-year heavy construction in the neighborhood and feel that the Report has not adequately assessed the impact to the safety of neighborhood children. *Will a four year old neighborhood child not be able to play catch outside his or her home in the summer until he or she is 8?* 18-4
- 5. Increased Flood Risk in Tahoe Island Park 4 subdivision: The models cited in the Report predict no increased residential flood risk as a result of the Project. If the models prove incorrect, no assessment has been included of how expensive the damages to property owners would be or whether the lead Agencies would be responsible, and have the funds, to financially compensate the property owners 18-5
- 6. Neighborhood notification in Tahoe Island Park 4 subdivision: even though my neighborhood is potentially highly impacted by Project construction, I was not directly notified of the Report or public comment period. Even if agency outreach and notification satisfied the letter of the law, it certainly did not satisfy the spirit of notifying impacted parties so they could comment. Few of my neighbors are aware of the possible impacts even now, and there has been little public response to the few recent outreach meetings. I feel the notification process has been inadequate and ineffective, at least near the potential California Ave Staging site. 18-6

I believe these and other potential impacts to my neighborhood are excessive, unnecessary, and unacceptable. Therefore, I respectfully request that the preferred alternative and final plans, include the features below. If this isn't done, I respectfully request that additional impact analyses and public comment be undertaken to address the inadequacies cited above from these features.

- 1. No use of the CTC lots designated as California Ave Staging for any Project construction activities. It is not necessary for either environmental or practical reasons. The CTC has other alternatives that do not require disrupting this, or other, residential neighborhoods. 18-7
- 2. No use of California Ave as a haul route for Project construction activities.
- 3. No use of any streets or parcels in the Tahoe Island Park 4 subdivision as Project haul routes or staging sites.
- 4. Locating internal haul routes for river work on the east side of the river to the maximum extent possible to minimize impact to close-by residential neighborhoods which are primarily on the west side of the river.
- 5. Posting a bond or securing insurance to compensate property owners for damages and loss of property value, if the Project increases residential flood risk and the FEMA 100-year floodplain.

Respectfully submitted,

Name:

Jessie Chamberlain

Date:

4/7/13

Address:

Letter
18
Response

Jesse Chamberlain
April 7, 2013

I8-1 The commenter has concerns about construction noise associated with the use of California Avenue for staging and access.

Hauling and staging would occur within the project area as shown in Exhibit 2-2 in Chapter 2, “Project Description,” of this Final EIR/EIS/EIS. The Preferred Alternative does not propose construction staging areas or access points on California Avenue. See Section 3.1.3, “Construction Noise,” in Chapter 3, “Master Responses,” of this Final EIR/EIS/EIS for further discussion of construction-related noise.

I8-2 The commenter’s concern about construction traffic is noted.

See Section 3.1.2, “Traffic, Access, and Staging,” in Chapter 3, “Master Responses,” of this Final EIR/EIS/EIS for further discussion of construction-related traffic.

I8-3 The commenter’s concern about aesthetic impacts associated with construction staging proposed on Conservancy lots on California Avenue is noted.

As shown in Exhibit 2-2 in Chapter 2, “Project Description,” of this Final EIR/EIS/EIS, the Preferred Alternative does not propose construction staging areas or access points on California Avenue.

The scenic quality of an area is determined based on the variety and contrasts of the area’s visual features, the character of those features, and the scope and scale of the scene. The analysis in the 2013 Draft EIR/EIS/EIS used a qualitative descriptive method to characterize and evaluate the visual resources of the areas that could be affected by the project. Project features were considered to have a substantial effect on visual resources if they would be visually prominent, threaten the attainment of a TRPA threshold, or be incompatible with the natural landscape. Section 3.14, “Scenic Resources,” of the Draft EIR/EIS/EIS states that residents and recreationists near the storage/staging areas shown would also experience short-term changes to their views. Although there would be changes in views associated with construction, these changes would be temporary and would not substantially degrade the visual character of the area or reduce the threshold ratings from any shoreline or travel units.

I8-4 The commenter’s concern about construction-related traffic safety is noted.

The Preferred Alternative would use main arterials to access the study area, including U.S. Highway 50, Venice Drive, and Tahoe Keys Drive. Hauling and staging would occur within the project area as shown in Exhibit 2-2 in Chapter 2, “Project Description,” of this Final EIR/EIS/EIS. The Preferred Alternative does not propose construction staging areas or access points on California Avenue. See Section 3.1.2, “Traffic, Access, and Staging,” in Chapter 3, “Master Responses,” of this Final EIR/EIS/EIS for further discussion of construction-related traffic.

