

Final Environmental Assessment/Initial Study

Maidu Bike Park Project

Auburn, California

SCH# 2017062005



U.S. Department of the Interior
Bureau of Reclamation



Auburn Area Recreation and Parks District

September 2017

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FINAL

**Maidu Bike Park Project
NEPA Environmental Assessment
CEQA Initial Study / Mitigated Negative Declaration
& Mitigation Monitoring and Reporting Program
SCH#2017062005**

Prepared for:

Auburn Area Recreation and Park District
471 Maidu Drive Suite 200
Auburn, California 95603-5427
Contact: Kahl Muscott

Prepared by:

DUDEK
853 Lincoln Way, Suite 208
Auburn, California 95603
Contact: Markus Lang

SEPTEMBER 2017

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Proposed
MITIGATED NEGATIVE DECLARATION

In accordance with the California Environmental Quality Act, the Auburn Area Recreation and Park District has conducted an Initial Study to determine whether the following project may have a significant adverse effect on the environment. On the basis of that study, the Auburn Area Recreation and Park District finds that the proposed project will not have a significant adverse effect on the environment with implementation of mitigation measures and will not require the preparation of an Environmental Impact Report. Therefore, this Mitigated Negative Declaration has been prepared.

PROJECT TITLE: Maidu Bike Park Project

LEAD AGENCY: Auburn Area Recreation and Park District (ARD)
123 Recreation Drive
Auburn, CA 95603-5427

CONTACT: Kahl Muscott, ARD District Administrator
(530) 885-8461 Ext. 102

PROJECT LOCATION: The project site is located just east of ARD's offices at 471 Maidu Drive, northwest of the intersection of Pleasant Avenue and Maidu Drive in south Auburn. The approximate coordinates for the project site are 38°52'41.00" north latitude, 121°4'2.08" west longitude.

PROJECT DESCRIPTION: The proposed project includes construction and operation of a recreational bike park on a ±9-acre site on Maidu Drive. The bike park would provide a variety of trails and tracks for various skill levels and activities. The project would also include a disabled accessible picnic area, restrooms, and observation area adjacent to the existing Canyon View Community Center parking lot and maintenance on an existing trail within the Auburn State Recreation Area.

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***Responses to Comments
Received on Draft Environmental
Assessment / Initial Study***

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**MAIDU BIKE PARK
RESPONSES TO COMMENTS**

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**Maidu Bike Park
Responses to Comments**

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**Maidu Bike Park
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- A Copy of All Comments
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Maidu Bike Park Responses to Comments

1 INTRODUCTION

Comments received by ARD and Reclamation during the 30-day public review period for the Environmental Assessment/Initial Study (EA/IS) prepared for the proposed Maidu Bike Park project were collected by ARD. Each comment submitted was reviewed and considered in preparing the final EA/IS. CEQA Guidelines Section 15074 requires that the lead agency consider the comments received during the public review process prior to determining whether to adopt the proposed Mitigated Negative Declaration. Summaries of the comments and concerns identified by commenters, as well as general responses to comments and concerns are provided below. Following each comment topic is a brief summary of the subject of each comment followed by a response to the comment and a list of commenters who submitted comments related to that topic. A copy of each correspondence received is included in Attachment A.

2 GENERAL SUPPORT

A number of comments were received that expressed support of the bike park project. Some commenters provided examples of anticipated community and health benefits of the proposed project and cited examples of other well-used bike park facilities in the region. No specific comments were made challenging the adequacy or content of the EA/IS. While the official comment period closed on July 3, 2017, comments received after the close of the official comment period but before this response document was drafted are included and were considered as well. The following commenters submitted comments expressing support:

- Jeff Barker
- Christina Bickley
- Robert Bixler
- Sara Bixler
- Kenneth Boskovich
- Diana Boyer
- Susan Boyme
- Derrick Butticci
- Ryan Cruz
- Tricia Dejersey
- Jeff Dunkle
- Cathy Haagen-Smit
- Brian and Jennie Harless
- Brian Harless
- Eric Hill
- Brian Joder
- Juanita Cooper
- Russell King
- John Knutson
- Sheri Koder
- Lisa Kodl
- Lisa Latorre
- Brett Martin
- Whitney Martin
- Jared Mickel
- Beth Moorehead
- Rob Myers
- Jane Ragan
- Paige Ramsey
- Joy Reed
- Eric Rivera
- Heather Rivera
- Jennifer Russell
- Cody Schwartz
- Steven Sheldon
- Barb Sisson

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- Robin and Troy Soares
- Alan Taylor
- Dawn Tebbs
- Zeph Thomas
- Claire Unis
- Elisheva Verdi
- Matt Wetter
- Matt Wetter (FATRAC)
- Todd Silski (ATA)

3 GENERAL OPPOSITION

A number of comments were received that expressed opposition to the bike park project. A number of these were presented as a form letter signed by commenters. Some commenters who signed this form letter (Form Letter) submitted it with additional personal comments. Responses to the comments in the body of the Form Letter are provided in this response summary, as are responses to individual comments submitted with the Form Letter. The following commenters signed and submitted the Form Letter with no additional comments regarding the adequacy or content of the EA/IS:

- Resident of 342 Riverview
(name illegible)
- Roland Alexander
- Dinah Alexander-Gibbs
- Layra and Martin
Almanzan
- Charles Anderson
- JoAnn Anderson
- Kirsten Badertcher
- Ailan Bliss
- Katherine Boggs
- Linda Brown
- Cheryl Bryant
- Mark Bryant
- Janell Cornforth
- Maureen Crerar
- Kathy Crusinberry
- Muriel Del Agostino
- Gerald Del Agostino
- Judy Dugan
- John Ebert (sp?)
- Kathy Edmundson
- Peggy Egli
- Eric Egli
- Carrie Ellinwood
- Carol Euwema
- Randall Fee
- Glenda Gonzales
- Scott Gravatt
- David Halbrock
- Juliet Hamilton
- Jane Haproff
- June Haugon
- Suzanne Huff
- Sarah Konsl
- Ellen MacInnes
- Gail Maduri
- Carolyn Meier
- Melissa Montgomery
- Jennifer Murphy
- James Nieto
- William Owen
- William Owens
- Kathy Selser
- Gloria Simmons
- Joby and Lindsey Souza
- Roice Stillwagon
- Joe Stillwagon
- Carol Taylor
- Tehyla Terrero
- Michelle Verdier-Fontes
- Marsha von Dessonneck
- Debby Waples
- Glen Wingate
- Joyce Wood
- Eric Wurshower
- Shanna Zahner

Maidu Bike Park Responses to Comments

4 PROJECT LOCATION

Eleven comments were received that expressed opposition to the location of the proposed bike park. The commenters also expressed a preference for or suggested alternative locations for the proposed bike park.

The EA/IS analyzed the project at the site location as proposed by ARD and the United States Bureau of Reclamation (Reclamation). Page 14 and 15 of the EA/ISEA/IS discuss Alternatives Considered but Rejected, which describes the process by which ARD and Reclamation considered and rejected alternatives to the proposed project. ARD evaluated a total of eighteen sites for suitability for the proposed bike park and determined that the Maidu Drive site was the most feasible for project implementation. These comments do not present issues regarding the adequacy or accuracy of the EA/IS.

The following commenters raised the issue of an alternative location:

- Dinah Alexander-Gibbs
- Brenda Atwood
- William Davis
- Peggy Egli
- Richard Hadley
- Form Letter
- Lou Hammond
- An LaBarre
- Noel Martin
- Laurie McGonagill
- Judy Suter
- Richard Sydnor
- Tony Gallardo
- Jim Ricker (NFARA)

5 LEAD AGENCY

One commenter raised concerns that Reclamation, rather than ARD, should be the lead agency for environmental review.

The proposed project is evaluated in an EA/IS as a joint NEPA/CEQA environmental document. Reclamation is the NEPA lead agency and ARD is the lead agency for environmental review under CEQA. Please refer to page 1 and 2 of the EA/IS.

Concerns regarding the appropriate lead agency were raised in a letter provided by the following commenter:

- Robert Hadley Sydnor

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6 NOTICING

Commenters raised concerns that noticing of the public comment period for the CEQA document was inadequate. Additionally, some commenters stated that the EA/IS is not valid because no State Clearinghouse number was identified within the document at the time of publication.

As required by CEQA, a Notice of Intent to adopt a mitigated negative declaration was published as a legal notice in the Auburn Journal and posted at the Placer County Clerk-Recorder's Office on June 2nd, 2017. While not required by CEQA, the Notice of Intent was also posted to ARD's website and physically posted on the proposed project site. The Notice of Intent was also sent by ARD to all individuals that had previously requested notice of the availability of the CEQA document and those that had expressed particular interest in the proposed project. ARD also sent a Press Release to the Auburn Journal regarding the release of environmental documents. The Auburn Journal ran an article in its paper edition on June 6, 2017, and in their online edition on June 14, 2017. The Notice of Intent stated where the CEQA document could be obtained for review and identified the beginning and ending dates of the 30-day public comment period provided in accordance with CEQA requirements. The 30-day comment period identified for the CEQA document in all notices was from June 2nd through July 3rd, 2017. CEQA does not require that a draft environmental document have a State Clearinghouse number at the beginning of the public review period; a State Clearinghouse number is assigned to a CEQA document when it is received by the State Clearinghouse at the start of the public comment period. A State Clearinghouse number is, therefore, typically not included with the public draft CEQA document, though it may be obtained shortly after the start of the public review period by contacting the State Clearinghouse and/or by querying the CEQAnet.ca.gov database. The draft EA/IS was submitted to the State Clearinghouse at the start of the public circulation period and was assigned State Clearinghouse number 2017062005.

- Peggy Egli
- Eric and Peggy Egli
- Richard Hadley
- Robert Sydnor
- Judy Suter

Concerns were raised regarding the June 14 Auburn Journal Article which stated that the comment period began on June 9th and should therefore run until July 9th.

This refers to the Journal Article "Auburn Bike Park Study Moves Ahead" (<http://www.auburnjournal.com/article/6/14/17/auburn-bike-park-study-moves-ahead>) which was released (for a second time) on Wednesday, June 14, 2017. This article refers to the draft study having been released 'Friday'. The Auburn Journal website (linked above) states, "This report initially appeared in the Auburn Journal and the e-edition June 6." This is consistent with the Notice of Availability publication date of Friday, June 2nd. The 30-day public review period for the

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EA/IS ran from June 2nd to July 3rd. This response document includes responses to letters submitted after July 3rd and before the document was drafted. As described in the previous response, notice of the availability of the EA/IS was provided in accordance with CEQA requirements.

- Eric and Peggy Egli

One commenter asked if daycares and schools had been notified and given time to comment on the project.

CEQA and NEPA do not require specific notification to be given to daycares and schools. The document was noticed and made available for review in accordance with legal requirements under CEQA. The comment did not raise any specific environmental issues or concerns. The EA/IS does states that the proposed project is not within .25 miles of a school. Subsequent review has determined that Skyridge Elementary is just less than .25 mile from the site boundary. The document has been revised to correct this error.

- Lou Hammond

One commenter stated that map provided as an information piece for the public information session on September 21, 2017 did not include the picnic area, restrooms, parking, and an observation area stated in the project description. The commenter also stated that the map be revised.

The EA/IS evaluated the project as proposed, which includes the picnic area, restrooms, parking, and an observation area. The commenter attached the 2014 concept map which shows the proposed plan in general detail, no specific detail. As shown in the preliminary project plans in Appendix A, restrooms would be constructed on the westerly edge of the lower CVCC parking lot.

- Pat Whitechat Miller

7 REQUEST FOR EXTENSION

Several comments were received requesting an extension (either 30 or 60 days) of the public comment period for the EA/IS.

Notice of the availability of the EA/IS and the public comment period were provided by Reclamation consistent with Council on Environmental Quality guidelines, and by ARD consistent with the Governor's Office of Planning and Research and CEQA Statutes and Guidelines. While requests for an extended comment period were considered, it was determined that noticing of the document and the public review period provided were consistent with applicable requirements under NEPA and CEQA and the comment period was not extended.

Maidu Bike Park Responses to Comments

- Eric and Peggy Egli
- Judy Suter
- Janet Whitlock
- Richard Hadley

8 PROJECT DESCRIPTION

Commenters raised concerns that the size of the project had grown and the design and project components had changed from the 1.5 acres that were discussed in 2013 and 2014 and from concept plans originally shared with the public by ARD. Some commenters raise concerns that the project was not given the full scope of the project

Changes in the project occurred from the initial concept plans identified by ARD in early planning stages, however, the overall size and scope of the project has not changed since the release of the original concept plan on June 9, 2014. Changes were made to provide a high quality recreational facility with appropriate features for various skill levels of riders. The project description provided in the CEQA document provides an accurate description of the project as currently proposed. As described in Section 3 of the EA/IS, the area identified for study as part of the bike park site is approximately 8.96-acres (see Figures 1 and 2 of the EA/IS). The study area does not represent the total disturbance area associated with the proposed project; as stated in the project description, trails and bike park features would result in approximately 0.91-acre of total disturbance within the study area.

- Eric and Peggy Egli
- Peggy Egli
- Judy Suter
- Form Letter
- Jim Ricker (NFARA)

Commenters state that the area of disturbance should be expanded to 1.21 acres as the 0.91 acres does not include the pump track.

A total of approximately 0.91-acre of new ground disturbance would occur with implementation of the proposed bike park for site grading, constructing trails and the observation and picnic area, and installing ADA-compliant restrooms. The pump track would be constructed over an approximately 0.30-acre portion of the site that is paved and was previously-developed with mobile office units and would result in no new ground disturbance. Since this portion of the park would be constructed atop existing pavement it is not included in the calculated area of new ground disturbance that would occur with the proposed project.

- Judy Suter
- Form Letter

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Commenters state the EA/IS does not adequately describe the project site because the document mislabeled the existing (non-canal) trail as multi-use and omitted any reference to the national status of the trail.

The existing trail section through the proposed bike park site is designated for more than one use as it allows for use by horses and hikers (bicycles are not permitted on this section of trail). Thus, the multi-use labeling is correct. The proposed reroute of this trail would not change use designations identified by Reclamation or State Parks. The route of the Pioneer Express Trail through the proposed project site is not officially designated on public lands through the Auburn area and the cultural resources study prepared for the project site identified no trails with historical significance. Section V – Cultural Resources of the EA/IS summarizes the findings of the cultural resources study prepared for the project area and analyzes potential impacts to historical resources.

- Patricia Gibbs (LBHA)

One comment was received which stated that the EA/IS does not address how deeply rutted trails would be repaired.

CEQA does not require a project to remediate existing conditions. As described in the project description, the proposed project includes trail maintenance on an existing trail alignment east of the proposed bike park within the Auburn State Recreation Area. Trail management and repair of ASRA trails by ARD, Reclamation and California State Parks would continue to occur as needed. As discussed in the project description, the condition of trails and track features within the bike park would be monitored by ARD and maintenance would be carried out by ARD staff and the volunteer community. Volunteers would be trained by a designated Bike Park Volunteer Coordinator, who would also organize work activities as needed to maintain the facility.

- Peggy Egli

9 AESTHETICS

Nine commenters expressed general concerns that the proposed project would negatively affect the aesthetic value of the project site and the surrounding area, including the canyon rim and that this is a significant impact.

Section I of the EA/IS provides an analysis of the proposed project's impact on aesthetics. As described in the EA/IS, the visual characteristics of the project site include oak trees and grasses, a deteriorating paved parking pad, and utility hookups in an area currently developed with roads, the Canyon View Community Center, a canal, and existing trails. The project site is

Maidu Bike Park Responses to Comments

not within an area designated as a scenic view or within the viewshed of a scenic highway, and would not result in impacts from substantial glare reflecting off project components or nighttime lighting (minimal security lighting is proposed). The EA/IS also states that construction of the bike park and trails maintenance would not eliminate existing scenic views of the canyon and the Auburn Dam site. The analysis in Section 1 of the EA/IS determined that the proposed project would have a less than significant impact on aesthetic resources.

Comments addressing general concerns regarding aesthetics were received from:

- Form Letter
- Richard Hadley
- An LaBarre
- Brenda Atwood
- Ann Hall
- Judy Suter
- William Davis
- Dinah Alexander Gibbs
- Jim Ricker (NFARA)
- Colleen Denison
- John Kok
- Janet Whitlock

Comments were received stating that the bare dirt and bike park features would be a negative aesthetic impact in the project area. Commenters state that both local and canyon views should have been considered in the analysis and that views from surrounding buildings in the area would be negatively affected.

The EA/IS evaluates aesthetic impacts that would result from the proposed project and concludes that the project would result in less than significant impacts to aesthetics of the project area since views into the site from the adjacent roadway are limited by vegetation and topography and the site does not represent a significant visual feature in the area. The analysis in the EA/IS states that the site and the surrounding area are characterized by existing and historical disturbance and development including roads, trails, a canal, parking lots, a maintenance facility, and trailhead staging areas and roadcuts. The project site is not within an area designated as a scenic view or within the viewshed of a scenic highway. While the project would alter some conditions of the project site, these changes would not result in significant impacts associated with changes in a designated scenic vista or substantially degrade the existing visual character or quality of the site and its surroundings.

