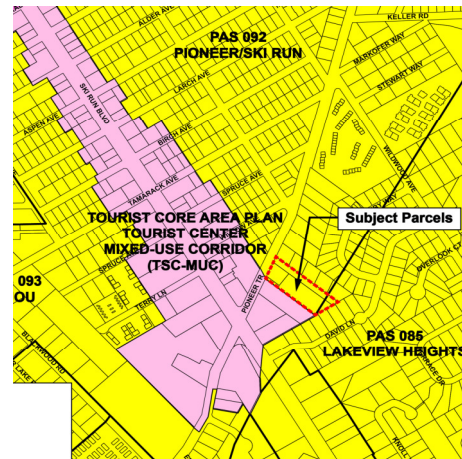




**Draft Tourist Core Area Plan/Specific Plan and Plan Area Statements 085 & 092
Boundary Amendment Initial Study/Negative Declaration and Initial
Environmental Checklist/Finding of No Significant Effect
January 10, 2020
SCH #**



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APPENDIX A – LSC TECHNICAL MEMORANDUM

1.0 INTRODUCTION

1.1 INITIAL STUDY/INITIAL ENVIRONMENTAL CHECKLIST

This Initial Study/Initial Environmental Checklist (IS/IEC) has been prepared to address the potential environmental effects of amending the City of South Lake Tahoe Tourist Core Area Plan/Specific Plan (TCAP), the Lakeview Heights Plan Area Statement (PAS 085), and the Pioneer/Ski Run Plan Area Statement (PAS 092), all located in the City of South Lake Tahoe, California. A separate application has been submitted to the City and TRPA by the owners of the Beach Retreat and Lakeshore Lodge to amend the TCAP and Bijou/Al Tahoe Community Plan (B/ATCP) boundaries. The amendment assumes approximately 18 acres (49 parcels) of land outside of the existing TCAP from a portion of the B/ATCP Bijou District (District 1) and integrates the amendment area within the TCAP Gateway District. The impact of those changes are being analyzed under a separate IS/IEC; however the cumulative effects of both amendments are considered in the “Mandatory Findings of Significance” at the end of this document.

An Initial Study (IS) is a preliminary environmental analysis that is used by the California Environmental Quality Act (CEQA) lead agency as a basis for determining whether an EIR, a Mitigated Negative Declaration, or a Negative Declaration is required for a project under CEQA guidelines. An Initial Environmental Checklist (IEC) is a preliminary environmental analysis that is used for determining whether an EIS, an EA, a Mitigated Finding of No Significant Effect, or a Finding of No Significant Effect is required for a project under TRPA Rules of Procedure.

The IS/IEC contains a project description, description of environmental setting, identification and explanation of environmental effects, discussion of mitigation for potentially significant environmental effects, evaluation of the proposed project’s consistency with existing, applicable land use controls, and the names of persons who prepared the study.

The IS has been prepared pursuant to the California Environmental Quality Act (CEQA) of 1970, Cal. Pub. Res. Code §21000 et seq. The City of South Lake Tahoe is the CEQA lead agency for this project. The IEC has been prepared pursuant to the requirements of Article VI of the TRPA Rules of Procedures and Chapter 3 of TRPA’s Code of Ordinances. TRPA serves as lead agency pursuant to its own regulations.

The City of South Lake Tahoe is processing an application for an amendment pursuant to Chapter 13 of the Tahoe Regional Planning Agency (TRPA) Code of Ordinances, which allows local governments to adopt conforming Area Plans that contain policies and development ordinances that are consistent with and further the goals and policies of the TRPA Regional Plan. Chapter 13 established a conformity process that:

- Allows local governments to adopt an Area Plan that supersedes TRPA plans and ordinances if the plan is found to be in conformance with the Regional Plan;
- Defines required content in an Area Plan that includes but is not limited to applicable policies, maps, ordinances and development and design standards; and
- Defines which development activities will not have a substantial effect on the natural resources in the Region and allows TRPA to transfer limited development permitting authority to local governments.