I8-5 The commenter’s concerns about financial liability associated with flooding are noted.

See Section 3.1.1, “Flooding and Flood Hazards,” in Chapter 3 of this Final EIR/EIS/EIS. The analysis of the proposed project is consistent with CEQA, NEPA and TRPA requirements because the project would not change the existing flood hazards of the surrounding properties. See “Flooding and Flood Hazards,” in Chapter 3, “Master Responses,” of this Final EIR/EIS/EIS. Furthermore, financial responsibility for flood damages is not an issue relating to effects on the environment that requires an analysis under CEQA. I8-6 The commenter’s concerns about the notification process are noted.

As described in Chapter 1, “Introduction,” of this Final EIR/EIS/EIS, the Conservancy, the U.S. Bureau of Reclamation, and TRPA followed CEQA, NEPA, and TRPA requirements on full disclosure, transparency, and due process. See response to Comment AO2-4 for a discussion of the project’s history, planning context, and public outreach.

I8-7

The commenter requests changes to proposed construction access and staging, and financial compensation for potential damages and/or loss of property value resulting from flooding.

As shown in Exhibit 2-2 in Chapter 2, “Project Description,” of this Final EIR/EIS/EIS, the Preferred Alternative does not propose construction staging areas or access points on California Avenue. See Section 3.1.1, “Flooding and Flood Hazards,” in Chapter 3 of this Final EIR/EIS/EIS for further discussion on flooding. The analysis of the proposed project is consistent with CEQA, NEPA and TRPA requirements because the project would not change the existing flood hazards of the surrounding properties. See “Flooding and Flood Hazards,” in Chapter 3, “Master Responses,” of this Final EIR/EIS/EIS. Furthermore, financial responsibility for flood damages is not an issue relating to effects on the environment that requires an analysis under CEQA.

See Section 3.1.2, “Traffic, Access, and Staging,” in Chapter 3 of this Final EIR/EIS/EIS for further discussion of construction-related traffic.

Letter I9

From: sarah chisholm [sarah_chisholm2000@yahoo.com]
Sent: Sunday, April 07, 2013 12:23 PM
To: Carroll, Scott@Tahoe
Subject: Comments on Draft EIR/EIS for Upper Truckee River Marsh

April 7, 2013

California Tahoe Conservancy
ATTN: Scott Carroll
1061 Third Street
South Lake Tahoe, CA 96150

Dear Mr. Carroll,

My primary concern about the Upper Truckee River Marsh Draft EIR/EIS is dogs. Dogs on the trails, dogs on the beach, dogs chasing wildlife, dogs off leash, dogs "pooping" everywhere (people not picking it up), and dogs harassing visitors.

This winter & spring, I could hardly walk ten feet on the Cove East trail without stepping around (or in, yuk) dog feces. When the snow melted, I took a shovel and spent a half day shoveling all the dog feces off the trail. Your signs do not work. Most dogs are off leash, and people do not pick up after their dogs. The take-home message is that signs do not work, and cannot be considered adequate mitigation for allowing more dogs into the Marsh.

I do not like it when dogs come running up to me barking and growling. My sister, visiting from the Bay Area last year, was bitten by an off-leash dog at Cove East, and the owner was completely unconcerned and more threatening than the dog, which only added insult to injury.

I do not like it when dogs run up to me from behind and put their dirty wet nose on my hands. I do not like it when off-leash dogs jump on me and/or shove their nose into my crotch. I do not like it when off-leash dogs go running down the beach splashing water on me and my group.

I know that people love their dogs, and not all dogs exhibit bad behavior. But that doesn't mean dogs should be allowed on public trails or in the River Marsh. My strong preference would be that you ban all dogs from CTC property. If you cannot summon the political will to do that, then there should be at least some trails or boardwalks where dogs are not allowed, so those of us who don't want to deal with dogs can enjoy a dog-free experience. And you must actively enforce the rules about leashes and dog poop: your signs do not work!

Please do something about the large number of dogs at Cove East trail and beach, and please do not take any action(s) that will increase the large number of dogs already using the Truckee River Marsh.