- Peggy Egli
- Dinah Alexander Gibbs
- Judy Suter
- Form Letter

Commenters state that the views of the river from the project site are not of the Auburn Dam site but rather the area downriver of Tamaroo Bar and that the project would alter the foreground views of the river canyon.

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Section I of the EA/IS notes that the “primary scenic element in the area is the American River Canyon and Auburn Dam site.” The EA/IS does not state that the Auburn Dam Site is visible from the proposed bike park site, only that it is a primary scenic element in the project area. The proposed project would not affect views to the dam site area, as stated in the EA/IS. As stated in responses to other commenters, above, the analysis in the EA/IS states that the site and the surrounding area are characterized by existing and historical disturbance and development including roads, trails, a canal, parking lots, a maintenance facility, and trailhead staging areas and roadcuts. The project site is not within an area designated as a scenic view or within the viewshed of a scenic highway. While the project would alter conditions of the project site, these changes would not result in significant impacts associated with changes in a designated scenic vista or substantially degrade the existing visual character or quality of the site and its surroundings, since it is within an area of existing and historical disturbance.

- Judy Suter

10 AIR QUALITY

Two commenters expressed general concerns that the proposed project would negatively affect the Air Quality.

Section III of the EA/IS discusses the proposed project’s impact on air quality. The proposed project would have no impact due to creation of offensive odors, exposing sensitive populations to substantial pollutant concentrations, or conflicting with the implementation of air quality attainment plans for the Placer County APCD and the Sacramento Valley Air Basin. Pollutant emissions from construction and operation of the proposed project were modeled and found to remain below the thresholds set by the Placer County APCD, and were therefore determined to be less than significant. While project emissions are less than significant without mitigation, Mitigation Measures AIR-1 and AIR-2 require that best practices are implemented to minimize emissions during construction of the proposed project. Mitigation Measure AIR-2 includes a requirement to prepare and implement an Asbestos Dust Mitigation Plan, consistent with applicable state regulations.

Comments addressing general concerns regarding air quality were received from:

- Randy Hackbarth
- Anne Jacobson-House
- Jim Ricker (NFARA)

One comment was received suggesting that construction traffic should be prohibited from Skyridge and Riverview Drive in order to minimize pollution.

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Mitigation Measure TRAF-1 requires ARD to promote use of Maidu Drive from Auburn-Folsom Road to access the bike park facility to minimize bike park user traffic on surrounding residential streets. As shown in Table 2 of the EA/IS, construction emissions are anticipated to fluctuate throughout the various construction phases and for various pollutants. They would range from 1 pound or less per day to a maximum of 66 pounds per day. Emissions of particulate matter can include toxic air contaminants, which are typically of the highest concern with respect to exposure of sensitive receptors to pollutants. Table 2 in the EA/IS shows that particulate matter emissions would remain below 10 pounds per day except during the second grading phase, during which particulate matter emissions were estimated to reach 18 pounds per day. This level of emissions is well-below the APCD's construction and operational thresholds and indicates that no adverse health effects are anticipated to occur for sensitive receptors in the vicinity of the project site. Thus there is no significant impact expected to occur and the suggested mitigation of prohibiting construction traffic on specific streets is not required. However, the project description has been revised to state that all construction traffic would be routed to access the site from Maidu Drive rather than taking alternate routes using Skyridge Drive and Riverview Drive.

- Peggy Egli

Commenters suggest that runners/hikers would not want to inhale dust from the bike park as they go by. Commenters also state that watering the proposed project would not eradicate this issue of dust.

The EA/IS recognizes that dust could be generated during construction of the proposed bike park and an analysis of potential emissions is provided in Section III. Air Quality. Mitigation Measure AIR-1 requires implementation of several best management practices to control dust emissions during construction. Additionally, Mitigation Measure AIR-2 requires ARD to obtain APCD approval of an Asbestos Dust Mitigation Plan and implement that plan during construction to ensure that naturally-occurring asbestos is not released during construction. While the dust control measures required under Mitigation Measure AIR-1 may not be capable of completely eliminating all dust emissions during construction, they would substantially reduce emissions of dust during construction such that the impact would be less than significant.

Mitigation Measure HAZ-2 requires further dust control measures during and following construction and monitoring of effectiveness of such measures. In operating the bike park ARD would comply with Placer County APCD Rule 228 (Fugitive Dust) which prohibits visible fugitive dust beyond the boundary line of the emission source. As described in the project description, larger soil used to construct the larger bike park features would be a mix of decomposed granite and clay, which would ensure structural durability prevent dust generation and erosion of the

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riding surface. Water would be applied by an automated system to all bike park features as necessary for maintenance and to control dust to ensure compliance with APCD Rule 228.

- Judy Suter
- Dinah Alexander Gibbs
- Form Letter
- Jim Ricker (NFARA)

11 BIOLOGICAL RESOURCES

Four commenters expressed general concerns that the proposed project would negatively affect the Biological Resources of the project site and the surrounding territory.

Section IV of the EA/IS discusses impacts on biological resources. The EA/IS found that the proposed project would have no impact with regard to conflicts with a local policy or ordinance protecting biological resources or with an existing habitat conservation plan. Because the drainages in the area would not be affected by the proposed project, the EA/IS determined that the proposed project would have no impact to waters of the U.S. or State of California. Mitigation Measures BIO-1 and BIO-2 would ensure that construction activities do not disturb special-status birds and bats, respectively, and impacts to protected birds and bats would therefore be less than significant.

The following commenters submitted comments stating general concerns regarding impacts to biological resources:

- Laurie McGonagill
- Dinah Alexander Gibbs
- Judy Suter
- Form Letter

One commenter stated that wildflowers currently growing on the proposed project site, including blue dick, Hartwegs' iris, fiddleneck, miner's lettuce, and fairy lanterns, would be lost with implementation of the proposed project.

Section IV. Biological Resources of the EA/IS describes the existing vegetation communities on the proposed project site and evaluates impacts to biological resources associated with grading and project construction, including vegetation removal. The proposed project would result in a total area of disturbance of approximately 0.91 acre and it is likely that vegetation including individual wildflowers would be affected by project development. The specific species of wildflower noted by the commenter are not special status species, have no regulatory protections and are not indicative of protected riparian, wetland or other sensitive natural communities. The

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analysis in the EA/IS concluded that vegetation removal would result in no significant impacts. After construction, all disturbed areas would be reseeded with a native seed mix.

- Peggy Egli

Commenters expressed disapproval of the removal of oak woodland habitat and 16 mature oaks.

The proposed project would not conflict with a tree preservation policy/ordinance, adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. The 16 blue oaks to be removed for the jump track range between 10 and 12 inches. To compensate for the loss of the 16 oak trees, Mitigation Measure BIO-3 would be implemented, which requires planting three 1-gallon container oak trees onsite for every oak tree removed from the project site and maintenance to ensure a minimum 2:1 mitigation ratio after 7 years. Trees planted would be the same as the species removed from the site. With implementation of Mitigation Measure BIO-3 impacts associated with removing oak trees would be less than significant. The removal of 16 blue oaks would result in a less than significant impact.

- Janet Whitlock
- Judy Suter

Commenters question what the impact of nighttime security lighting will have on wildlife, such as the Townsend's big eared bat.

Section IV. Biological Resources of the EA/IS evaluates suitability of onsite habitat for special-status species of wildlife and provides an analysis of potential effects of the proposed project on these species and concludes that the proposed project would result in a less than significant impact with respect to impacts to these species. The EA/EA/IS disclosed the results of a biological study prepared for the project that determined that the site provides marginally suitable roosting habitat for the Townsend's big eared bat, as this species typically prefers more mesic habitats that are richer in prey insects. Mitigation Measure BIO-2 would ensure impacts to Townsend's big eared bat would be avoided during construction by requiring completion of a preconstruction survey and avoidance of any active bat roosts during construction (if any are discovered by surveys). Low-level security lighting would be of lower intensity than other lighting in the project area, such as street lights and facility lighting around the Canyon View Community Center and PCWA operations facility, and is not expected to result in a substantial change in the existing condition or result in a significant impact to nocturnal species of wildlife. .

- Judy Suter
- Form Letter

Maidu Bike Park Responses to Comments

12 CULTURAL RESOURCES

Eight commenters expressed general concerns that the proposed project would negatively affect the cultural resources of the project site and the surrounding territory, specifically the rerouting of the Pioneer Express Trail.

Section V of the EA/IS discusses the proposed project's impact on cultural resources. A cultural resources investigation was completed and included North Central Information Center (NCIC) records search, a Sacred Lands File search with the Native American Heritage Commission (NAHC), and intensive pedestrian surveys of the project area conducted on November 22, 2014, and April 2, 2015, as well as consultation with the United Auburn Indian Community in compliance with Section 106 of the National Historic Preservation Act. The investigation found one historic era resource within the project area (the Shirland Canal) and nine archeological resources within 0.5 miles of the project site and one site of cultural sensitivity. As stated in the analysis in Section V of the EA/IS, the canal is not eligible for listing on either the National Register of Historic Places or the California Register of Historic Resources and the proposed project includes fences on either side of the canal and a bridge spanning the canal and would not directly disturb this feature. No other sites in the area would be affected by the proposed project. Thus the project would have a less than significant impact on cultural resources. Please refer to the next response regarding the Pioneer Express Trail.

The following commenters submitted comments stating general concerns regarding impacts to cultural resources:

- William Davis
- Richard Hadley
- Denise Holden
- An LaBarre
- Jim Ricker (NFARA)
- Brenda Ruedy
- Joby and Lindsey
- Judy Suter

Commenters state that an historic trail (Pioneer Express Trail) bisects the project site and would be realigned by the proposed project. Commenters express that the Pioneer Express Western State National Recreational Trail and American Discovery Trail should be acknowledged in the document. Commenters also suggest that rerouting the Pioneer Express Trail to include part of an existing multi-use road is not sufficient mitigation.

As described in the previous response, the cultural resources investigation carried out for the project area identified no historic trail alignments through the project site. The existing trail through the proposed project site, locally known as the Pioneer Express Trail, carries no official designation and the cultural resources investigation identified no record of it being a historic

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trail alignment. As described in the project description section of the EA/IS, the proposed project would not eliminate any trails and would offer a single-track trail downslope of the existing trail as an option for trail users to go around the bike park area. The existing canal berm would remain open and passable. The proposed project does not replace any portion of existing single-track trail with a road, but does include performing maintenance on an existing trail alignment that follows a road downslope in the canyon east of the bike park site.

- An LaBarre
- Joby and Lindsey Souza
- Judy Suter
- Dinah Alexander Gibbs
- Patricia Gibbs (LBHA)
- Form Letter
- Jim Ricker (NFARA)

13 GEOLOGY AND SOILS

One commenter raised concerns that the relocated trail downslope of the bike park site would be dangerous for users and subject to erosion and landslides because it is too close to the top of the roadcut. Concerns were also expressed that construction traffic and wet-brushing Maidu Road for dust control would damage the roadway.

Project plans identify erosion control measures in accordance with Placer County Resource Conservation District's "Erosion and Sediment Control Guidelines for Developing Areas of the Sierra Foothills and Mountains" that would be implemented to ensure the site is stabilized and appropriate erosion control measures are in place. These include measures for slope stabilization, dust control, and temporary and permanent erosion control devices/BMPs. ARD would be responsible for repairing any damage to the roadway that could occur during bike park construction.

- Peggy Egli

One commenter stated that several specific background documents and maps regarding the geology of the local area should have been referenced or reviewed to properly evaluate the geology of the project site.

CEQA and NEPA do not require that specific documents or references be utilized in the analysis process. The analysis in the EA/IS relies on the following documents for the analysis of geology and geologic hazards:

- California Department of Conservation 2007. Alquist-Priolo Earthquake Fault Zoning Act Maps. <http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm>. Accessed April 14, 2015.

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- Holdrege & Kull, 2014. *Phase I Environmental Site Assessment, Proposed Maidu Bike Park*. September 3, 2014.
- Holdrege & Kull, 2016a. *Geologic Evaluation, Proposed Maidu Bike Park*. February 24, 2016.
- Holdrege & Kull, 2016b. *Summary of Soil Sampling and Analysis, Proposed Maidu Bike Park*. April 29, 2016.
- NRCS, 2016. *Web Soil Survey*. United States Department of Agriculture, Natural Resources Conservation Service. <https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm>. Accessed February 9, 2017.
- Placer County, 2003. *Soils Descriptions, Placer County*. <http://www.placer.ca.gov/~media/cdr/Planning/PlacerLegacy/DryCreek/WatershedResourceMgtPlan/2%20Soils DescPlacerCo.pdf>. Accessed April 16, 2015.
- Youngdahl, 2016. *Proposed Maidu Bike Park, 471 Maidu Drive, Auburn, Geologic Evaluation Report Review Letter*. March 7, 2016.

Additionally, the approach and findings of the H&K studies were peer reviewed by the Placer County Air Pollution Control District and Youngdahl Consulting under contract to the APCD. These documents were prepared to professional standards and included intensive site soils testing.

- Robert Sydnor

One commenter stated that the EA/IS should evaluate the potential for wind-blown mineral dust from exposed rocks at the Auburn dam site to be carried over to the proposed project site.

Under CEQA and NEPA, environmental review evaluates a project's potential impact on the existing physical environment; it does not evaluate the impact of the existing physical environment on the project. The proposed project would result in no change in existing conditions with respect to wind-blown mineral dust from exposed bedrock in the vicinity of the Auburn dam site. The proposed project site is within an area with numerous existing recreational trails and facilities that are used by many user groups including hikers, equestrians, cyclists, boaters, and trail runners. The commenter's concern would be applicable not only to the proposed bike park site, but to all recreational uses in the vicinity, as well as all land uses in general in the vicinity. The commenter's concern appears to be wind erosion and transport of potentially hazardous minerals, potentially containing naturally occurring asbestos, from the former proposed Auburn dam site and direct inhalation of mineral dust by park users and / or subsequent aerial deposition of suspended minerals on the proposed bike park site followed by mechanical resuspension of mineral dust leading to inhalation during recreational activities at

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the proposed project site. An analysis of potential hazards and hazardous materials is provided in Section VIII of the EA/IS and discloses the results of geologic investigation and soils testing conducted on the project site. Extensive soils testing detected no naturally occurring asbestos within proposed disturbance areas. These results indicate that no detectable amount of naturally occurring asbestos is aerially deposited within the project site.

- Robert Sydnor

One commenter stated that the complete text, geologic maps, geologic cross-sections, geology sampling locations, and geology reports by Holdrege and Kull (September 3, 2014; February 24, 2016; April 29, 2016) and asbestos dust review letter by Youngdahl are not included in the EA/IS. These were also not available on the official California State Office of Planning and Research website.

As noted on page 3 of the EA/IS, “The figures included in this document and attachments depicting site plans/project designs are for general reference purposes. The latest revised set of project plans and specifications, and supporting technical documentation referenced throughout this document, are available for review upon request from ARD’s Administrative Office at the CVCC in Auburn”. These documents were available to the public throughout the EA/IS comment period.

- Robert Sydnor

One commenter stated that the Youngdahl letter prepared under contract to the Placer County Air Pollution Control District to peer review the findings of a geologic evaluation prepared by Holdrege & Kull is dated March 7, 2016, which is prior to the date of the Holdrege and Kull report (April 29, 2016).

The Youngdahl letter provided a peer review of a geologic evaluation prepared by Holdrege & Kull dated February 24, 2016. The Holdrege & Kull report dated April 29, 2016 provided a summary of soil sampling and analysis carried out along the alignment of a specific trail. The sampling approach reported on in the April 29, 2016 report was confirmed with the Placer County Air Pollution Control District.

- Robert Sydnor

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14 HAZARDS

Several comments expressed general concerns that the proposed project would increase hazards associated with naturally occurring asbestos, increased fire danger, traffic, and danger of bike park activities.

Section VIII of the EA/IS evaluates potential impacts associated with hazards and hazardous materials. The EA/IS found that no significant impacts would result from hazards associated with construction and operation of the proposed project. As discussed in Section VIII of the EA/IS, extensive geologic investigations carried out by Holdrege & Kull in 2014 and 2016 indicate that the area that would be subject to disturbance as a result of the proposed bike park project does not contain NOA at levels that would represent a hazard during construction or operation of the proposed bike park. Multiple exploratory trenches were excavated to discern subsurface geology on the project site and thirteen soil samples were obtained from the project site and potential disturbance areas and were tested for the presence of NOA using methods approved by the California Air Resources Board (CARB Method 435-A). Asbestos was not detected in any of the samples above the threshold of significance for laboratory reporting (0.25%). The 0.25% threshold is also enforced by PCAPCD in compliance with the California Air Resources Board Asbestos Air Toxic Control Measure (ATCM). As noted previously, laboratory results detected asbestos in one soil sample at a concentration of less than 0.25%. This sample was obtained from the upper six inches of soil in the northeastern portion of the study area from an area in which no disturbance would occur as part of the bike park project.

