

**Sierra County  
Board of Supervisors'  
Agenda Transmittal &  
Record of Proceedings**

<b>MEETING DATE:</b> May 17, 2016	<b>TYPE OF AGENDA ITEM:</b> <input type="checkbox"/> Regular <input checked="" type="checkbox"/> Timed <input type="checkbox"/> Consent
<b>DEPARTMENT:</b> Department of Public Works and Transportation	
<b>APPROVING PARTY:</b> Tim H. Beals	
<b>PHONE NUMBER:</b> 530-289-3201	

<b>AGENDA ITEM:</b> Presentation on Little Truckee Summit Parking Area Improvements and approval of comment letter to United States Forest Service-Sierraville Ranger District in response to the project scoping.	
<b>SUPPORTIVE DOCUMENTS ATTACHED:</b> <input type="checkbox"/> Memo <input type="checkbox"/> Resolution <input type="checkbox"/> Agreement <input type="checkbox"/> Other Project Scoping Document	
<b>BACKGROUND INFORMATION:</b> See attached Project Scoping Document	
<b>FUNDING SOURCE:</b> <b>GENERAL FUND IMPACT:</b> No General Fund Impact <b>OTHER FUND:</b> <b>AMOUNT:</b> \$ N/A	
<b>ARE ADDITIONAL PERSONNEL REQUIRED?</b>  <input type="checkbox"/> Yes, -- -- <input type="checkbox"/> No	<b>IS THIS ITEM ALLOCATED IN THE BUDGET?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No  <b>IS A BUDGET TRANSFER REQUIRED?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No

**SPACE BELOW FOR CLERK'S USE**

<b>BOARD ACTION:</b> <input type="checkbox"/> Approved <input type="checkbox"/> Approved as amended <input type="checkbox"/> Adopted <input type="checkbox"/> Adopted as amended <input type="checkbox"/> Denied <input type="checkbox"/> Other <input type="checkbox"/> No Action Taken	<input type="checkbox"/> Set public hearing For: _____ <input type="checkbox"/> Direction to: _____ <input type="checkbox"/> Referred to: _____ <input type="checkbox"/> Continued to: _____ <input type="checkbox"/> Authorization given to: _____	Resolution 2016- _____ Agreement 2016- _____ Ordinance _____ Vote: Ayes: Noes: Abstain: Absent: <input type="checkbox"/> By Consensus
<b>COMMENTS:</b>  _____  _____  _____  _____		
CLERK TO THE BOARD _____	DATE _____	

# SIERRA COUNTY

Board of Supervisors  
P.O. Drawer D  
Downieville, California 95936  
Telephone (530) 289-3295  
Fax (530) 289-2830



17 May, 2016

Karie Wiltshire, NEPA Planner/ Environmental Coordinator  
USDA Forest Service  
Sierraville Ranger District  
P.O. Box 95  
Sierraville, CA 96126

RE: **Little Truckee Summit Parking Improvement**

Dear Ms. Wiltshire:

Thank you for notifying Sierra County regarding the scoping period for the Little Truckee Summit (LTS) Parking Area Improvement Project.

Sierra County is very supportive of the proposed parking improvements at the Little Truckee Summit. The proposed improvements and expansion at Little Truckee Summit are very complimentary to the successful cooperative snow grooming program that is so important to the local economy.

Additionally, the expansion and improvements will mitigate serious safety concerns inherent with parking alongside the heavily-travelled State Route 89, as well as within the parking area itself due to the capacity issues, the demands of which have been increasing year after year. The recreationists' experience will be much improved by the expansion, updated facilities and added amenities.

We appreciate your efforts and stand in support of this project.