Thank you,
Sarah Chisholm
South Lake Tahoe

I9-1

Letter
I9
Response

Sarah Chisholm
April 7, 2013

I9-1 The commenter's concern about off-leash dogs along trails in the Upper Truckee River Marsh is noted.

See Section 3.1.4, "Management," in Chapter 3, "Master Responses," of this Final EIR/EIS/EIS for a discussion of animal control services in the study area.

3/27/13

Letter I10

Dear Commodity or Environment.

Sorry I misplaced your letter regarding the situation concerning the upper Truckee River and the meadows.

I purchased my home in 1963 + bought it because (partially) the beauty of the view over a stream + the trees which belonged to the Barton System at that time.

I see the problem with the residences bordering the river. I am fortunate I did not or will not have a problem if the owners of the land give me permission to install a Riparian Wall of Gravel Blocks to stop erosion when the spring melts occur. I am not happy that someone foolishly

I10-1

installed a coffee DAM and diverted the H₂O
across the meadow that caused the erosion
that ~~you~~ would have never happened. If I had ^{known} ~~known~~
I would have dug out the stream to keep a moderate
amount of erosion. Your action now is 30 years
too late. However, I am in favor of putting
up a Riparian wall of Riprap or some
type of barrier along the ex-bow Natures meadow
for creating meadows - with permission of land owners.

110-1
cont.

Sorry I am unable to
attend your meeting
as I am handicapped + 93.

Richard D. Bennett Major USAF
Retiree
1050 River Dr SHT

received
4/15/13

Letter
I10
Response

Richard Cromwell
April 15, 2013

I10-1 The commenter discusses historic channel erosion and identifies his support for actions to address erosion, including a riparian wall.

As discussed in Section 3.9, “Geomorphology and Water Quality,” of the 2013 Draft EIR/EIS/EIS, the Upper Truckee River and Trout Creek have been affected by watershed-scale changes in land use, hydrology, and sediment loads that have degraded the watershed’s fluvial geomorphic and ecologic functions. As listed in Section 1.3.2 of the Draft EIR/EIS/EIS, two primary objectives of the project are to “restore natural and self-sustaining river and floodplain processes and functions” and “protect, enhance, and restore naturally functioning habitats.” The Preferred Alternative includes an approach to improve physical processes and ecologic function through both active and passive restoration means. The Preferred Alternative also includes various measures to address areas with actively eroding streambanks (e.g., streambank stabilization techniques), as well as to reduce hydraulic stress along the banks during high flows (e.g., reconnecting secondary high-flow channels and lowering floodplains to allow floodplain activation at lower flows).

Public Comment Form
Upper Truckee River and Marsh Restoration Project

AGENCIES: California Tahoe Conservancy, U.S. Bureau of Reclamation, Tahoe Regional Planning Agency (TRPA)

PUBLIC COMMENT PERIOD: Comments on the DEIR/DEIS/DEIS will be accepted throughout the review period in compliance with the time limits mandated by State law and TRPA. Your response should be sent at the earliest possible date, but received no later than April 8, 2013.

Oral and written comments, including names and home addresses of respondents, will be made available for public review. Individual respondents may request that we withhold their home address from public disclosure, which will be honored to the extent allowable by law. If you wish to have your name and/or address withheld, you must state this prominently at the beginning of your comment. All submissions from organizations or businesses, and from individuals identifying themselves as representatives or officials of organizations or businesses, will be made available for public disclosure in their entirety.

SEND COMMENTS TO: All comments will be combined and addressed in the Final EIR/EIS/EIS. It is only necessary to send comments to one agency.

Please submit comments via email to Scott.Carroll@tahoe.ca.gov.

- Subject Line: Upper Truckee River and Marsh Restoration Project
(1) Attach comments in an MS Word document
(2) Include commenter's U.S. Postal Service mailing address in MS Word.

Written comments can be sent to the following address:

California Tahoe Conservancy
ATTN: Scott Carroll
1061 Third Street
South Lake Tahoe, CA 96150



COMMENTS:

Name: RICHARD DEVRIES
Address: PO Box 17815 South Lake Tahoe Ca. 96151
Email (optional):

I like the art. 3 east side boardwalks next to
at Tahoe subdivision, as people will access the meadow
in the spring and prevent damage to the muddy
meadow. People will always want access to that beach.