Pursuant to Code Section 13.5.3.G, when Area Plan amendments propose modifications to the boundaries of a Center, the modification shall also comply with the following

1. Boundaries of Centers shall be drawn to include only properties that are developed, unless undeveloped parcels proposed for inclusion have either at least three sides of their boundary adjacent to developed parcels (for four-sided parcels), or 75 percent of their boundary adjacent to developed parcels (for non-four-sided parcels). For purposes of this requirement, a parcel shall be considered developed if it includes any of the following: 30 percent or more of allowed coverage already existing on site or an approved but unbuilt project that proposes to meet this coverage standard.
2. Properties included in a Center shall be less than 1/4 mile from existing Commercial and Public Service uses.
3. Properties included in a Center shall encourage and facilitate the use of existing or planned transit stops and transit systems.

1.2 TIERING PROCESS

California Environmental Quality Act

The CEQA concept of "tiering" refers to the evaluation of general environmental matters in a broad program-level EIR, with subsequent focused environmental documents for individual projects that implement the program. This environmental document incorporates by reference and tiers from the discussions in the 2011 General Plan EIR (the Program EIR) and concentrates on issues specific to the TCAP and PAS 085/092. CEQA and the CEQA Guidelines encourage the use of tiered environmental documents to reduce delays and excessive paperwork in the environmental review process. This is accomplished in tiered documents by eliminating repetitive analyses of issues that were adequately addressed in the Program EIR and by incorporating those analyses by reference.

Section 15168(d) of the State CEQA Guidelines provides for simplifying the preparation of environmental documents on individual parts of the program by incorporating by reference analyses and discussions that apply to the program as a whole. Where an EIR has been prepared or certified for a program or plan, the environmental review for a later activity consistent with the program or plan should be limited to effects that were not analyzed as significant in the prior EIR or that are susceptible to substantial reduction or avoidance (CEQA Guidelines Section 15152[d]).

This IS is tiered from the City of South Lake Tahoe General Plan EIR, in accordance with Sections 15152 and 15168 of the CEQA Guidelines and Public Resources Code Section 21094. The 2011 General Plan EIR is a Program EIR that was prepared pursuant to Section 15168 of the CEQA Guidelines. The 2011 General Plan is a comprehensive land use plan that guides physical development within the City of South Lake Tahoe through 2030. The 2011 General Plan EIR analyzes full implementation of uses and physical development proposed under the General Plan, and it identifies measures to mitigate the significant adverse program-level and cumulative impacts associated with that growth.

This IS/IEC will evaluate the potential environmental impacts of the proposed TCAP and PAS 085/092 Amendment with respect to the 2011 General Plan EIR to determine what level of additional environmental review, if any, is appropriate. As shown in the Determination in Section 5.2 of this document and based on the analysis contained in this IS/IEC, it has been determined that the proposed amendments would not have significant effects on the environment that were not adequately addressed in the 2011 General Plan EIR; therefore, a Negative Declaration will be prepared.

While the IS/IEC does not tier from the 2013 TCAP IS/IEC (this document uses more recently available data and provides a project specific analysis), the 2013 document is incorporated by reference. While the

2013 TCAP IS/IEC does not propose mitigation measures, it incorporates mitigation measures adopted under the 2011 General Plan EIR and the TRPA RPU EIS. These mitigation measures would continue to be applicable to the project area, and no change to the application of such mitigation measures are proposed.

This IS/IEC concludes that potentially significant impacts are addressed by adopted policies and regulations applicable to the area, and the mitigation measures that have been adopted as part of the approval of the 2011 General Plan. These mitigation measures, to the extent they are applicable to the TCAP, will be incorporated into subsequent project approvals as needed. Nothing in this IS in any way alters the obligations of the City to implement the General Plan mitigation measures. All future projects within the TCAP boundary would be subject to project-level environmental review and permitting by the City and/or TRPA, with the permitting agency determined based on the size, nature and location of the project (Section 13.7.3 of the TRPA Code).

Tahoe Regional Planning Agency

The TRPA concept of "tiering" refers to the coverage of general matters in a broader EIS (Program EIS) and subsequent documents incorporating by reference the general discussions and concentrating solely on the issues specific to the document subsequently prepared. Therefore, when an EIS has been certified for a project or matter, TRPA shall limit the analysis for a later related or consistent project or matter, to effects which were not examined as significant effects in the prior EIS or which are susceptible to substantial reduction or avoidance by revisions in the project or matter through conditions of approval or mitigation. Tiering is limited to situations where a later project or matter is consistent with a program, plan, policy or ordinance for which an EIS was prepared, is consistent with applicable TRPA plans, and a supplemental EIS is not required.