Test results indicate that disturbance of native soils as part of the proposed project would result in no adverse effects associated with NOA. The geologic evaluation determined that the Mehrten formation covers the majority of the project site in depths of 12 to 57 inches; no ultramafic or metavolcanics rocks were found associated with the Mehrten formation. The portions of the Bike Park where ultramafic or metavolcanic rock was found at shallower soil horizons were either tested for the presence of NOA or avoided by relocating proposed trails out of these areas. Excavations to construct the bike park and soil displacement as a result of bike park use are considered unlikely to extend through the Mehrten Formation into geologic formations with potential to contain NOA. Therefore, soil disturbance associated with trail building and erosional processes, which would be less than three feet based on the project grading plan, would be unlikely to expose rock with potential to contain NOA.

While no asbestos was discovered in soil samples taken from within the disturbance area, there is low potential for soils and rock with potential to contain NOA to be exposed by very deep excavations or substantial trail erosion if trails are not adequately maintained within areas with potential to contain NOA. Deep excavations are proposed for the upper edge of the jump track

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area and the proposed jump return trail is within potential NOA-containing geologic units. Holdredge and Kull tested the soils in the area of these deep cuts in seven different locations and found no detected NOA in any of the samples. Additionally, since the site is within an area mapped by the California Geological Survey as likely to contain asbestos, the project is subject to mitigation measures specified in the State Asbestos ATCM. The measures identified in Mitigation Measure HAZ-2 would ensure that hazards associated with potential NOA discovery and exposure would be less than significant by requiring dust control measures, monitoring and evaluation of deep excavations during and following construction, clean soil coverage in all areas with potential to contain NOA, public access restrictions within potential NOA areas, and by requiring ongoing maintenance and monitoring of trail conditions and exposed soils to ensure that trails are maintained to avoid deep cuts or erosion that could expose geologic formations with potential to contain NOA. Mitigation Measure HAZ.2 would ensure that appropriate measures are taken should any metavolcanic or ultramafic rock or asbestos-containing material be uncovered during construction and requires implementation of measures to ensure that operation of the bike park does not expose metavolcanic or ultramafic rock or asbestos-containing material as a result of erosion. Mitigation Measure HAZ.2 further requires that measures to encapsulate and cover any metavolcanic or ultramafic rock or asbestos-containing material be implemented in the event that it is discovered during project construction or operation.

The proposed project includes importing a substantial quantity of fill material to construct bike park features above the existing grade of the site. Import of fill material containing NOA at concentrations above the 0.25% threshold could represent a hazard to users of the proposed bike park. Mitigation Measure HAZ.2 requires verification of import material to ensure that fill material does not contain NOA above regulatory thresholds. Based on testing and analysis of soils conditions and measures required by implementation of Mitigation Measure HAZ.2, the EA/IS found that hazards associated with the presence of naturally occurring asbestos would be less than significant.

Through the construction period, construction equipment carries the risk of accidental fire ignition; however, as discussed in Section VIII. Hazards and Hazardous Materials of the EA/IS adhering to fire safe requirements of the California Building Code and Fire Code during construction would ensure that increased risk of wildfire would be less than significant. As noted in the EA/IS, users of the proposed bike park could represent another potential source of wildfire ignition. However, the site and surrounding Auburn State Recreation Area are frequently used by the public for recreational purposes and it is anticipated that the proposed bike park would result in no substantial increase in the existing risk of wildfire in the area. Residential areas and structures in the area are required to comply with defensible space requirements to reduce wildfire risks and the proposed bike park would result in no change in these requirements. The

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EA/IS concluded that hazards associated with increased risk of wildfire as a result of the proposed project would be less than significant.

Section XVI of the EA/IS evaluates potential hazard impacts associated with transportation and traffic. The EA/IS did not identify any hazards associated with increased traffic resulting from the proposed bike park.

Risks to users associated with recreational use of the bike park is not a physical environmental impact of the proposed project and is not evaluated under NEPA or CEQA.

The following commenters submitted comments stating general concerns regarding impacts from increased hazards:

- Brenda Atwood
- Diane Dixon-Johnson
- Diane Dull
- Catherine Erikson
- Richard Hadley
- Ann Hall
- Dinah Alexander Gibbs
- Anne Jacobson-House
- John Kok
- An LaBarre (2)
- Jim Ricker (NFARA) (2)
- Carol D Euwema
- Robert Syndor
- Pat Whitechat Miller

Commenters raised the issue of asbestos exposure as a result of the proposed project and stated that asbestos exposure is not healthy, especially for kids and sensitive populations. Comments suggested that the soil stockpiles onsite should be tested for asbestos before being used in the construction of the proposed project.

Please refer to the previous response regarding the analysis in the EA/IS of hazards associated with naturally occurring asbestos.

Existing soils stockpiles from historic grading would be covered by fill material placed on the Jump Track and Return Trail. The Phase I report concluded that the likelihood of soil contamination in these stockpiles is low. However, since testing of these stockpiles has not been completed, the Phase I report recommends that if these stockpiles are disturbed, and waste or evidence of contamination are observed, soil sampling and laboratory analysis should be carried out to characterize the material and determine appropriate measures for disposal or remediation. While the project proposes to entirely cover these soil stockpiles with fill dirt to create bike park features, Mitigation Measure HAZ-1 would ensure that this recommendation is carried out in the event that soil stockpiles are disturbed and evidence of contamination is observed during construction of the proposed bike park.

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- Peggy Egli
- Carol D. Euwema
- Dinah Alexander Gibbs
- An LaBarre
- Judy Suter
- Lou Hammond
- Janet Whitlock
- Form Letter

Commenters state that the EA/IS is inconsistent as it states that no naturally occurring asbestos was discovered on the project site (page 18) and states elsewhere (page 59) that laboratory results detected asbestos in one soil sample at a concentration of less than 0.25% in the northeastern portion of the study area.

This error has been corrected. No NOA was detected in any soil samples taken from within the anticipated disturbance area associated with the proposed bike park.

- Judy Suter

One commenter suggests that engine-powered clearing for both construction and maintenance should be conducted before 10:30 a.m. during the fire season when higher humidity reduces a chance of accident and suggests that fire suppression equipment should be maintained onsite during construction.

Construction of the proposed project would be required to follow the California Building Code and Fire Code standards for fire prevention during construction. Construction workers would be required to follow all fire safe practices and basic fire suppression equipment would be maintained on site at all times throughout construction. The maintenance plan would include measures to ensure fire prevention best practices are implemented during maintenance activities at the proposed bike park.

- Peggy Egli

Commenters suggest that ARD should prohibit smoking and barbeques to reduce risk of wildfire.

The proposed project includes no permanent barbeque facilities. Smoking and barbecues would be prohibited at the bike park.

- Peggy Egli

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15 HYDROLOGY

A commenter suggested that the proposed project is required to obtain a stormwater discharge permit for construction activities to comply with National Pollutant Discharge Elimination System (NPDES) requirements.

A stormwater discharge permit is required for construction projects with a disturbance area greater than 1-acre. The proposed project would result in a total of approximately 0.91-acre of ground disturbance to grade the site, construct trails and the observation and picnic area, and to install ADA-compliant restrooms, and would therefore not require a stormwater discharge permit for construction.

- Judy Suter

16 LAND USE

Five commenters expressed general concerns that the proposed project would represent a significant change in land use that would be inconsistent with existing land use designations applicable to the project site.

Section X of the EA/IS evaluates potential impacts associated with land use and planning issues. The EA/IS concludes that no impacts would result from dividing an established community, conflicts with an existing land use policy, plan or regulation adopted for the purpose of avoiding or mitigating an environmental effect, or conflicts, with an existing habitat or natural community conservation plan. The project site is within Placer County and has a greenbelt/open space land use designation which allows for natural resources conservation and recreation uses such as that included in the proposed project. The EA/IS determined that the proposed project would result in no impacts associated with inconsistencies with adopted land use plans or policies.

The following commenters submitted comments stating general concerns regarding impacts to land use:

- Mark and Cheryl Bryant
- Form Letter
- Colleen Denison
- An LaBarre (2)
- Noel Martin
- Jim Ricker (NFARA) (2)

Several commenters stated that the proposed project is not in compliance with the purpose for which the land was acquired and is now being administered by ARD.

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The proposed project is subject to the terms of the Managing Partner Agreement (MPA) which grants ARD the use of the land for recreational purposes. The proposed recreational project is consistent with the land use designation of the project site in the Placer County General Plan (Greenbelt and Open Space) and would be consistent with the recreational uses and development envisioned by ARD and Reclamation under the MPA. The proposed bike park falls within the “public recreational uses” allowance within the existing land use designation and use ordinances. The proposed project is consistent with existing land use designations and zoning.

- Peggy Egli
- Dinah Alexander Gibbs
- Judy Suter
- Form Letter

17 NOISE

Ten commenters expressed general concerns that the proposed project would result in increased noise in the project area.

Section XII of the EA/IS analyzes potential noise impacts of the proposed project. The analysis in the EA/IS relies on the findings of the 2014 Auburn Recreation District Bike Park Environmental Noise Assessment (noise assessment) prepared by J.C. Brennan and Associates, Inc. The analysis finds that the proposed project would have a less than significant impact associated with noise generated during daytime construction activities (when construction is exempt from noise that exceeds regulations) or operation of the bike park. The noise assessment found that the nearest noise receptors (the closest residences) would not experience noise levels exceeding City of Auburn or Placer County standards. Operation of the project would result in a less than significant increase in ambient noise levels and would comply with the relevant noise standards for the project area. To further minimize impacts associated with noise levels generated by operation of the bike park during early morning hours when noise could be more noticeable to residential uses in the area, Mitigation Measure NOISE-1 would be implemented. This measure would restrict the hours of operation to between 8:00 a.m. and dark (or 9:00 p.m.) to allow ample time for bike park users to leave the site prior to 10:00 p.m. and restrict early morning noise generating activities. Mitigation Measure NOISE-1 would also prohibit amplified voice or music at the bike park except as allowed by ARD permit for special events. The analysis in the EA/IS determined that impacts associated with exposure of persons to noise levels in excess of standards would be less than significant. In general, ARD parks are open to the public from dawn to dusk.

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The following commenters submitted comments stating general concerns regarding impacts to noise:

- Jeanne Alexander
- Dinah Alexander-Gibbs
- William Davis
- Colleen Denison
- Peggy Egli
- Carol Euwema
- Natalie Farrell
- Lou Hammond
- Anne Jacobson-House
- An LaBarre
- Judy Suter
- Laurie McGonagill
- Form Letter

A comment expressed concern that the allowable 6 a.m. construction start time could be disruptive to residential uses in the project area and notes that the City of Auburn doesn't allow construction to start until 7 a.m.

The proposed project would take place in Placer County; in accordance to Placer County Code Section 9.36.030, construction associated with the proposed project could take place between 6am to 8pm Monday through Friday and 8am to 8pm on Saturday and Sunday. However, in response to the commenter's concerns Mitigation Measure NOISE-1 has been revised to restrict construction start times to 7 a.m. or later.

- Peggy Egli

The commenter suggests that there should be clarification and restriction to the hours that amplification (following Auburn City Code) would be allowed.

The proposed project would be required to comply with all applicable policies, ordinances and laws. Additionally, Mitigation Measure NOISE-1 would prohibit amplified voice or music at the bike park except as allowed by ARD permit for special events. Under Mitigation Measure NOISE-1, no more than five (5) special event permits could be issued annually and notice of special events would be provided at least ten days in advance of issuing the permit by posting on the bike park site.

- Peggy Egli

Commenters express that construction traffic should be prohibited from Skyridge and Riverview Drive in order to minimize noise.

As shown in Mitigation Measure TRAFFIC-1, ARD will promote use of Maidu Drive from Auburn-Folsom Road to access the bike park facility, which would minimize the noise impact on

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surrounding residential streets. This mitigation measure has been revised to note that construction traffic would also be required to access the site using Maidu Drive.

- Peggy Egli

18 PUBLIC SERVICES

Nine commenters expressed general concerns that the proposed project would negatively affect public services.

Section XIV of the EA/IS discusses the proposed project's impact on public services. The EA/IS determined that the proposed project would not result in a substantial change in existing recreational facilities. As the proposed project would not result in a substantial increase in population, it is expected that existing public utilities and services would be sufficient and thus the completion of the proposed project would not result in environmental impacts associated with required expansion or construction of new facilities to provide adequate public services.

The following commenters submitted comments stating general concerns regarding impacts to public resources:

- Dinah Alexander-Gibbs
- David Hoing
- An LaBarre (2)
- Kirsten Garrard
- Anne Jacobson-House
- Jim Ricker (NFARA)
- Ann Hall
- John Kok
- Judy Suter

Commenters assert that the proposed project would not be under the jurisdiction of the Auburn Police Department or would be in an ambiguous “no man’s land”. Additionally, commenters are concerned about a delayed response time. Commenters also state that the State Parks were listed as a policing agency and that, due to overextension, it is not likely that a ranger would be in the ASRA.

The project site would continue to be under the jurisdiction of the Placer County Sheriff's Office and would not lead to an increase in population; thus, the project is expected to be adequately served by existing Sheriff's office resources and facilities. As noted in the EA/IS additional law enforcement assistance is provided under a mutual aid agreement with the Auburn Police Department, the California Highway Patrol, and California State Parks. Therefore, the proposed project would result in a less than significant impact with regards to police protection. The California State Parks Rangers will continue to oversee the Auburn State Recreation Area as in the existing condition.

- Peggy Egli
- An LaBarre
- Kirsten Garrard

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- Lou Hammond
- Judy Suter
- Dinah Alexander Gibbs

Commenters question who would be responsible for fire protection.

The project area is within Placer County and is under the jurisdiction of Placer County Fire, which contracts with CalFire to provide fire protection services for unincorporated areas in the County. Fire agencies in Placer County have an automatic and mutual aid agreement which ensures that three fire protection agencies would respond to any emergency in the project area. Responding agencies could include the Auburn Fire Department, CalFire, Newcastle City Fire Department and others. The nearest fire station is Auburn Fire's Maidu station located on the corner of Maidu Drive and Auburn-Folsom Road.

- Lou Hammond
- Kirsten Garrard

19 RECREATION

Six commenters expressed general concerns that the proposed project would negatively affect the recreational resources of the project site and the surrounding territory.

Section XV of the EA/IS discusses the proposed project's impact on recreation. The EA/IS determined that the proposed project would have less than significant impacts since it would result in no increase in population that would increase the demand for or use of recreational services or facilities and the project itself satisfies existing recreational demand for a bike park facility.

The following commenters submitted comments stating general concerns regarding impacts to recreation:

- Mark and Cheryl Bryant
- Colleen Denison
- An LaBarre (2)
- Jim Ricker (NFARA)
- Joby and Lindsey Souza
- Donna Williams

Commenters state that proposed project would result in a required construction of recreational facilities which would have an adverse impact on the physical environment and that the 9-acre footprint is too large to be mitigated.

The proposed project is a remedy for the existing lack of recreational resources and would not result in an increase in population that would require additional recreational resources. While the study area defined for the purposes of evaluating impacts of the proposed project is approximately 9 acres, the project's overall disturbance area is approximately 0.9 acres.

- Judy Suter

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20 TRANSPORTATION AND TRAFFIC

Ten commenters expressed general concerns that the proposed project would negatively affect the traffic in and around the project site.

Section XVI of the EA/IS discusses the proposed project's impact on traffic and transportation. Analysis and traffic modeling were conducted by K.D. Anderson and Associates and presented in on the Traffic Impact Assessment for the ARD Bike Park, prepared in 2014. The EA/IS determined that proposed project would result in no impact with regards to conflict with an applicable congestion management program, a change in air traffic patterns, and conflict with adequate emergency access. The EA/IS found that the addition of the traffic related to the proposed project would not change the Level of Service (LOS) or the Traffic Intrusion on Residential Environment (TIRE) index of the streets in the project area. Though, according to the TIRE threshold, it is possible that local residents may notice an increase in traffic volumes, a perceivable change in traffic volume does not constitute a significant impact under CEQA and overall impacts to traffic in the project area would be less than significant. To reduce increases in traffic volumes on Skyridge Drive and Riverview Drive, Mitigation Measure TRAFFIC-1 would encourage bike park visitors to use Maidu Drive to access the project site. Additionally, signage would be added to the corner of Sacramento Street and Skyridge Drive to direct the public to Maidu Drive to access the Bike Park. Digital and online mapping will also direct visitors to use Maidu Drive.

In a cumulative scenario the traffic study found that Skyridge Drive would be Traffic Dominated (TIRE index) on Saturdays with or without the proposed project. The EA/IS concluded that the proposed project would result in less than significant impacts associated with its contribution to the cumulative traffic conditions on project area roads.

The proposed project includes a bypass trail to avoid potential user conflicts associated with pedestrians/trail users crossing through the bike park and requires bike park users to walk bikes over the canal and canal berm. Hazards associated with conflicts between trail users would be less than significant.