I11-1

It would be nice to have a bike trail to Meroma/
Vexice Dr, and come east on west side of meadow
So we to not have to ride bike down Kings Blvd. The
trail would be behind highland woods and Tahoe Island
Sub division.

I11-2

I am a at Tahoe subdivision resident / property owner

Letter
I11
Response

Richard DeVries
March 19, 2013

- I11-1 The commenter’s support for the Alternative 3 eastside access is noted.
- The Preferred Alternative does not include construction of additional recreation access on the east side; however, existing user-created trails would continue to provide access. See Chapter 2, “Project Description,” of this Final EIR/EIS/EIS for further discussion of the alternative selection process.
- I11-2 The commenter’s support for a bike trail from Al Tahoe to Venice Drive is noted.
- The Preferred Alternative does not include construction of new bicycle trails. See Chapter 2, “Project Description,” of this Final EIR/EIS/EIS for further discussion of the alternative selection process.

RECEIVED

Letter I12

California Tahoe Conservancy
ATTN: Scott Carroll
1061 Third Street
South Lake Tahoe, CA 96150

ALTAH
A TAHOE CONSERVANCY

Subject: Comments on Upper Truckee River and Marsh Restoration Project (Project)

Note: Withhold my home address from public disclosure to the extent allowed by law

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2. Traffic in Tahoe Island Park 4 subdivision: California Avenue, designated as the only haul route in this subdivision, is one of its narrowest streets. California Avenue is heavily used by residents, people walking their children and pets, pedestrians, and bicyclists. The street is too narrow for large vehicles to pass each other or turn around, or even for normal vehicles to navigate without evasive maneuvers. When cars are parked along it, it is effectively single lane. Yet the Report assesses the short-term potential for conflict between construction traffic, local traffic, pedestrians, and bicycles as Less Than Significant, No Mitigation Needed. For this neighborhood, I strongly disagree with this finding and consider the analysis it is based on to be inadequate. The finding defies common sense, does not seem to address the residential nature of the neighborhood, and the traffic impact assessment discussions in the Report cite only the Al Tahoe, Hidden Woods, and Tahoe Keys Neighborhoods, but not this neighborhood.
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I12-1

4. Neighborhood safety in Tahoe Island Park 4 subdivision: construction activity on the subject CTC lots in conjunction with neighborhood children playing near their homes creates a safety hazard that does not appear to be identified or analyzed in the Report. I strongly object to unnecessary multi-year heavy construction in the neighborhood and feel that the Report has not adequately assessed the impact to the safety of neighborhood children. *Will a four year old neighborhood child not be able to play catch outside his or her home in the summer until he or she is 8?*
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I believe these and other potential impacts to my neighborhood are excessive, unnecessary, and unacceptable. Therefore, I respectfully request that the preferred alternative and final plans, include the features below. If this isn't done, I respectfully request that additional impact analyses and public comment be undertaken to address the inadequacies cited above from these features.

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5. Posting a bond or securing insurance to compensate property owners for damages and loss of property value, if the Project increases residential flood risk and the FEMA 100-year floodplain.

Respectfully submitted,

Name: MARILYN DOWN Date: 4/7/13

Address: _____

112-1
cont.

Letter
I12
Response

Marilyn Donn
April 13, 2013

I12-1 The commenter has concerns about construction activities resulting in increased noise, traffic, disruption of established neighborhood values, neighborhood safety, and increased flood risk in the Tahoe Island Park 4 subdivision. The commenter states that individual residents in the Tahoe Island Park 4 subdivision were not directly notified of public outreach.

See response to Comment Letter I8 for a discussion regarding these concerns.

1651 Mulberry Lane
San Jose CA 95125

October 4, 2011

Arlo Stockham, Regional Planning Coordinator
Governing Board
Tahoe Regional Planning Agency
Stateline, NV 89449

*This letter & map mailed
to*

Dear Members of the Board and Arlo Stockham,

In discussions with Janny Choy, Wendy Jepson, and John Hitchcock, regarding my property, APN 031-103-22, I discovered that the TRPA is currently reviewing Plan Areas and Zoning. We would like to request that you direct the TRPA staff to give particular consideration to this parcel for its potential to be redrawn into its neighboring Plan Area Statement.

I13-1

I have owned the property since 1970 and it is located along Highway 50 at Blue Lake Rd adjacent to the Muffler Palace, in the Truckee Marsh Plan Area Statement. I have attached a map of the parcel boundaries, and you will see that my property is a peninsula surrounded by the Sierra Track Commercial Plan Area Statement. I am asking that this parcel be redrawn in the Sierra Track Commercial Plan Area.