This IEC is tiered from the TRPA 2012 RPU EIS in accordance with Section 6.12 of the TRPA Rules of Procedures. The 2012 RPU EIS is a Program EIS that was prepared pursuant to Article VI of TRPA Rules of Procedures (Environmental Impact Statements) and Chapter 3 (Environmental Documentation) of the TRPA Code of Ordinances. The 2012 RPU is a comprehensive land use plan that guides physical development within the Lake Tahoe Region through 2035. The 2012 RPU EIS analyzes full implementation of uses and physical development proposed under the 2012 RPU, and it identifies measures to mitigate the significant adverse program-level and cumulative impacts associated with that growth. The proposed project is an element of the growth that was anticipated in the 2012 RPU and evaluated in the 2012 RPU EIS. By tiering from the 2012 RPU EIS, this IEC will rely on the 2012 RPU EIS for the following:

- a discussion of general background and setting information for environmental topic areas;
- overall growth-related issues;
- issues that were evaluated in sufficient detail in the 2012 RPU EIS for which there is no significant new information or change in circumstances that would require further analysis; and
- assessment of cumulative impacts.

This IEC evaluates the potential environmental impacts of the proposed project with respect to the 2012 RPU EIS to determine what level of additional environmental review, if any, is appropriate. As shown in the Determination in Section 5.3 of this document, and based on the analysis contained in this IEC, it has been determined that the proposed project would not have significant effects on the environment. Therefore, a Finding of No Significant Effect will be prepared.

This IEC concludes that many potentially significant project impacts are addressed by the measures that have been adopted as part of the approval of the 2012 RPU. Therefore, those 2012 RPU EIS mitigation measures that are related to, and may reduce the impacts of, this project will be identified in this IEC. These mitigation measures will be incorporated into the approval for this project. Nothing in this IEC in any way alters the obligations of the City or TRPA to implement the mitigation measures adopted as part of the RPU.

1.3 BACKGROUND

All of the land within the Lake Tahoe Basin falls under the jurisdiction of the Tahoe Regional Planning Agency. This includes land under the local jurisdiction of the City of South Lake Tahoe. In order to be responsive to the unique needs and opportunities of the Region and local communities, the TRPA Regional Plan encourages and authorizes local jurisdictions to develop and adopt individual Area Plans that provide more specific development objectives and standards that are adapted to the needs of the specified area. Local jurisdictions are permitted to develop, adopt, and implement regulations so long as they are consistent with the TRPA Regional Plan. The General Plan and Zoning Ordinances are the City's primary policy documents that guide land use, transportation, infrastructure, community design, housing, environmental, and other decisions in a manner consistent with the planning statutes for the State of California. The TCAP and PAS 085/092 are designed to supplement the City's General Plan and Zoning Ordinance by designating zoning districts and providing specific guidance for the area included within the new Area Plan boundaries. The Area Plan is considered a specific plan pursuant to California State Law.

The process of amending a specific plan is provided in CA Government Code Section 65359 and generally follows the general plan amendment process outlined in Sections 65350 through 65358. This includes public hearings with public notice, and adoption by resolution or by ordinance. Specific plans may be amended as often as necessary by the local legislative body, but the amendment itself must be consistent with the adopted general plan for the area. TRPA Code of Ordinances Chapter 13 also indicates plan amendments require public hearing, and must be consistent with the Regional Plan. Amendments require findings, conformance review (conformance checklist), and threshold and compliance measure evaluations.