The following commenters submitted comments stating general concerns regarding impacts to transportation and traffic:

- Jeanne Alexander
- Mark and Cheryl Bryant
- Carol Euwema
- Natalie Farrell
- Kirsten Garrard
- Randy Hackbarth
- Anne Jacobson-House
- John Kok
- An LaBarre (3)
- Judy Suter
- Dinah Alexander Gibbs
- Pat Whitechat Miller

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Commenters express concerns that the addition of up to 278 vehicles per day will change the character of the residential neighborhood in the Skyridge Drive/Riverview Drive area. Commenters also state the TIRE index would have been more accurate, especially during an event at the Community Center and some comments suggest that the increase of trips per day on Skyridge would be a significant impact. Commenters also suggest that the traffic study should include TIRE and LOS from the Skyridge Drive/Riverview Drive intersection to the proposed project site.

The Traffic Impact Assessment for the ARD Bike Park prepared by K.D. Anderson & Associates, Inc (KDA) includes traffic counts and analysis of four sections of roadway: Riverview Drive from Skyridge Drive to Maidu Drive, Riverview Drive from Maidu Drive to Vista Del Lago, Skyridge Drive from Sacramento Street to Riverview Drive, and Maidu Drive from Auburn-Folsom Road to Burlin Way. The traffic study evaluates the impact of the project on these roadways using LOS and TIRE as well as number of trips per day added. The analysis provided in Section XVI.a and Section XVI.b concludes that the volume of traffic added to study area roads – up to 278 additional vehicle trips per day on a busy weekend - would not change the LOS rating based on Auburn General Plan guidelines. The LOS on all study area streets for the Existing Plus Project condition would remain at LOS B. Based on LOS ratings, the project’s impacts would be less than significant.

The Auburn General Plan EIR also makes use of the TIRE index to describe the relative effect of additional vehicular traffic in residential areas. Under Existing Plus Project conditions, the total daily (Saturday) volume of traffic on Skyridge Drive (between Sacramento Street and Riverview Drive) results in a TIRE Index of 3.0, which is considered Traffic Dominated. Because Skyridge Drive is currently characterized as Traffic Dominated, the project would not change the Traffic Dominated character of the street. Therefore, the project would have a less than significant impact in regards to the Traffic Dominated character of Skyridge Drive based on TIRE Index values. Because the proposed bike park would add an estimated 217 trips to Skyridge Drive, residents on Skyridge Drive are likely to perceive the resultant change in traffic volumes. The TIRE threshold of “noticeable change” does not constitute a significant impact under CEQA. However, because the traffic increases on Skyridge Drive and the portion of Riverview Drive between Skyridge Drive and Maidu Drive could be perceivable to local residents, Mitigation Measure TRAFFIC-1 is proposed by ARD and would require ARD to encourage bike park users to access the site via Maidu Drive. Use of Maidu Drive would be promoted by posting onsite at the bike park and on ARD’s website and by contact with bike park users during the initial park opening and at bike park events.

- An LaBarre
- Lou Hammond
- Kirsten Garrard
- Judy Suter
- Form Letter

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Commenters state that Maidu Drive is currently in disrepair and increase use to access the proposed project will worsen the road. Commenters also expressed concerns that construction traffic on Maidu Drive would lead to further deterioration of the roadway.

The proposed project includes no changes in the existing condition of the pavement on Maidu Drive. ARD would be responsible for addressing any damage to the roadway that occurs during construction of the proposed project.

- Danny Murphy
- Lou Hammond
- Peggy Egli
- Dinah Alexander Gibbs
- Judy Suter
- Pat Whitechat Miller

Commenters express that construction traffic should be prohibited from Skyridge and Riverview Drive in order to minimize wear on roads.

As shown in Mitigation Measure TRAFFIC-1, the ARD will promote use of Maidu Drive from Auburn-Folsom Road to access the bike park facility in order to minimize the impact on surrounding residential streets. Additionally, to reduce disturbance to area residents, the project description has been revised to state that all construction traffic would be routed to access the site from Maidu Drive rather than taking using Skyridge Drive and Riverview Drive.

- Peggy Egli

Commenters express concerns that the painted crosswalk will not endure due to the poor condition of Maidu Drive.

Under CEQA, the proposed project is not required to remediate existing conditions. Road markings proposed (such as painted crosswalks) would be maintained as needed to remain visible and effective.

- Peggy Egli

A comment was received expressing concerns that the traffic study did not collect pedestrian volumes or address pedestrian safety concerns. The commenter also noted the lack of dedicated pedestrian facilities (sidewalks) on Riverview Drive and most of Skyridge Drive as well as the steep grade of sidewalks on Maidu. The comment suggested that additional study should be carried out to assess the adequacy and safety of existing pedestrian facilities to accommodate increased vehicle and pedestrian traffic with the proposed project. Other comments were received suggesting that conflicts between pedestrians, vehicles, and cyclists could occur on area roads as a result of the proposed project.

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The traffic study states that a field review of the study area circulation system was conducted to identify any particular safety issues. The review found locations where the roadway alignment is relatively tight and where shoulder areas available for pedestrians are limited. Neither Placer County nor the City of Auburn has a quantitative impact threshold that would be available to use in an evaluation of the effects of increased pedestrians on a segment of roadway; neither provides a quantitative standard that would guide a significance determination. The project does not change the character and mix of uses in the area; the existing condition of the roadways includes and allows for cyclists, pedestrians, and vehicle traffic. It is noted that many roadways in the greater Auburn area do not have sidewalks and serve the same mix of roadway users. Additionally, the traffic study did not identify any specific roadway hazards for any roadway users. The review also noted that pavement on some portions of Riverview Drive is in poor condition. The review determined that existing conditions are adequate to serve relatively low traffic volumes along existing roadways. While the proposed project is expected to add some traffic to Skyridge Drive, Riverview Drive and Maidu Drive, Mitigation Measure TRAFFIC-1 would minimize project-generated traffic on roadways east of the site. The analysis in the EA/IS found that impacts associated with increased traffic would be less than significant.

- Danny Murphy
- Dinah Alexander Gibbs
- Kirsten Garrard
- Judy Suter
- Form Letter
- Pat Whitechat Miller

21 SERVICE SYSTEMS

One commenter expressed general concerns that the proposed project would negatively affect service systems.

Section XVII of the EA/IS discusses the proposed project's impact on service systems. The EA/IS found that the proposed project would have no impact on wastewater treatment requirements, new water or wastewater facilities, new drainage systems, landfill capacity, or conflict with statutes and regulations. The proposed project would require modest increase in water demand for the onsite restrooms, should a permanent facility be installed at a future date, and sprinkler system for the pump track, jump area, and strider track for dust and erosion control; this was found to be a less than significant impact.

The following commenter submitted comments stating general concerns regarding impacts to service systems:

- John Kok

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Commenters suggest that the proposed project does not include restroom facilities. Other commenters question where the restrooms would be and who would maintain them.

The project description included in the EA/IS discusses ADA-compliant restrooms that are included as part of the proposed project. Page 7 of the EA/IS outlines the components of the proposed project (including restrooms), page 15 provides additional detail regarding specific project amenities (including planned restrooms), and page 99 and 100 evaluate the impact of the restrooms on existing service systems. As shown in the preliminary project plans in Appendix A, restrooms would be constructed on the westerly edge of the lower CVCC parking lot. ARD staff would provide daily maintenance of the restrooms, empty trash receptacles, and perform other maintenance as necessary. While permanent facilities may be built in the future, pending fundraising opportunities, portable toilets would be used for the foreseeable future.

- An LaBarre
- Lou Hammond

Commenters suggest that the onsite restrooms should be locked after hours. Other commenters express concerns over houseless individuals using the facilities after hours.

Accessibility of restrooms would follow existing ARD practices and is not a topic reviewed as part of environmental review under CEQA or NEPA.

- Peggy Egli
- Pat Whitechat Mille

22 ENVIRONMENTAL JUSTICE

Commenters raised the issue of environmental justice under NEPA and suggest that the bike park would serve a greater population and be more equitable to all populations if it was located in a different location.

The topic of Environmental Justice under NEPA involves analyzing whether a proposed action would result in disproportionately high and adverse human health or environmental effects (including social and economic effects) on minority, low-income, and disadvantaged populations. No disadvantaged populations would be disproportionately impacted by adverse environmental conditions due to construction, operation, and maintenance of the proposed bike park project.

- Peggy Egli
- Judy Suter
- Form Letter

Maidu Bike Park Responses to Comments

23 LIABILITY

Several commenters have raised the issue of liability. Some assert that ARD would be liable for injuries or asbestos exposure at the bike park, the canal trail and Maidu Drive.

The issue of liability and degree of risk associated with recreational activities is not considered an environmental issue and is not evaluated in the EA/IS. It is noted that ARD and parks and recreation agencies across the state operate facilities that include an element of risk.

- Peggy Egli
- An LaBarre
- Lou Hammond
- Dinah Alexander Gibbs
- Janet Whitlock
- Carol D. Euwema
- Judy Suter
- Pat Whitechat Miller
- Form Letter

Comments were made in regards to the use of the Placer County Water Agency (PCWA) easement along the canal by walkers and bikers and raises concerns that property owners will assume liability in the case of an accident.

The proposed project would result in no change in access to the existing canal trail or user groups permitted to use the trail and existing laws regarding trespass onto private property are assumed to be enforced as they are under current conditions. The issue of liability is not considered an environmental issue and is not evaluated in the EA/IS.

- Peggy Egli

24 SAFETY

Commenters state that the proposed project will result in trail conflicts between bikers, equestrians, and hikers/runners. This includes conflicts on steep slopes and near open water. Commenters also state that there are existing issues with trail poaching.

The proposed project would result in no change in existing restrictions on bicycle use on trails in the vicinity of the proposed project, including trails within the ASRA, or enforcement of existing restrictions on trails in the area. For the purposes of environmental analysis it is assumed that applicable regulations regarding trail use would be followed by all user groups.

- An LaBarre
- Joby and Lindsey Souza
- Danny Murphy
- Dinah Alexander Gibbs
- Judy Suter
- Patricia Gibbs (LBHA)
- Form Letter

Maidu Bike Park Responses to Comments

Commenters raise concerns that the bike park will create unsafe conditions for pedestrians/equestrians who have to watch for cross traffic when passing through the bike park; additionally, it would be unreasonable to expect that bikes would be walked across.

The proposed project would require bicyclists to walk their bikes over the canal and canal berm and includes bollards placed on either side of the canal to ensure that bike park users comply with posted signs ensure that pedestrian/bike conflicts are avoided at this trail junction.

- Peggy Egli
- Danny Murphy
- Judy Suter
- Form Letter

Commenters state that the proposed bike park bypass trail is planned too close to the skills loop trail (separated by only 1.5-6.3 feet in places) and that lack of separation could result in a safety issue. It is suggested that the southern portion of the skills loop trail be eliminated from the proposed site plan to provide greater trail separation.

The proposed site plan has been revised to eliminate the southern-most portion of the skills loop to provide over 40 feet of separation between the skills loop and the bypass trail. A skills section has been added to the proposed site plan just east of the Canyon View Community Center to provide similar features to the portion of trail that was eliminated near the bypass trail. Please refer to the revised site plan cover sheet included as Attachment B.

- Peggy Egli
- Form Letter
- Judy Suter

Commenters express that equestrian concerns are not adequately addressed in the EA/IS.

Impacts to recreational facilities are evaluated in Section XV of the EA/IS. The project description includes several design elements to ensure that the proposed bike park minimizes impacts on the existing trail system and different trail user groups. Additionally, a split rail fence has been added to the proposed site plan between the bike park and the bypass trail (see Attachment B). The purpose of the fence is to discourage bike park users from straying on to the bypass trail and to keep trail uses and bike park uses separated. Environmental review was carried out for the project as required under CEQA and NEPA and does not specifically review a project within the context of impacts to specific trail user groups.

- Peggy Egli
- Judy Suter

Commenters express that they are concerns about the lack of child supervision at the bike park.

Supervision of minors is not evaluated by the EA/IS. Unlawful activities would be addressed by the Placer County Sheriff's Office or other responding law enforcement agencies. Refer to

Maidu Bike Park Responses to Comments

Section XIV of the EA/IS for a discussion of impacts to law enforcement resources. The unsupervised use of parks facilities is common and legal.

- Peggy Egli
- An LaBarre

Commenters state that the project site is located at the remote canyon edge which runs the risk of children encountering wildlife (bears, mountain lions, bobcats, and coyotes).

Under CEQA and NEPA, environmental review evaluates a project's potential impact on the existing physical environment; it does not evaluate the impact of the existing physical environment on the project. The proposed project is within an area frequently used by hikers, runners, equestrians, and other recreationists and risks associated with wildlife would not change as a result of the proposed project.

- An LaBarre

25 ALTERNATIVES

Commenters assert that there was an inadequate review of alternatives in the EA/IS. Commenters also assert that other locations would be better.

CEQA does not require a review of alternatives in an Initial Study or Mitigated Negative Declaration. NEPA requires that a minimum of two alternatives be evaluated in an EA, the Proposed Action Alternative and the No Action Alternative. Several alternatives were considered and rejected, as discussed in Section 2.2 of the EA/IS since they did not meet ARD's feasibility criteria. Sections 2.2, 2.3, and 2.4 provide a discussion of alternatives

- Peggy Egli
- An LaBarre
- Joby and Lindsey Souza
- Dinah Alexander Gibbs
- Judy Suter
- Robert Sydnor
- Form Letter
- Richard Hadley

26 OTHER

Commenters express concerns over the potential of profanity, truancy, crime, drug culture, and under-age drinking.

These are not considered environmental issues and are not evaluated in the EA/IS or considered under CEQA or NEPA.

- An LaBarre
- Kirsten Garrard

Maidu Bike Park Responses to Comments

- Dinah Alexander Gibbs
- Judy Suter
- Form Letter

Commenters raise concerns over trail management during race days.

The construction of the proposed project includes no changes in management of trails in the area.

- Joby and Lindsey Souza

Commenters question whether or not no smoking and no loitering signs would be put up.

The existence of signage is not an environmental issue and is not evaluated in the EA/IS. This comment does not question the accuracy or adequacy of the EA/IS.

- Lou Hammond

Commenters raised concerns about facility maintenance.

As described in the project description included in the EA/IS, the proposed bike park would be managed by ARD and regular maintenance would be performed by ARD staff and volunteers under a volunteer coordinator.

- Judy Suter
- Peggy Egli
- Form Letter

One commenter suggested that an Environmental Impact Report should be prepared under CEQA.

No impacts that could not be mitigated to a less than significant level were identified by the EA/IS. CEQA requires that an Environmental Impact Report be prepared if significant impacts would result from a proposed project.