Sincerely,

Helen Ebert

cc:
Barrell Harris
Paul Nielson
John Hitchcock
Janny Choy

— also mailed to on 10/17/11



Tahoe Plan Area.png
622 KB

Letter
I13
Response

Helen Ebert
March 18, 2013

I13-1 The commenter requests information about plan areas and zoning for their property.

This comment is not associated with the Proposed Project and does not raise issues regarding the adequacy, accuracy, or completeness of the Draft EIR/EIS/EIS.

TCM # 2453
541 8051

RECEIVED

California Tahoe Conservancy
ATTN: Scott Carroll
1061 Third Street
South Lake Tahoe, CA 96150

CA TAHOE CONSERVANCY

Subject: Comments on Upper Truckee River and Marsh Restoration Project (Project)

Note: Withhold my home address from public disclosure to the extent allowed by law

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I14-1

4. Neighborhood safety in Tahoe Island Park 4 subdivision: construction activity on the subject CTC lots in conjunction with neighborhood children playing near their homes creates a safety hazard that does not appear to be identified or analyzed in the Report. I strongly object to unnecessary multi-year heavy construction in the neighborhood and feel that the Report has not adequately assessed the impact to the safety of neighborhood children. *Will a four year old neighborhood child not be able to play catch outside his or her home in the summer until he or she is 8?*
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5. Posting a bond or securing insurance to compensate property owners for damages and loss of property value, if the Project increases residential flood risk and the FEMA 100-year floodplain.

Respectfully submitted,

Name: Rich Elder Date: 4/8/13

Address: _____

** Please No s the most amount of affected property owners of any single street in your study - please use alternate plan!! Thank you.

I14-1
cont.

Letter
I14
Response

Rich Elder
April 8, 2013

I14-1 The commenter has concerns about construction activities resulting in increased noise, traffic, disruption of established neighborhood values, neighborhood safety, and increased flood risk in the Tahoe Island Park 4 subdivision. The commenter states that individual residents in the Tahoe Island Park 4 subdivision were not directly notified of public outreach.

See response to Comment Letter I8 for a discussion regarding these concerns.

Jerome Evans
PO Box 7101
South Lake Tahoe, CA 96158

UTR and Marsh Restoration Project

The Upper Truckee River and Marsh Project is certainly one of the most important projects to be undertaken in the Lake Tahoe basin. It promises to be of substantial benefit to the lake, to wildlife on the South Shore, and to residents and visitors alike. Properly done, it should become one of the basin's principal natural attractions.

I do hope that the shoreline boardwalk in Alternative 1 will be included in the project as finally approved. Such a boardwalk will be a major attraction for visitors, provide an important connecting link in the bike trail, and reduce the likelihood of trespassing within the marsh itself.

This is the sort of project all in our community should support.

Jerome Evans

I15-1

Letter
I15
Response
Jerome Evans
February 28, 2013

I15-1 The commenter's support for the shoreline boardwalk under Alternative 1 is noted.

As discussed in Chapter 2, "Project Description," of this Final EIR/EIS/EIS, the Preferred Alternative is proposing moderate recreation on the west side of the marsh, similar to existing conditions, and no additional recreation access on the marsh's east side. Alternative 3 is the recommended restoration approach under the Preferred Alternative. See Section 2.1, "Selecting a Preferred Alternative," of the Final EIR/EIS/EIS for a description of the approach to selecting recreation and restoration components of the Preferred Alternative. This comment does not raise issues regarding the adequacy, accuracy, or completeness of the Draft EIR/EIS/EIS.