Sincerely,

SIERRA COUNTY BOARD OF SUPERVISORS

By:

LEE ADAMS  
Chair



United States  
Department of  
Agriculture

Forest  
Service

Sierraville  
Ranger  
District

P.O. Box 95  
Sierraville, CA 96126  
530-994-3401  
530-994-3521 TDD  
530-994-3143 FAX

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File Code: 1950

Date: April 21, 2016

Dear Interested Party,

The Sierraville Ranger District of the Tahoe National Forest is beginning the 30-day public scoping period for the Little Truckee Summit (LTS) Parking Area Improvement Project. Demand for winter parking far exceeds the capacity of the existing parking areas at LTS parking and trailhead area, and the existing configuration of the parking lot does not meet current user needs. In recent instances, more than 100 vehicle/trailer combinations and other vehicles have been observed using the site, which was designed for up to 60 users. On winter weekends, parking at LTS frequently spills onto the shoulder on both sides of State Highway 89, and into unmaintained areas. Parking along State Highway 89 poses public safety concerns, as the route is a heavily-used thoroughfare that is subject to weather extremes and to limited-sight distances given the highway alignment on a ridge top.

The Little Truckee Summit parking and trailhead area is located approximately 8 miles south of Sierraville, California on State Highway 89. The project is needed to improve parking lot safety by increasing parking lot capacity to meet current demand, by improving user experience, and by updating facilities at the parking and trailhead area. The project Proposed Action would construct a new lot to double the current parking capacity, repave the existing lot, realign and replace access routes, upgrade and increase restroom and grooming shed facilities, and install a warming hut. The total area affected would be approximately 11 acres, of which 5 acres would be temporarily affected and rehabilitated after project construction. Information about the project is available at: <http://fs.usda.gov/projects/tahoe/landmanagement/projects>

For questions or more information, contact Jeff Wiley, OHV Program Manager, at [jwiley@fs.fed.us](mailto:jwiley@fs.fed.us) or 530-994-3401 extension 6667. If you have information that is specific to this proposed action that you feel the Forest Service may not be aware of, or feel you have issues (points of dispute, debate, or disagreement) regarding potential effects of the proposed actions, those comments should be submitted to: Karie Wiltshire, USDA Forest Service, Sierraville Ranger District, P.O. Box 95 (317 South Lincoln), Sierraville, CA 96126, office hours 8 a.m. to 4:30 p.m. Monday-Friday; telephone 530-994-3401, extension 6680; FAX 994-3143; email: [comments-pacificsouthwest-tahoe-sierraville@fs.fed.us](mailto:comments-pacificsouthwest-tahoe-sierraville@fs.fed.us) or [kwiltshire@fs.fed.us](mailto:kwiltshire@fs.fed.us).

This project will be subject to 36 CFR 218 Project-level Pre-decisional Administrative Review Process (Parts A and B). Individuals and entities who have submitted timely, specific written comments regarding the proposed project during public comment periods, including this 30-day public scoping period, may file an objection (36 CFR 218.5(a)). Written comments received, including the names and addresses of those who comment, will be considered part of the public record on this proposal and will be available for public inspection (36 CFR 218.25(b)(2)). While the scoping process is open during the entire planning phase of this project, for purposes of



meeting the 36 CFR 218.5 eligibility requirements, this input period will end 30 days from the date the legal notice is published in the *Mountain Messenger*, the newspaper of record.

Sincerely,

*/s/ Quentin L. Youngblood*

QUENTIN L. YOUNGBLOOD  
District Ranger

## Proposed Action

For  
Little Truckee Summit Parking Area Improvement Project

USDA Forest Service  
Tahoe National Forest  
Sierraville Ranger District  
Sierra County, California

### I. Background, Purpose and Need

#### Background and Need for Action

The Little Truckee Summit (LTS) Trailhead and Parking area is located off State Highway 89, approximately 8 miles south of the town of Sierraville. The Little Truckee Summit is the primary entry point on the East Side of the Tahoe National Forest for snowmobile recreation. Outside of the LTS Trailhead and Parking Area, the area also provides authorized parking through Special use Permits for the Little Truckee Homeowners Association and the Eagle Ridge Outfitter/Guide operations. The recreational-use parking lot currently has 42 designated pull through parking spaces for tow vehicle/trailer combinations. An additional 10 to 18 spaces, depending on snow removal and snow storage circumstances, are available for vehicle sets parked parallel to the edges of the parking area and access roads.