- Judy Suter

ATTACHMENT A
*Comments Received on Draft
Environmental Assessment/Initial Study*

DOWNLOAD AS SEPARATE FILE FROM WEBSITE

ATTACHMENT B

Revised Site Plan - Cover Sheet

REVISIONS	DATE

Giuliani & Kull, Inc.
Engineers • Planners • Surveyors
500 Wall Street, Suite A, Auburn, CA 95603
(530) 885-5107 Fax (530) 885-5157
Auburn • San Jose • Oakdale

ARD BIKE PARK
471 MAIDU DRIVE
AUBURN, CALIFORNIA

COVER SHEET

SHEET
1A
OF 6 SHEETS
DATE
May 4, 2016
JOB NO.
14204

LEGEND

LINE/SYMBOL	DESCRIPTION/ABBREVIATION
—	PROPERTY LINE
- - -	EASEMENT (AS NOTED)
—1000—	MAJOR ELEVATION CONTOUR
—950—	MINOR ELEVATION CONTOUR
—1018—	PROPOSED CONTOUR
- - -	LIMITS OF GRADING
—	PR EDGE OF PAVEMENT AND 1.5' SHOULDER
—	PR TRAIL
—	EDGE OF PAVEMENT (EP)
—	FENCE LINE (FNC)
—	PROPOSED BUILDING
—	FLOW LINE (FL), CREEK OR SWALE
⊕ @ HW	EX WATER VALVE (HV)
⊕	EX JOINT UTILITY POLE (JP)
⊕	EX GUY ANCHOR
○	TREE DRIPLINE
20" OAK	TREE DESCRIPTOR
10%	SLOPE INDICATOR
✕	TREE TO BE REMOVED
①	DIRECTIONAL FLOW TRAIL
②	ALL MOUNTAIN TRAIL
③	NATURALIZED TECHNICAL TRAIL
④	SKILLS LOOP
⑤	PUMP TRACK
⑥	STRIDER TRACK
⑦	DIRT JUMP AREA W/RETURN TRAIL
⑧	ADA W/PATH OF TRAVEL
⑨	BRIDGE W/OFFSET FENCE BARRIER & BOLLARDS
⑩	TRAILHEAD AND KIOSK
⑪	PCHA CANAL
⑫	FUTURE CROSSWALK
⑬	SEATING/OBSERVATION AREA
⑭	UPHILL CANAL FENCING
⑮	JUMP FEATURE FENCING
⑯	BIKE PARK BY-PASS TRAIL
⑰	ENVIRONMENTALLY SENSITIVE AREA WITH BUFFER ZONE
⑱	SPLIT RAIL FENCE (N)
■	DRAINAGE JUNCTION BOX CHRISTY U-2 W. SOLID COVER
●	AREA DRAIN SEE DETAIL ④
—IR—	1 1/2" PVC IRRIGATION LINE
—E—	FUTURE ELECTRICAL

CIVIL SHEET INDEX

SHEET NO	DESCRIPTION
1	COVER SHEET
2	GRADING PLAN
3	CROSS SECTIONS
4	TYPICAL SECTIONS & STANDARD DETAILS
5	EROSION CONTROL
6	BRIDGE DETAILS

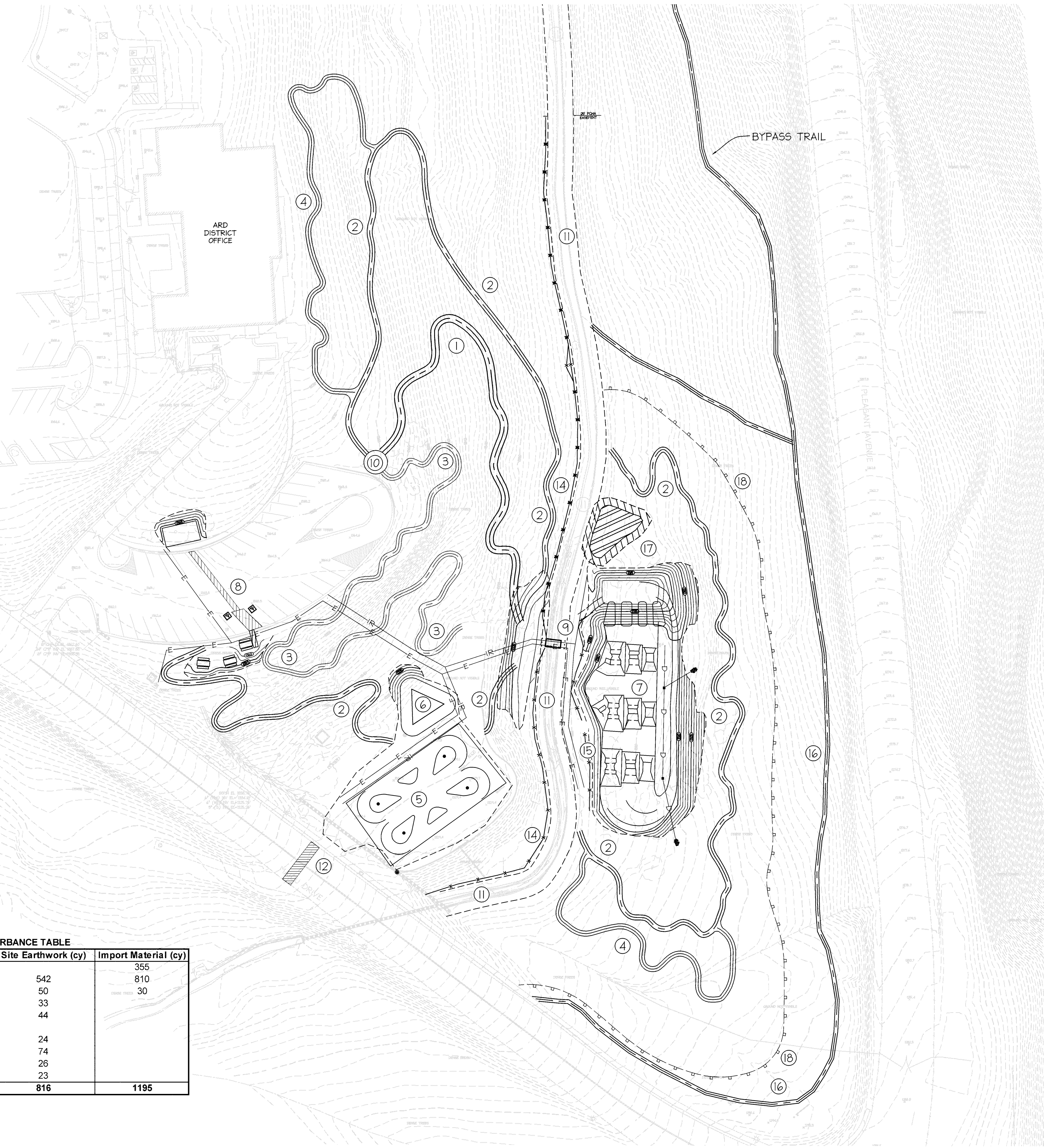
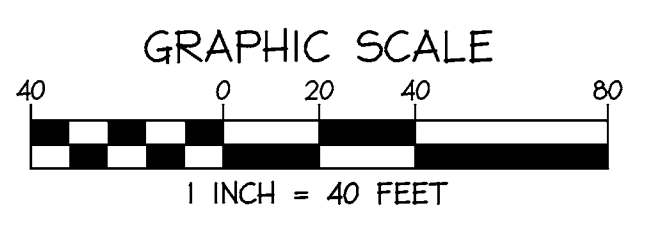
ENGINEERING STATEMENT

THESE IMPROVEMENT PLANS HAVE BEEN PREPARED BY ME OR UNDER MY DIRECTION IN ACCORDANCE WITH STANDARD ENGINEERING PRACTICE.

EDWARD M. GIULIANI



DATE



GRADING AND DISTURBANCE TABLE

Item	Disturbed Area (ac)	Site Earthwork (cy)	Import Material (cy)
Pump Track	0.00		355
Jump Track	0.36	542	810
Strider	0.03	50	30
Viewing Area	0.04	33	
Rest Rooms	0.02	44	
Trails			
Directional	0.06	24	
All Mountain	0.18	74	
Naturalized	0.07	26	
Skills	0.06	23	
Totals	0.82	816	1195

***Revisions to Draft
Environmental Assessment/Initial Study
(cutsheets)***

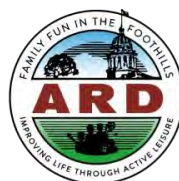
Draft Final Environmental Assessment/Initial Study

Maidu Bike Park Project

Auburn, California



U.S. Department of the Interior
Bureau of Reclamation



Auburn Area Recreation and Parks District June-September 2017

DRAFT FINAL

**Maidu Bike Park Project
CEQA Initial Study
NEPA Environmental Assessment**

Prepared for:

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~~JUNE 2017~~ SEPTEMBER 2017

**Draft Maidu Bike Park Project
CEQA Initial Study
NEPA Environmental Assessment**

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- B Draft Mitigation Monitoring Plan
- C CalEEMod Modeling Results
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3 PROPOSED ACTION/PROJECT DESCRIPTION

The proposed action would result in construction and operation of a recreational bike park on a site north of Maidu Drive. The project area includes the approximately 8.96-acre bike park site, the proposed bypass trail, and the existing trail alignment, as shown in Figures 1 and 2. The bike park would provide a variety of trails for various skill levels and activities. The project would also include an ADA-compliant picnic area, restrooms, and observation area adjacent to the existing Canyon View Community Center (CVCC) parking lot. The proposed site plan is attached as Appendix A. Details of individual elements of the bike park, including the area of anticipated soil disturbance associated with each bike park feature, are provided below and in the site plans.

Pump Track

A pump track is a continuous loop of soil berms and smooth soil mounds (rollers) that a user rides without pedaling. The pump track is proposed on an approximately 0.30-acre previously-developed and disturbed portion of the site. Large holes (18 – 24 inches diameter) would be bored through the existing asphalt base in this area to create dry wells to allow for stormwater drainage and soil infiltration (see Appendix A). The pump track is designed to direct surface drainage to the dry wells internal to the track and thereby contain stormwater runoff within the track area. The abandoned utility connections on the site would be capped below grade and existing electrical utilities, if serviceable, would be relocated to provide power for the proposed bike park. Water to the bike park would be provided from the existing irrigation lines near the lower CVCC parking lot. Water would be applied by an automated system to bike park features as necessary for maintenance and to control dust. Approximately 355 cubic yards of soil would be imported to the site to build the berms and mounds for the pump track. The maximum height of bike park features would be eight feet.

Jump Track and Return Trail

The jump track would contain larger, more difficult jumps. The track itself would measure approximately 200 feet long and 70 feet wide. This area would be constructed in a predominately open area with some site grading to allow the creation of the jumps from fill soil. The proposed jump track would result in disturbance to an approximately 0.36-acre area. Site grading would displace an estimated 542 cubic yards of material. Creation of the jump facility would require approximately 810 cubic yards of imported fill. Grading of this area would include removing shrubs and grasses and ~~up to 25 16-oak-trees-with-diameters-ranging-from-10-to-12-inches.~~ Existing soils stockpiles from historic grading would be covered by fill material. Drainage will be directed to a local sub-drain system for filtration and runoff will be directed to multiple release points to minimize potential for erosion from concentrated flows (see Appendix A).

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Skills Loop

This natural-surface trail would combine elements of the All Mountain and Naturalized Technical trails with some obstacles. There would be approximately 615 linear feet of trail cut to an initial width of 3 to 4 feet. Total disturbance area would be approximately 0.06 acre. Approximately 23 cubic yards of soil would be moved with grading.

Connector Trails – On-site

Trails would provide internal circulation to allow users to move between different trail features in the bike park. These connector trails would be two-way traffic trails approximately 4 to 6 feet wide. A small bike and pedestrian bridge would be constructed over PCWA's Shirland Canal (Appendix A). This bridge would connect the portions of the bike park above and below the canal and would be installed just west of the jump area (see Appendix A). The bridge would have side railings to protect from falls into the canal and would be approximately 5 feet wide to allow two bikes to pass each other. Users would be required to walk their bikes over the bridge. The existing multi-use trail that bisects the project site more or less parallel to the canal would be rerouted farther to the east and closer to Pleasant Avenue to allow trail users to bypass the bike park and return to existing trails just north of the bike park site. This bypass trail, as shown in Figures 1 and 2, is about 1,600 linear feet and would result in approximately 0.09 acre of disturbance from clearing vegetation and light surface grading. Trail maintenance is also proposed to address maintenance needs on an existing trail route east of the proposed bike park that provides an optional route to crossing through the bike park and crossing Maidu Drive (Figures 1 and 2). Proposed trail maintenance is discussed in greater detail below.

Trailheads, Signage and Fencing

Two trailheads would be constructed as part of the proposed action. The first trailhead would be at the north end of the parking lot and would consist of a small area with signs for park users to review the bike park map and rules. This trailhead would mark the beginning point of the Naturalized Technical trail, the Directional Flow trail, and the All-Mountain trail. The second, smaller trailhead would be at the south end of the parking lot at the beginning point of a segment of the All-Mountain trail.

Signs installed at the park would comply with the requirements set forth by the ADA and the Reclamation's Visual Identity Manual and Sign Manual. Signs would provide trail information and would include emergency services information and directions to the nearest hospital. Additionally, signs will be placed along the ASRA bypass trail and at park access points to

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existing trails to alert users of the boundaries of the bike park. The signs will also remind users to adhere to all rules and regulations.

Fencing would be constructed along the uphill side of the Shirland Canal to prevent park users from disturbing soil along the bank of the canal and to prevent users from entering the canal inadvertently. Fencing would extend approximately 700 feet along the canal from the sidewalk on the west side of the proposed park. There would be an opening in the fencing at the proposed bridge. Fencing would be constructed of metal posts supporting wood rails ~~(Appendix A)~~. Additionally, a split rail fence would be constructed between the bike park and the bypass trail to discourage bike park users from straying onto the bypass trail (Appendix A).

Maintenance on Existing Trail Alignment

The proposed action includes addressing maintenance needs along an existing trail route within the Auburn State Recreation Area that provides an alternative to using trails that run through the proposed bike park project site. This work would be completed in spring of 2018. While the alternate route is existing, the trails north of the bike park site are typically accessed from the south using a trail that crosses the proposed bike park site. ARD, in consultation with the California Department of Parks and Recreation (California State Parks), identified maintenance needs along the unnamed road between Pleasant Avenue and its intersection with the main China Bar entrance road that would enhance the condition of the trail, which provides an alternative to using trails that cross Maidu Road and the proposed bike park site. As part of the proposed bike park project, ARD would address minor maintenance needs along the unnamed roadway, which is an existing designated trail with intermittent paved and gravel-surfaced segments in addition to segments of single-track trail along wider shoulder areas. Maintenance would include the following:

- A. Finely crushed aggregate would be placed along the shoulder of the roadway in several locations to improve the existing trail tread and correct for erosion that has lowered or incised the surface of the trail tread;
- B. Repairs would be made to the existing fence along the dam keyway cut. Several fenceposts are bent and would be replaced along with chain link as necessary;
- C. A guardrail would be constructed within the existing gravel road section for approximately 100 feet to protect trail users from a ledge that has resulted from erosion on the north side of the road;

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- D. Brush would be cleared along the existing portions of trail on the roadway shoulder to provide 5 feet of clear width for trail use. This would include mowing or weed eating and trimming overhanging limbs as necessary.
- E. Up to nine directional trail signs would be installed at intersections of the unnamed road and existing trails and other roadways. Trail signs would be designed to be in conformance with other existing signs within the Auburn State Recreation Area.

Proposed trail maintenance would be carried out in existing disturbed areas or within the paved section of roadway along the existing trail alignment.

ADA Parking and Access, Restrooms, and Viewing Area

Two van-accessible, paved, ADA-compliant parking spaces would be provided in the existing CVCC lower parking lot. These parking spaces would be adjacent to the ADA-compliant viewing and picnic area and would provide ADA-compliant access to restrooms that would be constructed on the westerly edge of the parking lot. The proposed project includes installation of self-contained modular ADA-compliant restrooms that would not be hooked up to sewer and would be pumped by a septic service at regular intervals. In the future, dependent on available funding, restrooms could be upgraded and could be hooked up to sewer. The restrooms would be monitored for after-hours use and may be locked nightly if required for security purposes. An ADA-compliant viewing area is proposed adjacent to the ADA parking area to allow observation of the bike park. Curb cuts and paths of travel would be constructed to ADA standards for accessibility. The viewing area would include an approximately 300-square-foot viewing deck and an ADA-compliant picnic table. Barbeques and smoking will be prohibited within the bike park.

General parking for the bike park is proposed in the existing overflow parking lot for the CVCC. The lower parking lot has 36 standard parking spaces. Parking would also be available on portions of Maidu Drive, excluding the curbs immediately adjacent to and across from the park, which would be painted red to restrict parking and promote visibility and access into the bike park. A crosswalk meeting Reclamation standards would be painted on Maidu Drive at the existing trail crossing. This crosswalk would be painted during the first phase of construction activity.

The proposed bike park includes a small shed adjacent to the proposed pump track that would be used to store tools for bike park maintenance. The storage shed would be approximately 100 square feet and 8 feet high and would be painted in neutral colors to blend with the natural surroundings.

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Project Operation and Maintenance

It is anticipated that the bike park would draw about 100 visitors throughout the day during peak use days, which are anticipated to be school holidays and weekends, and up to 150 during special events. In non-peak times, the intensity of use would decrease substantially. ARD maintenance personnel would monitor weather daily and would close the park during inclement weather. The park could also be closed during special trails events such as the American River 50 running event.

The bike park would be open from dawn to dusk and as such would not be lighted for use during nighttime hours. The project includes low level security lighting near the pump track area to allow the facility to be monitored at night.

ARD facilities personnel and the bike park volunteer community group would maintain the bike park. An automatic sprinkler system would be installed to periodically apply water for dust and erosion control to the pump track, jump area, and strider track. ARD staff would provide daily maintenance of the facility and would clean on-site restrooms, empty trash receptacles, and perform other maintenance as necessary. The volunteer community group would be responsible for trail and facility maintenance, including mowing and weed control and defensible space maintenance. Volunteers would be trained by a designated Bike Park Volunteer Coordinator who would also organize volunteer work activities on a quarterly basis or as determined necessary to address specific needs. Signs would be posted on the site to educate users about the importance of cleaning their equipment prior to using the bike park to reduce the spread of invasive and noxious weed species from seed and propagules brought in on bicycles. The bike park would be operated in accordance with this project description and a bike park maintenance plan. In addition to maintenance activities and schedule, the maintenance plan would include fire safe measures to minimize fire risk associated with maintenance and operations of the bike park. These measures include: maintaining fuel breaks and defensible space, ensuring that fire suppression equipment is available onsite during all maintenance activities, other fire safe measures such as limited work periods and proper use of equipment.

Existing trails subject to maintenance as part of the proposed project would be maintained by California State Parks in accordance with existing trails maintenance programs in the Auburn State Recreation Area.