California Tahoe Conservancy
 ATTN: Scott Carroll
 1061 Third Street
 South Lake Tahoe, CA 96150

Subject: Comments on Upper Truckee River and Marsh Restoration Project (Project)

Note: Withhold my home address from public disclosure to the extent allowed by law

I am a resident and/or property owner in the Tahoe Island Park 4 subdivision. I believe the Project planning and its environmental impact report (Report) do not adequately address the following possible real impacts to me and my neighborhood:

1. Construction noise in Tahoe Island Park 4 subdivision: this is a quiet residential neighborhood. Use of California Avenue as a haul route, and CTC neighborhood lots for the California Avenue Staging site, will generate abnormal and unacceptable local noise preventing my reasonable use and enjoyment of my home and property. The Report implies this noise could occur at any time, or continuously, from 8 AM to 6:30 PM, daily, for four years. Nevertheless, the Report assesses the short-term noise impact, for all project alternatives, as Less Than Significant, No Mitigation Needed. This finding defies common sense for significant residential impact, and the locations cited in Appendix J of the Report that were analyzed for noise impact do not include any streets in the vicinity of California Avenue or its proposed staging site. I strongly disagree with this finding for this neighborhood and consider the noise impact analysis for this neighborhood inadequate since it does not include any nearby locations.
2. Traffic in Tahoe Island Park 4 subdivision: California Avenue, designated as the only haul route in this subdivision, is one of its narrowest streets. California Avenue is heavily used by residents, people walking their children and pets, pedestrians, and bicyclists. The street is too narrow for large vehicles to pass each other or turn around, or even for normal vehicles to navigate without evasive maneuvers. When cars are parked along it, it is effectively single lane. Yet the Report assesses the short-term potential for conflict between construction traffic, local traffic, pedestrians, and bicycles as Less Than Significant, No Mitigation Needed. For this neighborhood, I strongly disagree with this finding and consider the analysis it is based on to be inadequate. The finding defies common sense, does not seem to address the residential nature of the neighborhood, and the traffic impact assessment discussions in the Report cite only the Al Tahoe, Hidden Woods, and Tahoe Keys Neighborhoods, but not this neighborhood.
3. Disruption of established neighborhood values in Tahoe Island Park 4 subdivision: the proposed California Ave Staging site makes use of small undeveloped residential lots acquired by the CTC because of, and to prevent damage to, their environmental sensitivity. The neighborhood had a reasonable expectation that they would never be used by the CTC as a construction site for staging heavy equipment and fill materials. The aesthetic fundamental nature of the neighborhood would be devastated for four years by this use. This impact is not recognized or assessed in the Report. I strongly object to use of the subject CTC lots by the Project for this or other construction purposes.

116-1

4. Neighborhood safety in Tahoe Island Park 4 subdivision: construction activity on the subject CTC lots in conjunction with neighborhood children playing near their homes creates a safety hazard that does not appear to be identified or analyzed in the Report. I strongly object to unnecessary multi-year heavy construction in the neighborhood and feel that the Report has not adequately assessed the impact to the safety of neighborhood children. *Will a four year old neighborhood child not be able to play catch outside his or her home in the summer until he or she is 8?*
5. Increased Flood Risk in Tahoe Island Park 4 subdivision: The models cited in the Report predict no increased residential flood risk as a result of the Project. If the models prove incorrect, no assessment has been included of how expensive the damages to property owners would be or whether the lead Agencies would be responsible, and have the funds, to financially compensate the property owners
6. Neighborhood notification in Tahoe Island Park 4 subdivision: even though my neighborhood is potentially highly impacted by Project construction, I was not directly notified of the Report or public comment period. Even if agency outreach and notification satisfied the letter of the law, it certainly did not satisfy the spirit of notifying impacted parties so they could comment. Few of my neighbors are aware of the possible impacts even now, and there has been little public response to the few recent outreach meetings. I feel the notification process has been inadequate and ineffective, at least near the potential California Ave Staging site.

I believe these and other potential impacts to my neighborhood are excessive, unnecessary, and unacceptable. Therefore, I respectfully request that the preferred alternative and final plans, include the features below. If this isn't done, I respectfully request that additional impact analyses and public comment be undertaken to address the inadequacies cited above from these features.

1. No use of the CTC lots designated as California Ave Staging for any Project construction activities. It is not necessary for either environmental or practical reasons. The CTC has other alternatives that do not require disrupting this, or other, residential neighborhoods.
2. No use of California Ave as a haul route for Project construction activities.
3. No use of any streets or parcels in the Tahoe Island Park 4 subdivision as Project haul routes or staging sites.
4. Locating internal haul routes for river work on the east side of the river to the maximum extent possible to minimize impact to close-by residential neighborhoods which are primarily on the west side of the river.
5. Posting a bond or securing insurance to compensate property owners for damages and loss of property value, if the Project increases residential flood risk and the FEMA 100-year floodplain.