The LTS site was constructed with two grants from the California Department of Parks and Recreation's Off-Highway Motor Vehicle Division in 1984. The trailhead provides access to over 240 miles of groomed over-snow vehicle (OSV) routes, and functions as a connector to many recreational opportunities including groomed routes on the Truckee, Sierraville, Yuba River Ranger Districts of the Tahoe National Forest, and the Gold Lakes trailhead and connector routes on the Plumas National Forest. These routes are considered by users and the OHV Commission to be one of the best snowmobile opportunities in California. Use of the existing parking lot as well as improvised parking spaces (such as parking along State Highway 89) has been gradually increasing for more than a decade as more OSV users use the groomed OSV routes.

**Need 1: Parking Lot Capacity Expansion.** Demand for winter parking now far exceeds the capacity of these parking areas, and the existing configuration of the parking lot does not meet current user needs. In recent instances, more than 100 vehicle/trailer combinations and other vehicles have been observed using on the site. Since the parking lot was constructed in the 1980s, recreational vehicles and trailers have increased in size, leading to unmanaged parking patterns now when many users attempt to fit into the lot. This quantity and type of use prevents other recreational users from using designated parking spots within the established parking area. On winter weekends, parking at Little Truckee Summit frequently spills onto the shoulders on both sides of State Highway 89, and into unmaintained areas.

Parking along State Highway 89 poses public safety concerns, as the route is a heavily-used motorized route that is subject to weather extremes and subject to limited sight distances given the Highway alignment on a ridgetop. This improvised parking also constricts access for emergency vehicles as well as State of California snow removal equipment. This situation presents a safety issue for both the snowmobiling public and vehicles traveling on State Highway 89.

As recreational users try to find parking spaces on heavy-use days, they often utilize areas designated for permitted parking under Special use Permit for the Little Truckee Homeowners Association and the Eagle Ridge Outfitter/Guide. Recreational parking in these areas encroaches on the Permitted parking that that the Little Truckee Homeowners Association and the Eagle Ridge Outfitter/Guide have been granted.

**Need 2: Improved User Experience.** In addition to improving and alleviating the existing safety concern comes the opportunity to provide an improved user experience. The current restroom facility adjacent to the existing parking lot (two vaulted toilets constructed in 1984) is heavily utilized by not only those who park their vehicles but by traveling motorists along the State Highway. A new, updated, and expanded restroom facility that provides an “SST” experience (Sweet-Smelling Toilets, an odor-free technology) would be valuable in the Little Truckee Summit area. The restroom facility needs to be designed to accommodate current facility users and the general public which would provide a more satisfactory overall experience for all users.

The OSV use of the area has grown markedly in the decades since original development and today is known as the among the best OSV opportunities in the Reno, Truckee or Lake Tahoe area. During planning of the parking lot expansion, there is an opportunity to consider the development of a warming hut within the footprint area of the parking lot area to enhance the overall recreational experience.

**Need 3: Groomer Shed Replacement:** The equipment and supplies needed to maintain the over-snow vehicle (OSV) routes in the area is currently stored and maintained in a groomer shed originally built in 1986 located adjacent to the parking lot. Since construction, the size of snow groomers has increased to improve the efficiency and effectiveness of snowmobile trail grooming to provide smooth trails that are suitable for all levels of rider experience. In addition, since 1986 the extent and number of OSV groomed routes in the area has increased, requiring the Tahoe National Forest OSV program to utilize more efficient equipment. The existing groomer shed is not large enough to accommodate the much larger snow groomers.

## **Purpose**

Under the 1990 Tahoe National forest Land and Resource Management Plan (1990 TNF LRMP), the Desired Future Condition Management Direction guides the Forest as follows, “Provide a variety of opportunities for developed and dispersed recreation experiences. New campgrounds will be constructed and existing facilities will be reconstructed to provide additional capacity. Expected demand for sites will be met. New trail construction and trailhead construction and reconstruction will increase dispersed recreation opportunities. Facilities at all developed sites will be maintained at a standard that ensures public health, safety, and user enjoyment,” (page V-5).