Construction Methods and Phasing

The bike park would be constructed in two phases. The first phase is anticipated to be constructed in 2017 and would include the following:

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available. Construction activities would be carried out between the hours of 7:00 a.m. and 8:00 p.m. Monday through Friday, and between the hours of 8:00 a.m. and 8:00 p.m. on Saturdays and Sundays provided that all construction equipment be fitted with factory-installed muffling devices and be maintained in good working order.

Tree Removal and Vegetation Protection

To the extent possible, the project is designed and would be constructed to avoid removing or impacting trees to the extent possible. The jump area and strider track would be located away from mature trees. The pump track is proposed for a previously-disturbed area and would not substantially impact vegetation or trees. Up to 30 trees total would be removed to construct bike park features and construct trails. ~~Grading to create the dirt jump area east of the canal would require removing 16 oak trees with stem diameters of approximately 10 to 12 inches.~~

Best Management Practices

Best management practices would be implemented to be consistent with requirements of the Placer County Grading Ordinance, and would include measures for slope stabilization, dust control, and temporary and permanent erosion control devices in all areas of construction disturbance. Erosion control and soil stabilization measures would be implemented in accordance with Erosion and Sediment Control Guidelines for Developing Areas of the Sierra Foothills and Mountains (per the Placer County Grading Ordinance). No construction would occur without implementation of an erosion control plan providing site-specific measures for sediment and erosion control. Specific minimum site stabilization and erosion control measures identified in project plans include (Appendix A):

- Installing erosion-control filter/silt fence;
- Revegetating all disturbed areas;
- Installing a gravel apron or equivalent BMP device or appropriate measures at off-site access points onto paved roadways to control soil track out onto area roadways;
- Applying mulch or an erosion control blanket to inactive disturbed areas.

Additional measures could be implemented as dictated by field conditions and as deemed appropriate by the project engineer. Any revegetation seed or plant material used will be of native seed mixes. Erosion control materials must be of certified “weed-free” materials. The erosion control plan and all proposed measures would be subject to review and approval by Reclamation.

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Implementation of the proposed action would result in a total disturbance area of 0.91 acre. Since the project would result in less than one acre of ground disturbance no permit would be required for construction stormwater discharges under the National Pollutant Discharge Elimination System (NPDES) and no Stormwater Pollution Prevention Plan (SWPPP) would be required. However, BMPs to ensure water quality and erosion control during construction are identified above and included in project plans. BMPs and permit compliance would ensure that stormwater runoff from the project does not adversely affect water quality in receiving waters, which include the North Fork American River downslope of the site.

As noted above under the description of bike park features, stormwater within the Pump Track, Jump Track and Strider Track would be infiltrated via dry wells or a sub-drain system to avoid increased runoff and concentrated flow release points. While geologic investigations have discovered no naturally-occurring asbestos ~~on the project site~~ within the proposed disturbance area, an Asbestos Dust Mitigation Plan (ADMP) would be implemented to comply with State regulations and would include measures to control airborne dust during construction.

Project plans include measures to protect the Shirland Canal from stormwater runoff from the bike park. No direct stormwater piping would discharge into the canal and erosion control measures would be implemented to prevent sediment and debris from entering the canal. The encroachment agreement between PCWA and ARD, which would allow for construction within PCWA's Shirland Canal easement, requires specific measures be implemented to protect the canal from damage. These measures are summarized as follows:

- Repairs to the fence protecting the canal shall be made promptly to prevent crossing at locations other than the approved bridge;
- Signs shall be posted to warn park users against throwing trash or debris into the canal, entering the canal; or drinking water from the canal;
- No canal water is to be used for any purpose;
- Nothing may be built or stored along the canal berm within the easement area other than items specifically allowed by the encroachment agreement;
- BMPs shall be used to maintain the bike trails and associated storm water/sediment detention areas to prevent increased sediment and storm water delivery into the canal;
- Repairs or modifications must be made immediately to eliminate any observed increased sedimentation or stormwater delivery into the canal;

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As shown in Table 4, CalEEMod emissions results for the proposed project are far below *de minimis* values for criteria pollutants, which is the minimum threshold for which a conformity determination must be performed. Therefore, a written Conformity Determination stating that the action would be in conformance with the State Implementation Plan is not required.

According to CalEEMod analysis, the project would result in an increase in regional and local emissions from construction and operation. However, these emissions would not exceed the APCD's threshold of significance of 82 pounds per day of ROG, NO_x, or PM₁₀ for construction activities. Operational emissions resulting from the proposed project would remain far below Placer County APCD's thresholds of significance of 55 pounds per day of ROG or NO_x and 82 pounds per day of PM₁₀. The project's short-term construction air pollutant emissions would result from site grading activities, diesel-powered construction equipment, trucks hauling building supplies, and worker vehicle exhaust. While significance thresholds would not be exceeded by project emissions and no mitigation is necessary to reduce emissions, Mitigation Measure AIR-1 requires that grading/improvement plans identify best practices to ensure that emissions are minimized during construction and ensure compliance with applicable District Rules and State Regulations. While geologic investigations have discovered no naturally-occurring asbestos on the project site, Mitigation Measure AIR-2 requires compliance with State regulations that require that an Asbestos Dust Mitigation Plan specifying measures to control airborne dust emissions during construction be prepared and submitted to the Placer County APCD for approval prior to the commencement of earth disturbing activities. While project emissions are less than significant without implementing mitigation, implementation of Mitigation Measures AIR-1 and AIR-2 would ensure best practices are implemented to minimize emissions during construction of the proposed project. During operation, dust emissions would be controlled by using an automated system to apply water to bike park features as necessary for maintenance of the riding surface and to ensure compliance with applicable APCD rules.

The project's long-term operational emissions would result primarily from vehicle exhaust and increased demand for utilities and water and wastewater treatment. The project would contribute emissions of ROG and NO_x, but emissions would be less than significant since they would not exceed the Placer County APCD's threshold for requiring mitigation for cumulative emissions (55 pounds per day).

Emissions of carbon monoxide (CO) from idling vehicles can create pockets of high CO concentrations, called "hot spots." These pockets can exceed the state standards for CO. High CO concentrations can cause headaches, dizziness, and nausea and can contribute to

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Vegetation on site would continue to be maintained for fire prevention purposes. The existing habitat values on site would remain unchanged from the present condition and the No Action Alternative would result in no conflict with any policies, ordinances, or plans protecting biological resources. Community demand for a bike park facility would remain unmet under the No Action Alternative and it is likely that a bike park facility would be constructed elsewhere.

Proposed Action

- a) The project would result in disturbance including soil excavation, removal of trees, and clearing of the shrub and herbaceous vegetation layers. The existing intermittently paved road would also be excavated in places to create a natural surfaced trail.

The biological resources assessment determined that the project area could support nesting by raptors and protected migratory bird species. Since trees and shrubs would be removed to construct the proposed bike park and work would occur near suitable nesting habitat, there is potential for the project to disturb active nests of raptors or other protected bird species if nest sites are within or adjacent to the project area. Mitigation Measure BIO.1 requires that a preconstruction survey be conducted to identify any active nests and that measures developed in consultation with the California Department of Fish and Wildlife (CDFW) and USFWS be implemented to avoid disturbance if any nests are discovered during pre-construction surveys.

There is low potential for bats to roost in trees on site or in adjacent developed areas where they could be disturbed by project activities. Mitigation Measure BIO.2 requires that a preconstruction survey be conducted to identify any evidence of active bat roosts and that measures developed in consultation with CDFW be implemented to avoid disturbance if active roosts are discovered during pre-construction surveys. Low-level security lighting would be of lower intensity than other lighting in the project area, such as street lights and facility lighting around the Canyon View Community Center and PCWA operations facility, and is not expected to result in a substantial change in the existing condition with respect to movement and behavior of nocturnal species of wildlife.

With implementation of Mitigation Measures BIO.1 and BIO.2, the proposed action would result in less than significant impacts to special-status species of wildlife or plants.

- b) No wetlands, marshes, meadows, riparian zones or other designated or known sensitive habitat types occur within areas that would be disturbed by the proposed project. The proposed project would not affect the existing roadside detention basin on the west side of Pleasant Avenue and no disturbance would occur within the drainage basin. The

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variable over short distances. The Inks series consists of shallow, well-drained soils that formed from volcanic rocks. These soils are on undulating to hilly tubular volcanic ridges and steep side slopes, and depth to bedrock is 10 to 20 inches (Holdrege and Kull 2014). None of these soils is rated as having limitations associated with linear extensibility (shrink-swell potential)(NRCS, 2016).

The Inks Cobbly loam and Inks Variant Cobbly loam soils have a slight to high erosion hazard, and the Auburn-Sobrante-Rock soil has a high erosion hazard (Placer County 2003). There are no Alquist-Priolo mapped earthquake fault zones within the project area. The nearest active fault line is the Cleveland Hills Fault, located approximately 36 miles northwest of Auburn. Two potentially active faults lie within five miles of Auburn (City of Auburn General Plan, 1993). The most recent seismic event to occur nearby was the 1989 Emigrant Gap earthquake which measured 4.3 on the Richter scale; and the last major seismic activity within the Foothills Fault System was the 1975 Oroville Earthquake along the Cleveland Hills Fault with a magnitude of 5.7 on the Richter scale. The project site's proximity to active faults within central California makes it likely that the project would be subjected to seismic ground shaking in the future. Studies of past seismic events conclude that the maximum credible earthquake for the Foothills Fault System would be a Richter magnitude 6.5 event. [All geologic investigations and peer reviews are attached in Appendix E.](#)

Environmental Consequences / Environmental Impacts

No Action

Under the No Action Alternative, no changes to the project site would occur. The No Action Alternative would result in no change in the likelihood of erosion or increased risks due to soils conditions, unstable geologic units, or seismic events. Community demand for a bike park facility would remain unmet under the No Action Alternative and it is likely that a bike park facility would be constructed elsewhere and that impacts associated with increased risks due to soils conditions, unstable geologic units, or seismic events would be similar to the proposed action.

Proposed Action

- a) The proposed action would construct a bike park, bypass trail, and address maintenance needs along an existing trail alignment and would result in no increased risk of adverse effects should a seismic event occur. The project does not propose to construct buildings or other structures that would be at risk for damage during a seismic event. While portions of the proposed trails would be located on moderate slopes, trail construction would include minor grading in an area with existing trails and is not anticipated to result

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Several soil mounds exist in the eastern portion of the project site. These are reportedly the result of historic grading activities on the site and contain only soil material from grading (Holdrege and Kull 2014).

The project area is mapped by the California Department of Conservation, California Geological Survey as an Area Most Likely to Contain Naturally Occurring Asbestos (Department of Conservation, 2008). Naturally occurring asbestos (NOA) was not detected above the threshold of significance for laboratory reporting (0.25%) in any of six soil samples taken from the site as part of the Phase 1 ESA performed for the site, indicating that NOA is not likely to occur at significant concentrations in soils that would be disturbed by construction or operation of the bike park (Holdrege & Kull, 2014). Only one of six samples collected had any detectable asbestos content and it was below the limit for laboratory reporting (0.25%).

To further characterize site geology and potential for NOA to occur, Holdrege & Kull subsequently performed a geologic evaluation of the site in 2016 (Holdrege & Kull, 2016a, [Appendix E](#)). This evaluation was performed in accordance with a work plan approved by the Placer County Air Pollution Control District (PCAPCD) and included the following measures to further characterize the geology of the site and provide a more thorough evaluation of potential for any portion of the project area to contain NOA in surface and near-surface materials that could be disturbed by construction or operation of the bike park:

1. Surface reconnaissance;
2. Review of existing geological maps and literature pertaining to the site and vicinity;
3. Mapping of site geology;
4. Identification and description of geologic units, rock and soil types, and features that could be related to the presence of ultramafic rocks, serpentine, or asbestos mineralization; and
5. Subsurface investigation (exploratory trenching) to evaluate the nature and extent of geologic materials in the subsurface where excavation is proposed as part of the bike park project.

Review of existing mapping indicated that a majority of the site is underlain by Mehrten formation soils, which are unlikely to contain NOA. Mapping indicated that ultramafic and metavolcanic formations occur within the northeastern portion of the site and at depth under the overlying Mehrten formation. Ultramafic and metavolcanic rocks have some potential to contain NOA. The geologic evaluation determined that the Mehrten formation covers the majority of the project site in depths 12 to 57 inches. No ultramafic or- metavolcanics rocks were found within the proposed disturbance areas. The portions of the project site in which ultramafic or

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metavolcanic rock was discovered at shallower soil horizons were either tested for the presence of NOA with negative results or were avoided by relocating planned trails out of these areas. To further investigate and map site geology, the geologic evaluation included excavation of 23 exploratory trenches to depths ranging from 12 to 72 inches, which confirmed existing geologic mapping and further defined the contact between the Mehrten formation and ultramafic and metavolcanic rocks within the project site (Holdrege & Kull, 2016a; [Appendix E](#)). Youngdahl Consulting Group, Inc. was retained by the PCAPCD to review Holdrege & Kull's Geologic Evaluation, and concurred with Holdrege & Kull's evaluation in a letter dated March 7, 2016 (Youngdahl, 2016, [Appendix E](#)).

Further soil sampling and lab analysis were conducted by Holdrege & Kull for portions of the proposed bike park overlying geologic formations with the potential to contain NOA (areas mapped as ultramafic and metavolcanic formations) (Holdrege & Kull, 2016b, [Appendix E](#)). The testing program included excavation of an additional seven exploratory trenches to depths of approximately two feet below the ground surface, and collection of surface and subsurface soil samples for laboratory asbestos testing. Samples were collected at approximately 60-foot intervals along the proposed alignment of approximately 500 feet of trail proposed within the area underlain by soils with potential to contain NOA. Soil samples were obtained from 0-6 inches and 15-21 inches below the ground surface at six of the seven sample locations and from 0-4 inches and 6-12 inches below the surface at one sample location due to shallow rock encountered. A variety of soil and rock conditions were encountered in the trenches excavated, including Mehrten formation, ultramafic and metavolcanic rock, and fill material. The investigation included samples taken from stockpiled soil and fill material from previous grading on or near the bike park site. The ~~147~~ soil samples collected were analyzed for asbestos by polarized light microscopy California Air Resources Board (CARB) 435-A methodology with a reporting limit of 0.25%. Laboratory results indicated that ~~these 7 14~~ soil samples were composed of 100% non-fibrous material and no asbestos was detected in any of the samples collected from areas overlying formations with potential to contain NOA.

~~No school exists within 0.25 mile of the project site and the~~The site is not near any private airstrip or within the boundaries of an airport land use plan. Skyridge Elementary is just within 0.25 miles of the project site.

The California Department of Forestry and Fire Protection (CalFire) provides fire services to the project area under a contract with Placer County Fire) and Reclamation. However, Auburn Fire would be the first responder to any incident on the site due to proximity of resources according to the Western Placer County Fire Chiefs Association Closest Resource Response Plan (a cooperative agreement with all fire agencies in Western Placer County) (D'Ambrogio, 2015).

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As described under *Affected Environment / Environmental Setting* above, extensive geologic investigations carried out on the site by Holdrege & Kull in 2014 and 2016 (Holdrege & Kull, 2014, 2016a, 2016b) and confirmed by an independent peer review conducted by Youngdahl Consulting (Youngdahl, 2016) indicate that the area that would be subject to disturbance as a result of implementing the proposed bike park project does not contain NOA at levels that would represent a hazard during construction or operation of the proposed bike park. Twenty-Three soil samples were obtained from the project site and potential disturbance areas and were tested for the presence of NOA using methods approved by the California Air Resources Board (CARB Method 435-A). Asbestos was not detected in any of the samples above the threshold of significance for laboratory reporting (0.25%). The 0.25% threshold is also enforced by PCAPCD in compliance with the California Air Resources Board Asbestos Air Toxic Control Measure (ATCM). As noted previously, laboratory results detected asbestos in one soil sample at a concentration of less than 0.25%. This sample was obtained from the upper six inches of soil in the northeastern portion of the study area from an area in which no disturbance is proposed as part of the bike park project.

Test results indicate that disturbance of native soils as part of the proposed project would result in no adverse effects associated with NOA. The geologic evaluation determined that the Mehrten formation extends greater than three feet below the ground surface and no ultramafic or metavolcanic rocks were encountered to the maximum depth explored (57 inches). Excavations to construct the bike park and soil displacement as a result of bike park use are considered unlikely to extend through the Mehrten Formation into geologic formations with potential to contain NOA. Therefore, soil disturbance associated with trail building and erosional processes, which would be less than three feet based on the project grading plan, would be unlikely to expose rock with potential to contain NOA.