The TCAP serves as a comprehensive land use plan, consistent with the Lake Tahoe Regional Plan (Regional Plan) and the City of South Lake Tahoe General Plan (General Plan). The plan is intended to realize the area vision, assist in achieving and maintaining TRPA's Environmental Threshold Carrying Capacities, implement the Tahoe Metropolitan Planning Organization's Sustainable Communities Strategy, and implement the policy direction of both the Regional Plan and General Plan. The TCAP Vision Statement was developed by the community through a series of public workshops, and is stated below:

"The area is envisioned as a central destination that provides full services for tourists and permanent residents and offers unique experiences related to the many outdoor recreation possibilities that surround the core area. The Revitalization of the South Shore will catalyze the transformation from a failing and vestigial gaming economy into a sustainable outdoor tourism recreational destination by incorporating active streetscapes, shopping, entertainment and outdoor dining opportunities. In addition, transit and alternative travel will provide an essential part of the envisioned destination resort experience resulting in significant environmental gain and improvised scenic quality."

The 1987 Plan Area Statements serve as a comprehensive land use plan, consistent with the Regional Plan and General Plan at the time they were written, although they do not address all the issues identified in the current Regional and General Plans due to age, with their most recent amendments occurring in 2002. Like the TCAP, Plan Area Statements establish the area vision and are intended to support and implement the City's and TRPA's goals, policies and strategies. PAS 085/092 include vision statements for land use, transportation, conservation, recreation, and public service. The Planning Statement for PAS 085 Lakeview

Heights states, “This area should continue as residential area, maintaining the existing character of the neighborhood.” The Planning Statement for PAS 092 Pioneer/Ski Run states, “This area should continue to be residential with improvements made to upgrade that character.”

The Project amends the 2013 TCAP and the PAS 085/092 but maintains the vision and the same priorities in each plan document. The amendment takes parcels currently outside of the existing TCAP from a portion of PAS 085/092 and incorporates the amendment area within the TCAP Tourist Center Mixed-Use Corridor District. Upon adoption by the City Council and TRPA Governing Board, the TCAP and PAS 085/092 serve as mutual plans for both the City and TRPA.

1.4 PROJECT LOCATION, SETTING AND SURROUNDING LAND USES

The TCAP functions as the central tourist destination in the South Lake Tahoe area. The boundaries of the TCAP are entirely within the City of South Lake Tahoe, located centrally along US Highway 50 and Ski Run Boulevard between Stateline and Fairway Avenue on US Highway 50 and between US Highway 50 and approximately Pioneer Trail along Ski Run Boulevard. This area serves as a direct recreation access point to Heavenly Mountain Ski Resort, Edgewood Golf Course, Ski Run and Lakeside Marinas, and Van Sickle Bi-State Park, and as such is predominantly tourist related, with numerous hotels, motels, restaurants, and retail land uses. The area is served by transit, with a Route 50 stop at Beach Retreat & Lodge at US 50 and Takela Drive and at Safeway at US 50 and Johnson Blvd., and a Route 55 stop at Ski Run Blvd. and Spruce, with links to other Tahoe Transportation District routes. Additionally, the South Shore water taxi stops at Timber Cove, among three other stops within the South Shore area. A bike lane within US 50 and multi-use path parallel to US 50 run through the City and link to other bike lanes, bike routes, and multi-use trails in the South Shore with connections extending to Stateline, Meyers, Tahoe Keys, and Camp Richardson.

Currently, the TCAP covers approximately 282 acres (232 acres excluding roadway infrastructure) and the proposed amendments would add approximately 1.61 acres and three parcels within the TCAP boundary. Of these parcels currently designated high-density residential by the City General Plan, one is partially developed with 2 small cabins (0.25 acre), one is vacant (0.93 acre), and one is a dirt driveway (0.43 acre) that provides access to five parcels located east of the parcels to be amended into the TCAP. Parcel APN 028-081-04 is located entirely within PAS 092, while APN 028-081-02 and 028-081-15 are located primarily within PAS 092, with a small section of the parcels located in PAS 085. Figure 1-1 shows the boundary of the proposed amendment area. Table 1-1 documents the existing use, land capability and land coverage for the proposed amendment parcels.