## II. Proposed Action

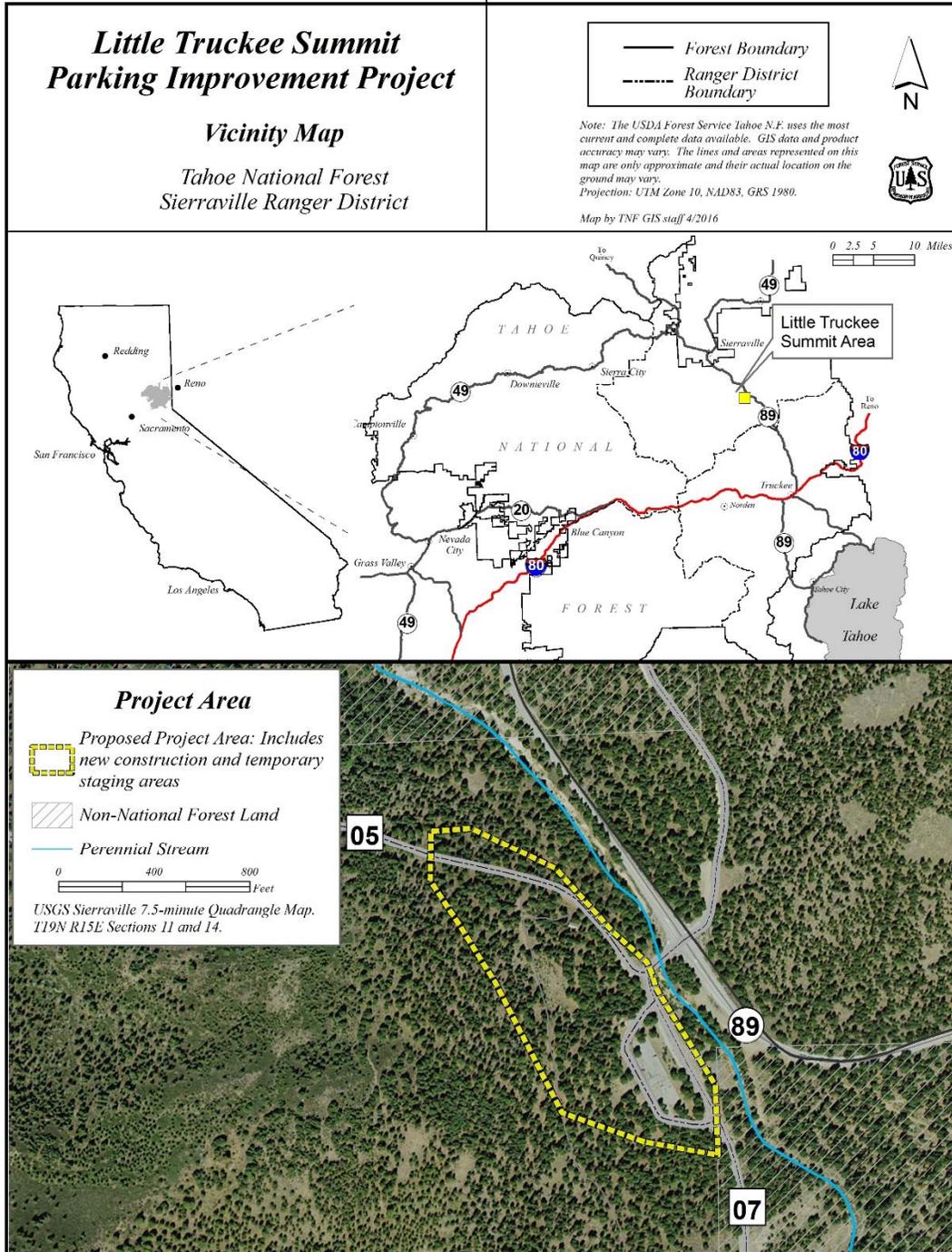
**Who:** U.S. Forest Service, Tahoe National Forest, Sierraville Ranger District proposes to:

**What:** An Interdisciplinary Team has identified a suitable location for the expansion of the existing parking area as shown on Figure 1 below. The entire project area encompasses 11 acres, including the existing parking area (approximately 2.5 acres), the new parking areas (approximately 2 acres), new and modified access routes, potential equipment staging areas, decking areas for temporary timber storage, and possible drainage improvements. The majority of the 11 acre project area would be temporarily disturbed. The project overview map (Figure 1) is illustrated below.