Respectfully submitted,

Name:

John R. Galen
22240e

Date:

4-8-13

Address:

116-1
cont.

Letter
I16
Response

John R. Galea
April 8, 2013

I16-1 The commenter has concerns about construction activities resulting in increased noise, traffic, disruption of established neighborhood values, neighborhood safety, and increased flood risk in the Tahoe Island Park 4 subdivision. The commenter states that individual residents in the Tahoe Island Park 4 subdivision were not directly notified of public outreach.

See response to Comment Letter I8 for a discussion regarding these concerns.

RECEIVED

California Tahoe Conservancy
 ATTN: Scott Carroll
 1061 Third Street
 South Lake Tahoe, CA 96150

CA TAHOE CONSERVANCY

Subject: Comments on Upper Truckee River and Marsh Restoration Project (Project)

Note: Withhold my home address from public disclosure to the extent allowed by law

I am a resident and/or property owner in the Tahoe Island Park 4 subdivision. I believe the Project planning and its environmental impact report (Report) do not adequately address the following possible real impacts to me and my neighborhood:

1. Construction noise in Tahoe Island Park 4 subdivision: this is a quiet residential neighborhood. Use of California Avenue as a haul route, and CTC neighborhood lots for the California Avenue Staging site, will generate abnormal and unacceptable local noise preventing my reasonable use and enjoyment of my home and property. The Report implies this noise could occur at any time, or continuously, from 8 AM to 6:30 PM, daily, for four years. Nevertheless, the Report assesses the short-term noise impact, for all project alternatives, as Less Than Significant, No Mitigation Needed. This finding defies common sense for significant residential impact, and the locations cited in Appendix J of the Report that were analyzed for noise impact do not include any streets in the vicinity of California Avenue or its proposed staging site. I strongly disagree with this finding for this neighborhood and consider the noise impact analysis for this neighborhood inadequate since it does not include any nearby locations.
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3. Disruption of established neighborhood values in Tahoe Island Park 4 subdivision: the proposed California Ave Staging site makes use of small undeveloped residential lots acquired by the CTC because of, and to prevent damage to, their environmental sensitivity. The neighborhood had a reasonable expectation that they would never be used by the CTC as a construction site for staging heavy equipment and fill materials. The aesthetic fundamental nature of the neighborhood would be devastated for four years by this use. This impact is not recognized or assessed in the Report. I strongly object to use of the subject CTC lots by the Project for this or other construction purposes.

I17-1

4. Neighborhood safety in Tahoe Island Park 4 subdivision: construction activity on the subject CTC lots in conjunction with neighborhood children playing near their homes creates a safety hazard that does not appear to be identified or analyzed in the Report. I strongly object to unnecessary multi-year heavy construction in the neighborhood and feel that the Report has not adequately assessed the impact to the safety of neighborhood children. *Will a four year old neighborhood child not be able to play catch outside his or her home in the summer until he or she is 8?*
5. Increased Flood Risk in Tahoe Island Park 4 subdivision: The models cited in the Report predict no increased residential flood risk as a result of the Project. If the models prove incorrect, no assessment has been included of how expensive the damages to property owners would be or whether the lead Agencies would be responsible, and have the funds, to financially compensate the property owners
6. Neighborhood notification in Tahoe Island Park 4 subdivision: even though my neighborhood is potentially highly impacted by Project construction, I was not directly notified of the Report or public comment period. Even if agency outreach and notification satisfied the letter of the law, it certainly did not satisfy the spirit of notifying impacted parties so they could comment. Few of my neighbors are aware of the possible impacts even now, and there has been little public response to the few recent outreach meetings. I feel the notification process has been inadequate and ineffective, at least near the potential California Ave Staging site.

I believe these and other potential impacts to my neighborhood are excessive, unnecessary, and unacceptable. Therefore, I respectfully request that the preferred alternative and final plans, include the features below. If this isn't done, I respectfully request that additional impact analyses and public comment be undertaken to address the inadequacies cited above from these features.

1. No use of the CTC lots designated as California Ave Staging for any Project construction activities. It is not necessary for either environmental or practical reasons. The CTC has other alternatives that do not require disrupting this, or other, residential neighborhoods.
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4. Locating internal haul routes for river work on the east side of the river to the maximum extent possible to minimize impact to close-by residential neighborhoods which are primarily on the west side of the river.
5. Posting a bond or securing insurance to compensate property owners for damages and loss of property value, if the Project increases residential flood risk and the FEMA 100-year floodplain.