The amendment area land use classification is currently designated as “Residential” within both PAS 085 and 092 and as High-Density Residential in the City General Plan Land Use Diagram. The three parcels are located immediately adjacent to Pioneer Trail, just east of the intersection with Ski Run Blvd. and are immediately adjacent to the TCAP boundary, currently designated “Tourist” in the TRPA Regional Plan. Existing TCAP boundaries are located along the Ski Run and U.S. Highway 50 corridor. Under the amendment, the 1.61 acre, three parcel area east of Ski Run Blvd and south of Pioneer Trail would change zoning designation from PAS 092 and 085 to the TCAP Mixed-Use Corridor. The parcels within the TCAP and located immediately to the west of the amendment parcels up to Ski Run Blvd. include linear public facilities, commercial, and tourist. The tourist parcels include Heavenly Valley Lodge Bed and Breakfast and the commercial parcel currently includes a residential structure. There is currently development on three sides of the proposed amendment area as required by TRPA Code Section 13.5.3.G.1.

The TCAP Mixed-Use Corridor is located along Ski Run Blvd. and is a multi-modal corridor with a mixture of uses to encourage pedestrian activity. Land uses include a mixture of employment services, professional

offices, commercial, public service, recreation, tourist accommodation, and residential units. There is existing commercial and public service development within ¼ mile of the proposed amendment area as required by TRPA Code Section 13.5.3.G.2.

PAS 092 has a land use classification of Residential with a Redirection management strategy. It is TDR receiving area for existing development and multi-residential units. Other special designations applicable to the area include preferred affordable housing area, scenic restoration, and multi-residential incentive program. This plan area is characterized by a mixture of old and new residential uses, including summer cabins and condominiums, with some motel and commercial uses.

PAS 085 has a land use classification of Residential with a Mitigation management strategy. The area is composed of single-family dwellings, apartments, and condominiums, with some commercial uses and tourist accommodation uses.

Surrounding land uses primarily include single-family and multi-family residential uses to the north and east, and primarily single-family residential uses to the south, with a vacant commercial parcel and existing tourist/commercial uses to the west. At the Ski Run/Pioneer Trail intersection, there is an existing firehouse and the Aspens affordable multi-family housing development.

1.5 PROJECT OBJECTIVES/PURPOSE AND NEED

The purpose of the proposed boundary amendments is to facilitate the development of multi-family housing, and the amendment would enable an increase in land coverage, height, and density to permit the potential development of approximately seventy-seven (77) multi-family dwelling units on the subject parcels and two other parcels owned by the same developer and currently located in the TCAP. The amendment does not propose any changes to the allowable coverage, height, or density in the TCAP itself.

The TCAP was adopted by the City of South Lake Tahoe on October 14, 2013 and by the TRPA Governing Board on November 11, 2013. The TCAP was amended on January 14, 2014 to incorporate amendments requested by the TRPA Governing Board. This plan provides land use guidance for future development and redevelopment and addresses land use regulations, development and design standards, transportation, recreation, public service and environmental improvements for the area. It encourages general improvement and enhancement for the built environment and provides a framework to change the existing conditions into opportunities for redevelopment with a focus on achieving environmental improvements, encouraging a mixed-use land use pattern that includes tourist accommodation, residential, commercial, public facilities, public spaces and opportunities for housing in close proximity to job centers. The TCAP is the center of tourist services and recreation access and has traditionally been the area with the highest concentration of services and density.

Table 1-1: Existing Amendment Area Land Capability and Land Coverage

APN	Use/Units	Acreage	Units	Class 4	Class 5	Total Area	Existing Land Coverage			
							Soft	Hard	Total	% Covered
028-081-04	2 cabins	0.25	2	0	11,151.84	11,151.84	1,920	727	2,647	23.7-
028-081-15	Vacant, dirt driveway	0.43	0	6,627.30	12,226.61	18,853.91	7,655	0	7,655	40.6
028-081-02	Vacant	0.93	0	16,845.65	23,518.57	40,364.22	2,435	149	2,584	6.4
	TOTAL AREA	1.61	2	23,472.95 (0.54 acre)	46,897.02 (1.07 acres)	70,369.97 (1.61 acres)	12,010	876	12,886	18.31

Notes: Existing land coverage numbers as reported by LIDAR data and TRPA Land Capability Verification File #20051388STD.

1.6 DOCUMENT ORGANIZATION

This IS/IEC includes the standard content for environmental documents under CEQA and TRPA Code of Ordinances and Rules of Procedures. An EIR/EIS was determined to be unnecessary, as there are not potentially significant environmental effects associated with the implementation of proposed amendments to the TCAP and PAS 085/092. This IS/IEC is a full disclosure document, describing the plan amendments and their environmental effects in sufficient detail to aid decision-making.