### A) The Proposed Action is would construct or change following elements:

- Realignment of the entrance route to the existing parking area
- The construction of a new parking area (approximately 73,000 square feet of new asphalt pavement)
- Replacement of the existing two-unit vault toilet with an accessible two-unit vault toilet
- Construction of a warming hut (approximately 50' x 50')
- Installation of an additional accessible two-unit vault toilet
- Relocation of the existing Special Use Permittee trailers and parking area
- Relocation and replacement of the existing undersized snow groomer shed (approximately 60' x 50')
- Realignment, paving and change of Maintenance Level from a ML 2 to ML5 of approximately the first 1000' of National Forest System Route 0005 Treasure Mountain Rd to accommodate the traffic egress from the parking expansion (approximate new pavement associated with these activities 57,000 square feet)
- The existing parking area pavement 61,500 square feet would be repaired or replaced, and the existing islands within the lot would be removed
- Signage would be installed throughout the parking for legal, instructional and educational purposes
- The existing picnic area would be removed and relocated to near the warming hut structure

**Figure 1:** Overview map of the Little Truckee Summit Parking Improvement Project area. The upper vicinity maps illustrate the general project location. The lower project area map illustrates the approximate temporary and permanent area of disturbance of the Proposed Action.



**B) The Proposed Action would require ground preparation that includes the following elements:**

- A construction staging area would be developed to facilitate storage of construction materials, equipment parking, and to also function as a landing area (piling and/or decking) or disposal site for the vegetation removed during the project site clearing. The location for this site would be identified and designated by the interdisciplinary team in an area located near the project area footprint or in an area considered appropriate by the interdisciplinary team. Figure 1 (above) illustrates location of the currently identified potential staging area. The staging area could be prepared with grubbing and vegetation removal as needed. The selected site would be chosen based on minimal need for site preparation (i.e. vegetation removal) as well as proximity to the project area.
- Vegetation currently growing in the project footprint would be removed from approximately 2 acres of the project area to clear the site for construction of the planned facilities. This would require the cutting and removal of up to an estimated 300 conifer trees (pine and white fir), and the grubbing or uprooting of brush and other vegetation. Trees would be felled, bucked, limbed, and the boles decked in the construction staging area or other approved disposal site. The decked bole material would either be sold as sawtimber through a small timber sale contract or utilized as firewood. Tree limbs, tops, stumps, and brush and other vegetation from the site clearing would also be removed to the construction staging area or other approved disposal site. The vegetative material could either be chipped and utilized onsite as erosion control material, or disposed of by piling and burning in the construction staging area or other approved disposal site.
- Ground excavation to grade would be accomplished using heavy equipment including dozers, excavator, backhoe, chainsaws, dump trucks, water truck).

**C) The Proposed Action would include the following site-specific design measures to protect water quality, soil stability, and visual quality objectives:**

- Appropriate permanent drainage structures would be installed within the construction footprint and on adjacent land as needed. All best management practices will be utilized throughout design and construction.
- Temporarily-disturbed areas would be rehabilitated following Best Management Practices and nonnative invasive plant guidelines from the California Invasive Plant Council and USFS.
- Comply with the Visual Quality Objective (VQO) of Retention by repeating form, line, color, and texture frequently found in the surrounding landscape. Changes in these visual elements should not be evident.
- Size, shape, and edges of created vegetation openings should repeat natural openings within the surrounding landscape. Feather created opening edges and preserve shorter vegetation to reduce contrast and linearity of edges.
- Preserve and protect existing trees in tree islands and buffer areas between the proposed improvements and Hwy 89 as much as feasible.
- Character and color of structures should comply with the Built Environment Image Guide (BEIG) and the Recreation Opportunity Spectrum (ROS).