However, there is low potential for soils and rock with potential to contain NOA to be exposed by very deep excavations or substantial trail erosion if trails are not adequately maintained within areas with potential to contain NOA. Deep excavations are proposed for the upper edge of the jump track area and the proposed jump return trail is within potential NOA-containing geologic units. Additionally, since the site is within an area mapped by the California Geological Survey as likely to contain asbestos, the project is subject to mitigation measures specified in the State Asbestos ATCM. The measures identified in Mitigation Measure HAZ-2 would ensure that hazards associated with potential NOA discovery and exposure would be less than significant by requiring dust control measures, monitoring and evaluation of deep excavations during and following construction, clean soil coverage in all areas with potential to contain NOA, public access restrictions within

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- c) ~~No schools are~~Skyridge Elementary School is located just within 0.25 mile of the project site. However, the proposed project does not include any activities or uses that would result in regular handling of hazardous materials and would result in no impact associated with handling hazardous materials within ¼ mile of a school.
- d) The project site is not included on lists of regulated hazardous materials facilities or sites of known contamination or spills maintained by the State Water Resources Control Board's GeoTracker or the Department of Toxic Substance Control's Envirostor databases. Of the cases for hazardous materials contamination or regulated facilities that are within the project vicinity, only one is reported open (PCWA Field Operations Center). However, this site is located at a lower elevation than the project site and as such would not affect the project site. Therefore, no impacts associated with disturbing a listed hazardous materials site would occur with implementation of the proposed action.
- e-f) The site is not located within any airport land use plan and would result in no impact related to proximity to a public or private airport.
- g) Access for emergency vehicles and residential traffic would be maintained at all times throughout construction. While Maidu Road would remain open at all times during construction, roadway width could be temporarily reduced during work in the road section, such as painting the crosswalk. Operation of the project would not restrict emergency vehicle access to the project site or surrounding areas. The project would result in a less than significant impact associated with impairing implementation of emergency response and evacuation plans.
- h) Construction of the project would temporarily introduce potential sources of fire ignition as a result of equipment operation and other construction site activities, which would temporarily increase the risk of wildfire. However, construction personnel would be required to adhere to California Building Code and Fire Code standards for fire prevention during construction activities, which require that fire prevention practices be followed and that basic fire suppression equipment is maintained on site at all times. Through compliance with existing codes, risks associated with an elevated risk of wildfire during construction of the proposed bike park would be less than significant.

Users of the proposed bike park could represent another potential source of wildfire ignition. However, the site and surrounding Auburn State Recreation Area are frequently used by the public for recreational purposes and it is anticipated that the proposed bike park would result in no substantial increase in the risk of wildfire as a result of recreational use in the area. Residential areas and structures in the area are required to comply with defensible space requirements to reduce wildfire risks and the proposed bike

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Environmental Consequences / Environmental Impacts

No Action

Under the No Action Alternative, the bike park would not be constructed and no change in ambient permanent or temporary noise levels would occur. Noise levels in the area would comply with City of Auburn and Placer County regulations. The public demand for a bike park would remain unmet under the No Action Alternative and it is possible that a bike park would be constructed elsewhere within ARD's boundaries. Impacts associated with siting a bike park at an alternate location are unknown as no detailed noise studies have been carried out for other sites.

Proposed Action

a) Construction

The proposed bike park would generate temporary construction noise associated with vegetation removal, earthwork, and revegetation. Noise would be generated by workers, vehicles, and construction equipment, and would be anticipated to intermittently exceed the 55 dbA noise level standard for residential areas over a period of approximately 90 days. While noise levels would be elevated, no blasting or pile-driving is anticipated as part of construction. Noises generated by temporary construction activities would be exempt from applicable noise standards if generated within normal construction hours (7:00 a.m. to 8:00 p.m. on weekdays, 8:00 a.m. to 8:00 p.m. on weekends); noise-generating construction activities would be restricted to these hours. Temporarily elevated noise levels as a result of construction operations that occur during noise-exempt days and hours would be less than significant.

Operation

The primary noise sources associated with the proposed bike park are individuals yelling or cheering and some parking lot activities. To evaluate future noise levels associated with the proposed bike park, J.C. Brennan and Associates measured noise levels at the City of Folsom bike park and developed noise level contours using the CadnaA noise prediction model, which can account for multiple noise sources, line noise sources, noise source heights, and topographical shielding. Direct inputs to the CadnaA model included noise level data collected for the Folsom bike park which was converted to an area-wide sound power level of 103 dBA (60 dBA at a distance of 150 feet) for all trails on the bike park. An additional 3 dB was added to the modeling to account for up to 20 bicyclists at any one time, which is considered a high estimate of users at any one time. Other inputs included the bike park layout including the grading and surrounding topography.

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The TIRE threshold of “noticeable change” does not constitute a significant impact under CEQA. However, because the traffic increases on Skyridge Drive and the portion of Riverview Drive between Skyridge Drive and Maidu Drive could be perceivable to local residents, Mitigation Measure TRAFFIC-1 would be implemented. Mitigation Measure TRAFFIC-1 requires ARD to encourage bike park users to access the site via Maidu Drive, an existing higher volume collector street, instead of the Skyridge Drive or Riverview Drive options. This would be promoted by posting on site at the bike park and on ARD’s website and by contact with bike park users during the initial park opening and at bike park events. As required by Mitigation Measure TRAFFIC-1, signs will be added to the corner of Sacramento Street and Skyridge Drive stating that there is no Bike Park access from this point. Efforts would also be made to revise digital and online mapping to the bike park to direct visitors to use Maidu Drive. Additionally TRAFFIC-1 requires that construction traffic would also be required to access the site using Maidu Drive.

Alternative Transportation Modes. The project would be expected to increase the number of bicyclists using the streets that provide access to the site. As indicated in the trip generation analysis, it is estimated that 25 percent of users of the proposed bike park would ride a bicycle to the site. This would result in an estimated 38 bicycle trips to and 38 bicycle trips from the site over the course of a Saturday, or approximately 6 to 8 bicycle trips per hour during summer months. These trips would make use of the streets that link the site with the neighborhoods located west and north of the site, and the connections to the site via Pleasant Avenue. The primary access roads, Skyridge Drive, Riverview Drive and Maidu Drive, are identified in PCTPA’s City of Auburn and Placer County Regional bike plans as bicycle routes, although formal bicycle lanes do not exist. It is assumed that existing facilities are adequate to serve alternative modes of transportation. The bike park would be constructed on both sides of PCWA’s Shirland Canal. The berm on the east side of the canal is frequently used as a path by recreational trail users to access the greater Auburn State Recreation Area road and trail system and as a path to connect neighborhoods on the east side of the City of Auburn. The proposed bike park design would maintain full access along the berm and incorporates an alternate trail option to allow trail users to go around the bike park on the east and reconnect with the berm trail on the north side of the bike park. No further changes in the existing circulation system serving alternative modes of transportation would be required.

Cumulative Impacts

The cumulative assessment makes use of available information to evaluate the combined, or cumulative effect of the proposed project and other reasonably foreseeable projects in this area of Auburn. City of Auburn planning department staff were contacted and asked to identify any approved or reasonably foreseeable projects in the project area. City staff

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- c and f) The project would not conflict with adopted alternative transportation policies, plans, or programs. The project would result in no change in air traffic patterns and no change in roadway geometries or designs.
- d) The proposed project provides a bypass trail, as shown in Figures 1 and 2, to allow trail users to safely cross the bike park site and would also address maintenance needs along a portion of the unnamed road east of Maidu Drive that provides an alternative to crossing Maidu Drive and the bike park site. The proposed bypass trail and maintenance improvements to the alternate trail route would ensure that no hazard would result from trail user conflicts associated with other trail users crossing the bike park site. Impacts associated with hazards to other trail user groups associated with the proposed bike park would be less than significant.
- e) Access for emergency vehicles and residential traffic would be maintained at all times throughout construction and no road closures or detours would be necessary to construct the project. No impacts associated with inadequate emergency access would result from the proposed project.

Mitigation Measures

MM TRAFFIC-1The Auburn Area Recreation and Park District shall promote use of Maidu Drive from Auburn-Folsom Road to access the bike park facility. This shall include listing this preferred route in the Auburn Area Recreation and Park District’s official directions to the bike park in bike park literature and on the Auburn Area Recreation and Park District website. A sign instructing bike park users to access the facility via the preferred route shall be posted on site at the bike park. Signs shall be added to the corner of Sacramento Street and Skyridge Drive stating that there is no Bike Park access from this point. Efforts shall be made to revise digital and online mapping to the bike park to direct visitors to use Maidu Drive. All construction traffic shall access the project site via Maidu Drive.

	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. SERVICE SYSTEMS –Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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Mitigation Monitoring and Reporting Program

APPENDIX B (Continued)

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	the contractor shall immediately notify the Auburn Area Recreation and Park District.				
NOISE-1	Use of the bike park shall be restricted to the hours of 8:00 a.m. to dark (and at no time later than 9:00 p.m.) daily. No amplified voice or music shall be allowed to be used within the bike park except under a special event permit issued by ARD. Not more than five (5) special event permits shall be issued annually and notice of special events shall be provided at least ten days in advance of issuing the permit by posting on the bike park site.	ARD	ARD	<ul style="list-style-type: none"> • During project operation 	<ul style="list-style-type: none"> • Compliance with noise standards.
TRAFFIC-1	<p>The Auburn Area Recreation and Park District shall promote use of Maidu Drive from Auburn-Folsom Road to access the bike park facility. This shall include listing this preferred route in the Auburn Area Recreation and Park District's official directions to the bike park in bike park literature and on the Auburn Area Recreation and Park District website. A sign instructing bike park users to access the facility via the preferred route shall be posted on site at the bike park.</p> <p><u>Signs shall be added to the corner of Sacramento Street and Skyridge Drive stating that there is no Bike Park access from this point. Efforts shall be made to revise digital and online mapping to the bike park to direct visitors to use Maidu Drive. All construction traffic shall access the project site via Maidu Drive.</u></p>	ARD	ARD	<ul style="list-style-type: none"> • Signs and literature designating preferred route posted prior to and during project operation 	<ul style="list-style-type: none"> • Park visitors using Maidu Drive route for access.

APPENDIX B

Maidu Bike Park Project Mitigation Monitoring Program

The California Environmental Quality Act (CEQA) requires that when a lead agency adopts a Mitigated Negative Declaration (MND), it shall prepare a monitoring or reporting program (MMRP) for all required mitigation measures (CEQA Guidelines Section 15097). The National Environmental Policy Act (NEPA) also requires the adoption and summarization of monitoring and enforcement programs for any mitigation measures (40 CFR 1505.2-1505.3) identified by an Environmental Assessment (EA). This MMRP identifies the monitoring program for mitigation measures identified by the EA/IS/MND to reduce or avoid impacts associated with implementing the proposed Maidu Bike Park project. The MMRP shall be maintained by the Auburn Recreation District's designated Project Manager, and be available for inspection upon request at the Auburn Recreation District.

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
AIR-1	<p>Mitigation Measure AIR-1: The Grading/Improvement Plans shall include the following measures:</p> <ol style="list-style-type: none"> 1. The contractor shall use CARB ultra-low diesel fuel for all diesel-powered equipment. 2. In order to control dust, operational watering trucks shall be on site during construction hours. In addition, dry, mechanical sweeping is prohibited. Watering of a construction site shall be carried out in compliance with all pertinent APCD rules. 3. The contractor shall be responsible for keeping adjacent public thoroughfares clean of silt, dirt, mud, and debris, and shall "wet broom" the streets (or use another method to control dust as approved by the individual jurisdiction) if silt, dirt, mud or debris is carried over to adjacent public thoroughfares. 4. The contractor shall apply water or use other method to control dust impacts off site. 	<ul style="list-style-type: none"> • ARD (Plan Specs) • Contractor (Implementation) • ARD (Volunteer Implementation) 	ARD	<ul style="list-style-type: none"> • Prior to issuance of bid documents and work onsite • During construction activities 	<ul style="list-style-type: none"> • Site plan includes the required construction emission control measure notes • Specific construction emission control measures implemented during work onsite

APPENDIX B (Continued)

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	<p>Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site.</p> <p>5. During construction, traffic speeds on all unpaved surfaces shall be limited to 15 miles per hour or less.</p> <p>6. The contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are excessive and dust is impacting adjacent properties.</p> <p>7. In order to minimize wind driven dust during construction, the contractor shall apply methods such as surface stabilization, establishment of a vegetative cover, paving, (or use another method to control dust as approved by the individual jurisdiction).</p> <p>8. The contractor shall suspend all grading operations when fugitive dust exceeds Placer County APCD Rule 228 (Fugitive Dust) limitations. The contractor shall be responsible for having an individual who is CARB-certified to perform Visible Emissions Evaluations (VEE). This individual shall evaluate compliance with Rule 228 on a weekly basis. It is to be noted that fugitive dust is not to exceed 40% opacity and not go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading areas shall not exceed Placer County APCD Rule 228 Fugitive Dust limitations. Operators of vehicles and equipment found to exceed opacity limits will be notified by APCD and the equipment must be repaired within 72 hours.</p>				

APPENDIX B (Continued)

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	<p>9. Construction equipment exhaust emissions shall not exceed Placer County APCD Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by APCD to cease operations and the equipment must be repaired within 72 hours.</p> <p>10. A person shall not discharge into the atmosphere volatile organic compounds (VOC's) caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance, unless such manufacture or use complies with the provisions of Rule 217.</p> <p>11. During construction the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (i.e., gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.</p> <p>12. During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment.</p> <p>13. During construction, no open burning of removed vegetation shall be allowed unless permitted by the PCAPCD. All removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site.</p> <p>14. The contractor shall submit to Placer County APCD a comprehensive inventory (e.g., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower or greater) that will be used in aggregate of 40 or more hours for the</p>				

APPENDIX B (Continued)

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	<p>construction project. If any new equipment is added after submission of the inventory, the prime contractor shall contact the District prior to the new equipment being utilized. At least three business days prior to the use of subject heavy-duty off-road equipment, the project representative shall provide the District with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and on-site foreman.</p>				
AIR-2	<p>Prior to approval of Grading or Improvement Plans, the applicant shall submit an Asbestos Dust Mitigation Plan to the Placer County APCD for review and approval prior to construction. No ground disturbance shall occur prior to receiving Placer County APCD approval of the Asbestos Dust Mitigation Plan.</p>	<ul style="list-style-type: none"> • ARD (Plan Specs) • Contractor (Implementation) 	<ul style="list-style-type: none"> • Placer County APCD • ARD 	<ul style="list-style-type: none"> • Construction Emission/Dust Control Plan approved prior to grading onsite • Plan implemented during construction activities 	<ul style="list-style-type: none"> • Construction Emission/Dust Control Plan approved by APCD • Fugitive dust compliant with Placer County APCD Rule 228. • Copies of Plan available on site during all grading and construction activities
BIO-1	<p>To avoid take of any active nests protected by the federal Migratory Bird Treaty Act (MBTA), and California Fish and Game Code §3503 and 3503.5, tree removal associated with the project should be conducted between September 1 and March 1, which is outside of the typical breeding season. For any construction activities, including tree removal, initiated during the typical breeding season (generally March 1 through August 31) a pre-construction nesting survey should be conducted by a qualified biologist within 14 days prior to project-related activities. If the construction site is inactive at any time for more than 7 days, another nesting survey shall be conducted prior to re-initiation of work on</p>	ARD	ARD	<ul style="list-style-type: none"> • Tree removal conducted outside of breeding season. • Pre-construction survey conducted within 14 days prior to commencement of ground clearing activities if construction is initiated between March 1 and August 31 • If active nests are found, ARD shall consult with California Department of Fish and 	<ul style="list-style-type: none"> • Take of any active nests avoided.