Respectfully submitted,

Name: Chris Wallap

Date: 4/26/12

Address: _____

117-1
cont.

Letter
I17
Response

Chris Gallup
April 26, 2013

I17-1 The commenter has concerns about construction activities resulting in increased noise, traffic, disruption of established neighborhood values, neighborhood safety, and increased flood risk in the Tahoe Island Park 4 subdivision. The commenter states that individual residents in the Tahoe Island Park 4 subdivision were not directly notified of public outreach.

See response to Comment Letter I8 for a discussion regarding these concerns.

March 6, 2013

Mr. Scott Carroll, Project Manager
 California Tahoe Conservancy
 1061 Third Street
 South Lake Tahoe CA
 96150-3475

Subject: Upper Truckee River & Marsh Restoration and TKPOA maintenance yard roadway

Dear Mr. Carroll,

Thank you for taking the time to meet with me regarding the project referenced above. The Conservancy prepared an excellent presentation regarding alternatives for the restoration project. Thank you for allowing comments on your project and welcoming public opinion and concerns.

Based on review of the four alternatives presented by your office, I am respectfully requesting that alternative number 3 be selected for the project. Reasons for my request are summarized below:

- By allowing the Truckee River to flood more to the east as shown in alternative 3, more of the former river paths and meanders will fill with flood water and the water will be spread out over more acres of grasses and other meadow vegetation.
- Alternative 3 allows more area for the river water to flow slowing river flow velocities; therefore allowing more sediment to be removed before river water enters Lake Tahoe.
- The Upper Truckee Marsh lies primarily east of the current river path and aerial photographs of the marsh show that the Truckee River once meandered through the east marsh area. Allowing the river to return to its former natural flow channels would allow better removal of sediment and nutrients from the Truckee River before the river water enters Lake Tahoe.
- Alternative 3 is the best choice when consideration is given to those of us who own property in Mt. Tallac Village III. All other alternatives direct flood water flow from the Truckee River toward our subdivision. Flooding is a concern for Mt. Tallac Village III property owners.

118-1

In addition to my recommendation that alternative # 3 be selected and implemented for the Upper Truckee River and Marsh Restoration Project, I ask you to mitigate the problems caused by the roadway to the Tahoe Keys Property Owners Association (TKPOA) corporation yard storage area. During times of high water flow in and around the Mt. Tallac Village III subdivision, the TKPOA yard storage road becomes a dam and flood waters back up to the south of the roadway into our subdivision. The roadway caused a serious flooding problem in our subdivision in 1997 because of the back up of water that could not flow past the raised roadway. Boats and high wheeled vehicles were required to bring residents out of our subdivision during the 1997 flood event. Perhaps the TKPOA could share in the cost to install culverts under the raised corporation yard roadway to allow flood waters to escape the Mt. Tallac Village III subdivision. The roadway needs to be modified now. The safety of our subdivision residents and guests and protection of our property make it imperative that Conservancy and TKPOA act now to help prevent flooding in the Mt. Tallac Village III subdivision. The raised corporation yard roadway is a flood hazard for our subdivision and must be modified or removed. The Conservancy and TKPOA have a responsibility to property owners in Mt. Tallac Village III to mitigate the flood hazard caused by the raised road.

118-2

Thank you for your consideration and for allowing me to express my support and concerns.

John Gonzales
 PO Box 51234
 Sparks Nevada
 89435-1234

775-626-0250
gengm@charter.net
 Tahoe property address – 791 Colorado Avenue SLT

Letter
I18
Response

John Gonzales
March 6, 2013

I18-1 The commenter's support for Alternative 3 is noted.

As discussed in Chapter 2, "Project Description," of this Final EIR/EIS/EIS, the Preferred Alternative is proposing moderate recreation on the west side of the marsh, similar to existing conditions, and no additional recreation access on the marsh's east side. Alternative 3 is the recommended restoration approach under the Preferred Alternative. See Section 2.1, "Selecting a Preferred Alternative," of the Final EIR/EIS/EIS for a description of the approach to selecting recreation and restoration components of the Preferred Alternative.

I18-2 The commenter requests restoration of the roadway for the TKPOA storage yard.

The Preferred Alternative includes removal of the TKPOA yard and road, and restoration to meadow habitat, contingent on TKPOA consent.