## **D) Resource Protection Measures**

Resource Protection Measures (RPMs) are Best Management Practices (BMPs), Standard Management Requirements (SMRs), standard contract provisions, and special operating provisions designed to minimize or negate any potential adverse effects associated with all planned activities and to assure consistency with potential permits and approvals required. The complete list of RPMs will be developed based on the analyses of effects completed by specialists and presented in Environmental Assessment. General practices, types, or categories of RPMs are listed below. This general list is intended to provide an overview of the RPMs, and it is not all-inclusive.

Standards and guidelines from the Tahoe National Forest Land and Resource Management Plan (LMP) (1990), as amended by the HFQLG FEIS Record of Decision (ROD) (1999), the HFQLG FSEIS ROD (2003), and the SNFPA FSEIS ROD (2004).

**Soils and Hydrology:** Protection measures will include requirements regarding the maintenance of beneficial uses of water as detailed in the Central Valley Regional Water Quality Control Board and consistency with Section 404 of the Clean Water Act. Requirements may include the need to obtain permits such as the National Pollutant Discharge Elimination System Permit for construction permits or other disturbances. Regional and National Best Management Practices for the soil and hydrology resources require equipment avoidance areas, erosion control measures, limits on operations based on slope, springs, drainages etc., rehabilitation of temporary disturbance areas such as staging areas and temporary routes, and timing of operations based on soil moisture, sediment transport, and transportation routes.

**Nonnative Invasive Plant Management:** Standard non-native invasive plant (noxious weed) management requirements involve requirements for equipment cleaning when coming from or moving between known weed sites, and the use of weed-free erosion control or road materials. Both general and site-specific protection measures that follow guidance from California Invasive Plant Council (Cal-IPC) and USFS will be presented with the environmental analysis document.

**Archaeological and historic resources:** Any archaeological sites not evaluated prior to project implementation will be considered as being eligible for the National Register and will be protected. Any areas of concern identified during project reconnaissance will be flagged. These areas will be avoided during project implementation.

### **Aquatic and Terrestrial Wildlife and Plant Protection Measures:**

- 1) TES species: If any TES species (Federally threatened, endangered, proposed, or Forest Service sensitive species) previously unknown in the project area are detected or found nesting within 0.25 miles of project activities, appropriate mitigation measures would be implemented based on input from the aquatics biologist, botanist, and/or wildlife biologist.

Measures can include, but are not limited to, flagging and avoiding a plant site, implementing a species-specific Limited Operating Period (LOP), or designating a protected activity center.

- 2) The Botanist will flag known occurrences of species in areas that could be disturbed by project activities. Efforts will be made to prevent effects to these flagged areas.
- 3) Construction of the Little Truckee Summit Trailhead Parking Area would be completed in the dry season, after July 31, or at the discretion of the wildlife biologist. This would help minimize any potential adverse effects to nesting migratory birds.

### **III. Project Location, Responsible Office and Decision To Be Made**

The project is located on the Tahoe National Forest approximately 8 miles south of Sierraville on Highway 89. The legal description is: Township 19 North, Range 15 East Section 11 and Section 14 M.D.B.M. The proposal is in the Cold Stream watershed, a tributary to the Feather River system. The project site is in the Eighty-Nine Management Area under the Tahoe National Forest Land and Resource Management Plan.

#### **Responsible Official**

The Little Truckee Summit Parking Area Improvement Project is located on National Forest lands managed by the Sierraville Ranger District, Tahoe National Forest. The District Ranger of the Sierraville Ranger District is the Decision Maker or Responsible Official for project.

#### **Decision To Be Made**

The decision to be made is whether to Permit the Proposed Action as described above, to modify the project to meet the purpose and need while addressing issues raised in public scoping, or to take no action at this time. A decision on this project could be made by the winter of 2016. Implementation could begin in 2017.