APPENDIX B (Continued)

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	<p>site. Results of the nest surveys shall be submitted to CDFW and USFWS for review and approval. If any active nests are found on or immediately adjacent to the proposed area of disturbance, consultation should be initiated with CDFW and USFWS to determine appropriate performance based protection and avoidance measures and mitigation responsibilities. Mitigation measures could include limited operating periods and/or establishing a construction exclusion buffer around the nest. Should construction activities cause the nesting bird to vocalize, make defensive flights at intruders, get up from a brooding position, or fly off the nest the exclusionary buffer will be increased until nest defensive behavior is not observed. The exclusionary buffer will remain in place until the chicks have fledged or as otherwise determined by a qualified biologist.</p>			<p>Wildlife prior to work onsite and measures shall be implemented in accordance with direction received from CDFW.</p>	
BIO-2	<p>No earlier than 30 days prior to initiation of construction activities a pre-construction survey shall be conducted by a qualified biologist to determine if active bat roosts or maternal colonies are present on or within 300 feet of the construction area. Surveys shall include examination of the trees planned for removal for bats and suitable roosting habitat. Acoustic detectors may be utilized to determine species identification if needed. If bats or bat sign (guano, urine staining) are detected in or around any of the trees planned for removal, the project applicant shall consult with the CDFW to determine the appropriate course of action prior to initiation of any construction activities within 300 feet of the occupied roost. Under no circumstance shall an active roost be directly</p>	ARD	ARD	<ul style="list-style-type: none"> • Survey within 30 days prior to work onsite • Complete consultation with CDFW prior to work onsite (If active roosts are found) • Measures for protection of roosts implemented in accordance with direction received from CDFW 	<ul style="list-style-type: none"> • Disturbance to active roost sites avoided and/or measures implemented in accordance with direction received from CDFW

APPENDIX B (Continued)

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	<p>disturbed and construction within 300 feet shall be postponed or halted until a qualified biologist has determined that the roost has been naturally vacated. If bats do not vacate the roost voluntarily, and the roost site must be removed, the project applicant shall consult with CDFW to develop an eviction plan and secure any necessary permit for incidental take of bats, if required.</p>				
BIO-3	<p>Oak trees removed shall be replaced on-site at a 3:1 ratio. Replacement plantings shall consist of DeePot 40 size blue oaks (<i>Quercus douglasii</i>) and interior live oaks (<i>Quercus wislizenii</i>) to match the species removed. The plantings shall be monitored and maintained for a minimum of 7 years and a minimum 2:1 replacement ratio of surviving trees shall be achieved at the end of the monitoring period. Any planted tree replaced to achieve the required 2:1 ratio shall be monitored for survival for a minimum of 3 years. Successful completion of this measure shall be documented at the end of the monitoring period.</p>	ARD	ARD	<ul style="list-style-type: none"> • Replacement trees planted within 1 year of tree removal. • Trees monitored and maintained for minimum of 7 years and thereafter until 2:1 replacement ratio is achieved. 	<ul style="list-style-type: none"> • Minimum 2:1 replacement ratio of surviving trees achieved at end of monitoring period
BIO-4	<ul style="list-style-type: none"> • To avoid introducing non-native noxious or invasive weeds to the project area, the following measures shall be implemented by the Auburn Area Recreation and Park District and their contractors: All seed or plant material used for revegetation or site stabilization shall be approved by Reclamation prior to application; • The erosion control and revegetation plan shall be reviewed and approved by Reclamation prior to site disturbance. Construction specifications shall require that all erosion control materials used on the site 	<ul style="list-style-type: none"> • ARD (Plan Specs Operation) • Contractor (Implementation) • ARD (Volunteer Implementation and Project Operation) 	<ul style="list-style-type: none"> • Reclamation • ARD 	<ul style="list-style-type: none"> • Materials approved prior to application • Erosion Control/Revegetation Plan reviewed and approved prior to site disturbance • Revegetation conducted as soon as possible after ground disturbance • Signage posted onsite prior to project 	<ul style="list-style-type: none"> • Spread of non-native noxious or invasive weeds avoided.

APPENDIX B (Continued)

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	<p>shall be of certified “weed-free” materials.</p> <ul style="list-style-type: none"> • Disturbed areas shall be revegetated as soon as possible to reduce likelihood of invasive plant establishment; • Vegetation management activities shall be scheduled to maximize the effectiveness of control efforts and minimize introduction and spread of invasive plants; • Construction specifications shall state that equipment brought on site shall be free of non-native invasive species before moving into the project area. This may be accomplished by thoroughly washing equipment and vehicles prior to bringing them onto the project site to ensure that the equipment is free of soil, seeds, vegetative material, or other debris that could contain or hold seeds of non-native invasive species. • ARD shall post educational information on the bike park site regarding the importance of minimizing the spread of noxious weeds in the area and instructing users to implement best practices, such as maintaining clean bicycles, to prevent the spread of weeds. 			operation	
CULTURAL-1	Should archaeological material such as artifacts, exotic rock or unusual amounts of shell or bone or human remains be identified in the area during earth moving activities, work shall be halted within 100 feet of the discovery and Reclamation’s Regional Archaeologist and the Auburn Area Recreation and Park District shall be informed of the discovery. A qualified archaeologist shall be assigned to review the	ARD	<ul style="list-style-type: none"> • ARD • Contractor 	<ul style="list-style-type: none"> • Throughout construction 	<ul style="list-style-type: none"> • Impacts to significant archaeological material avoided

APPENDIX B (Continued)

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	<p>unanticipated find and evaluation efforts of the resource for NRHP listing shall be initiated in consultation with Reclamation. In the event that human remains are discovered, work must be halted in that area and Reclamation notified. Reclamation will initiate and facilitate the appropriate procedures relating to treatment of these remains, including consulting with tribal representatives if the remains are determined to be of Native American origin. No further soil-disturbing work shall be conducted within 100 feet of any resource discovery until an appropriate management plan is developed by a qualified archaeologist for the protection of any significant resources identified.</p>				
GEO-1	<p>Erosion control measures shall be implemented in accordance with Placer County Resource Conservation District's "<i>Erosion and Sediment Control Guidelines for Developing Areas of the Sierra Foothills and Mountains</i>" and in accordance with the erosion control plan. This could include measures for slope stabilization, dust control, and temporary and permanent erosion control devices/BMPs such as straw wattles, track out control devices, silt fencing, sediment traps, tarping of stockpiled soils, revegetation treatments or other measures specified by the erosion and dust control plan or SWPPP or as determined to be necessary by the project engineer.</p>	<ul style="list-style-type: none"> • ARD (Plan Specs Operation) • Contractor (Implementation) • ARD (Volunteer Implementation and Project Operation) 			
GHG-1	<p>Diesel trucks shall be prohibited from idling more than five minutes. A note stating that diesel engine idling shall be limited to a maximum of 5 minutes shall be included on improvement plans and signs that specify the no</p>	<ul style="list-style-type: none"> • ARD (Plan Specs) • Contractor (Implementation) 	ARD	<ul style="list-style-type: none"> • During construction 	<ul style="list-style-type: none"> • Diesel idling limited to 5 minutes or less.

APPENDIX B (Continued)

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	idling requirement shall be posted on the construction site. This measure is codified by Placer County Code (Section 10.14.040) and in Section 2449(d)(3) of CARB's In-Use Off-Road Diesel Regulation.				
HAZ-1	If existing soil stockpiles on the site are disturbed and waste or evidence of contamination are observed, a qualified geologist or other environmental professional shall conduct soil sampling and laboratory analysis to characterize the materials present and determine appropriate measures for disposal or remediation of any hazardous materials detected by the analysis.	ARD	ARD	<ul style="list-style-type: none"> • During construction 	<ul style="list-style-type: none"> • Disposal/remediation measures identified and implemented for any contamination discovered on site.
HAZ-2	<p style="text-align: center;">Asbestos Hazard Mitigation Plan for Construction and Operation of the Proposed Bike Park</p> <p>Construction and Earthwork</p> <p>a. Airborne Dust Control: An asbestos dust mitigation plan shall be prepared in compliance with CCR Title 17 Section 93105 (<i>Asbestos Airborne Toxic Control Measures for Construction, Grading, Quarrying, and Surface Mining Operations</i>) and shall be approved by the Placer County APCD prior to being implemented during construction. All required measures shall be implemented throughout the duration of construction on the project site. Measures could include some or all of the following in accordance with the <i>Asbestos Airborne Toxic Control Measures for Construction, Grading, Quarrying, and Surface Mining Operations</i>:</p> <p style="margin-left: 20px;">i. Construction vehicle speed at the work site must be limited to fifteen (15) miles</p>	<ul style="list-style-type: none"> • ARD (Plan Specs) • Contractor (Implementation) • ARD (Project Operation) 	ARD	<ul style="list-style-type: none"> • During construction 	<ul style="list-style-type: none"> • Avoid hazards associated with disturbance of material with potential to contain asbestos during project construction and operation.

APPENDIX B (Continued)

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	<p>per hour or less;</p> <ul style="list-style-type: none"> ii. Prior to any ground disturbance, sufficient water must be applied to the area to be disturbed to prevent visible emissions from exceeding 10% in opacity or from crossing the property line; iii. Areas to be graded or excavated must be kept adequately wetted to prevent visible emissions from crossing the property line; iv. Storage piles must be kept adequately wetted, treated with a chemical dust suppressant, or covered when material is not being added to or removed from the pile; v. Equipment must be washed down before moving from the property onto a paved public road; and vi. Visible track-out on the paved public road must be cleaned using wet sweeping or a HEPA filter equipped vacuum device within twenty-four (24) hours. <p>b. Earthwork and Operation - Potential NOA Area: A registered geologist shall conduct observations of trails constructed within geologic areas with potential to contain NOA, the "Potential NOA Area," to determine whether the metavolcanic or ultramafic rock layer has been exposed, and in deep cuts and excavations in the Mehrten formation upslope of the Jump Track to confirm that the cut does not extend through the Mehrten formation into geologic units</p>				

APPENDIX B (Continued)

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	<p>with potential to contain NOA. A qualified geologist shall monitor and evaluate subsurface conditions in deep cuts and excavations in this area for potential NOA-containing soils or rock. The "Potential NOA Area" is collectively defined as areas underlain by metavolcanic and / or ultramafic rock, as mapped by the geologic evaluation prepared by Holdrege & Kull dated February 24, 2016, and the area within 15 feet to the west of the interpolated geologic contact line between the Mehrten formation area and areas underlain by metavolcanic and / or ultramafic rock. Within the mapped Potential NOA Area, the Auburn Recreation District or their contractor shall implement the following measures:</p> <ul style="list-style-type: none"> i. Prevent disturbance of NOA, ultramafic rock, or metavolcanic rock within public access areas by paving or by providing a top cover of at least 3 inches of clean imported fill, or with in-fill material where the asbestos content has been determined by soil samples and lab analysis to be less than 0.25% as established by CARB Method 435. Public access areas are defined as areas where public access is intended or anticipated. Existing topsoil may be deemed to provide clean cover if at least 3 inches of compacted topsoil is maintained and the topsoil contains less than 0.25% asbestos, as determined by pre-construction sampling and laboratory analysis. All public access areas in the Potential NOA Area having less than 3 				

APPENDIX B (Continued)

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	<p>inches of clean cover shall be provided with additional cover until at least 3 inches of clean cover is established.</p> <ul style="list-style-type: none"> ii. In non-public access areas, construct barriers, curbs, fences, gates, posts, signs, or other effective control measures to limit public access. Non-public access areas are areas where public access is limited by signs prohibiting access and/or physical barriers. iii. No fill material shall be taken from the Potential NOA area. iv. Ensure that all cover is imported clean cover materials, determined by a registered geologist as having come from source(s) having no likelihood of having asbestos content, or shown by bulk sampling and lab analysis to have less than 0.25% asbestos content as established by CARB Method 435. <p>c. NOA Discovery – Potential NOA Area: If naturally-occurring asbestos is discovered in the Potential NOA Area during project construction or operation, the Auburn Recreation District shall:</p> <ul style="list-style-type: none"> i. Provide written notification to the PCAPCD by the next business day following the discovery; and ii. Determine the extent of naturally-occurring asbestos, serpentine, ultramafic rock, or metavolcanic rock presence and whether the discovered material is naturally occurring in this location or from fill. 				

APPENDIX B (Continued)

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	<p>iii. Submit a proposed mitigation plan to PCAPCD within fourteen (14) days of the discovery of naturally-occurring asbestos, serpentine, ultramafic rock, or metavolcanic rock, incorporating additional mitigation measures. The mitigation plan shall be submitted to PCAPCD for review and approval prior to implementation.</p> <p>iv. Additional mitigation measures shall include, but are not limited to:</p> <ol style="list-style-type: none"> 1. For public access areas, placement of at least 12 inches of clean imported fill, or on-site fill material where the asbestos content determined by soil samples and lab analysis is less than 0.25% as established by CARB Method 435. Clean imported fill is as previously defined; 2. For non-public access areas, installation of barriers, curbs, fences, gates, posts, signs, shrubs, trees, paving, or other effective measures to minimize soil disturbance. <p>d. NOA Discovery – Mehrten Formation: If naturally-occurring asbestos, serpentine, ultramafic rock, or metavolcanic rock is discovered in the area identified in Figure 6 of the Holdrege & Kull Geologic Evaluation: Proposed Maidu Bike Park, dated February 24, 2016, as the Mehrten Formation, the owner /operator shall:</p> <ol style="list-style-type: none"> i. Provide written notification to the PCAPCD by the next business day 				

APPENDIX B (Continued)

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	<p>following the discovery; and</p> <ul style="list-style-type: none"> ii. Determine the extent of naturally-occurring asbestos, serpentine, ultramafic rock, or metavolcanic rock presence and whether the discovered material is naturally occurring or from fill. iii. Submit a proposed mitigation plan to PCAPCD within fourteen (14) days of the discovery of naturally-occurring asbestos, serpentine, ultramafic rock, or metavolcanic rock, incorporating additional mitigation measures. Approval of the plan by PCAPCD is required. iv. Additional mitigation measures shall include, but are not limited to: <ul style="list-style-type: none"> 1. For public access areas, placement of at least 12 inches of clean imported fill, or with in-fill material where the asbestos content determined by the soil samples and lab analysis to be less than 0.25% as established by CARB Method 435. Clean imported fill is as previously defined; 2. For non-public access areas, installation of barriers, curbs, fences, gates, posts, signs, shrubs, trees, paving, or other effective measures to minimize soil disturbance. e. Fill Material: Fill for the jump track shall be clean imported fill or material derived from cut on the western side of the jump track location or soil that is presently stockpiled in the vicinity, and which was assessed in the Holdrege & Kull Geologic Evaluation: 				

APPENDIX B (Continued)

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	<p>Proposed Maidu Bike Park, dated February 24, 2016 (Holdrege & Kull, 2016), to be free of observable ultramafic or metavolcanic rock, and determined through sample analysis to be free of asbestos.</p> <p>Post-Construction Monitoring A post-construction monitoring program shall be implemented to ensure continuation of the measures described above for the life of the project, including maintenance of clean cover for public access areas located within the Potential NOA Area, and maintenance of barriers, curbs, fences, gates, posts, signs, shrubs, trees, paving, or other measures implemented to minimize soil disturbance in the non-public access areas within the Potential NOA Area. Monthly monitoring shall be performed by ARD to verify that potentially asbestos-containing materials are not disturbed. Any exposed serpentine, metavolcanic rock, or ultramafic rock shall remain covered by at least 3 inches of compacted clean soil, and 12 inches for exposed NOA. Monitoring shall be performed/overseen by a qualified geologist whenever earth-disturbing work other than routine trail maintenance is proposed in the Potential NOA Area. Examples of earth-disturbing work that would require monitoring/oversight by a qualified geologist include earthwork, construction of additional trails, re-routing trails, or disturbance of approved cover on existing trails.</p>				

APPENDIX B (Continued)

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
HAZ-3	<p>The following measures shall be implemented prior to and during construction and shall be incorporated into project plans and specifications.</p> <ul style="list-style-type: none"> • All equipment will be inspected by the contractor for leaks prior to the start of construction and regularly throughout project construction. Leaks from any equipment shall be contained and the leak remedied before the equipment is again used on the site. • BMPs for spill prevention shall be incorporated into project plans and specifications and shall contain measures for secondary containment and safe handling procedures according to the product Material Safety Data Sheets. • A spill kit shall be maintained on site throughout all construction activities and shall contain appropriate items to absorb, contain, neutralize, or remove hazardous materials stored or used in large quantities during construction. • Project plans and specifications shall identify construction staging areas and designated areas where equipment refueling, lubrication, and maintenance may occur. Areas designated for refueling, lubrication, and maintenance of equipment shall be approved by the Auburn Area Recreation and Park District. Potential sites include the lower parking lot serving the CVCC and the shoulder of Maidu Drive. • In the event of any spill or release of any chemical during construction, 	<ul style="list-style-type: none"> • ARD (Plan Specs) • Contractor (Implementation) • ARD (Volunteer Implementation) 	ARD	<ul style="list-style-type: none"> • Prior to and during construction 	<ul style="list-style-type: none"> • Spill prevention measures implemented

APPENDIX B (Continued)

Number	Mitigation Measure	Implementation Responsibility	Monitoring Responsibility	Mitigation Timing	Performance Evaluation Criteria
	the contractor shall immediately notify the Auburn Area Recreation and Park District.				
NOISE-1	Use of the bike park shall be restricted to the hours of 8:00 a.m. to dark (and at no time later than 9:00 p.m.) daily. No amplified voice or music shall be allowed to be used within the bike park except under a special event permit issued by ARD. Not more than five (5) special event permits shall be issued annually and notice of special events shall be provided at least ten days in advance of issuing the permit by posting on the bike park site.	ARD	ARD	<ul style="list-style-type: none"> • During project operation 	<ul style="list-style-type: none"> • Compliance with noise standards.
TRAFFIC-1	The Auburn Area Recreation and Park District shall promote use of Maidu Drive from Auburn-Folsom Road to access the bike park facility. This shall include listing this preferred route in the Auburn Area Recreation and Park District's official directions to the bike park in bike park literature and on the Auburn Area Recreation and Park District website. A sign instructing bike park users to access the facility via the preferred route shall be posted on site at the bike park. Signs shall be added to the corner of Sacramento Street and Skyridge Drive stating that there is no Bike Park access from this point. Efforts shall be made to revise digital and online mapping to the bike park to direct visitors to use Maidu Drive. All construction traffic shall access the project site via Maidu Drive.	ARD	ARD	<ul style="list-style-type: none"> • Signs and literature designating preferred route posted prior to and during project operation 	<ul style="list-style-type: none"> • Park visitors using Maidu Drive route for access.

APPENDIX B (Continued)

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APPENDIX E
Geologic Investigations

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