Chapter 1 includes a description of the IS/IEC process, the tiering process, project background, the location of the Project and surrounding land uses, Project Objectives and Purpose and Needs Statement, the public involvement process and history, and the relationship of the TCAP to other land use plans, policies, and regulations.

Chapter 2 contains a description of the TCAP and PAS 085/092 amendments, including an overview of the proposed changes to the Area Plan and Area Plan mapping.

Chapter 3 provides the baseline conditions for the environmental analysis.

Chapter 4 contains the methods and assumptions used to analyze the potential environmental effects of the amendments.

Chapter 5 contains a detailed analysis of the environmental effects and necessary mitigation measures if applicable.

1.7 PUBLIC INVOLVEMENT

Opportunities for public participation in the amendment process included a mailed scoping notice and community workshop held on November 14, 2019. In addition to the applicant's consultants and agency planning staff, five members of the public attended the meeting. Questions posed at the meeting related to details of the ultimate project application (e.g., number of stories, building height, unit type) should the land use amendment be approved, as well as general comments on the amendment process and schedule. No comment letters were received. The scoping notice was prepared and mailed to potential stakeholders and adjacent property owners on November 5, 2019, with an additional opportunity to comment at the TRPA Regional Plan Implementation Committee hearing on December 18, 2019. Opportunities to comment on the environmental review process was provided in order to promote open communication and better decision-making. All persons and organizations having a potential interest in the proposed amendments are invited to provide comments during the thirty (30) day comment period for the CEQA IS. The City also conducted additional public outreach with the individual property owners within the amendment area.

Pursuant to the requirements of CEQA, this IS/IEC will be sent, along with a Notice of Completion, to the California State Clearinghouse. In addition, copies of this document will be distributed to other Lake Tahoe Region reviewing agencies and interested stakeholders for review. A Notice of Availability and Notice of Public Hearing will be published in the Tahoe Daily Tribune and a Planning Commission hearing will be conducted to solicit comments during a 30-day public review period. After closure of the public review period, the City of South Lake Tahoe and TRPA staff will respond to comments. City staff will then prepare an agenda item for the City Planning Commission's recommendation and City Council's action that include the IS/IEC, comments on the IS/IEC, and responses to the comments. If the City Council determines that the amendments would not have significant adverse impacts, the City Council may adopt a Negative Declaration of environmental impact and adopt the amendments. Following City Council approval, a Notice

of Determination would be filed with the El Dorado County recorder-clerk's office and with the California State Clearinghouse.

Pursuant to the TRPA's Rules of Procedure and Chapter 3 of the TRPA Code of Ordinances, the agencies IEC will be made available for public review along with the project staff report at least 14 days prior to hearings held to consider the proposed amendments. TRPA staff will prepare agenda items for the TRPA Regional Plan Implementation Committee, TRPA Advisory Planning Commission's, and TRPA Governing Board consideration. If it is determined that no significant adverse impacts would result from the proposed project, the TRPA Governing Board may issue a Finding of No Significant Effect and adopt the amendments.

1.8 RELATIONSHIP TO LAND USE PLANS, POLICIES AND REGULATIONS

The TCAP falls under the direct jurisdiction of both The City of South Lake Tahoe and the Tahoe Regional Planning Agency. In addition, federal and state agencies exercise varying levels of control concerning specific parcels or resources. This section identifies each agency's responsibility relative to the proposed amendments; it also identifies the plans and policies to which the TCAP and PAS 085/092 must show compliance.

FEDERAL

The US Environmental Protection Agency (EPA) has designated Lake Tahoe an Outstanding National Resource Water (ONRW). ONRWs are provided the highest level of protection under EPA's Anti-degradation Policy. Although the amendments do not require approval from the EPA, the incentives related to increased land coverage within the TCAP boundary is dependent upon EPA certifying TRPA's updated Water Quality Management Plan for the Tahoe Region (208 Plan). The 208 Plan is not area plan specific and Section 10.2.B of the 208 Plan indicates, "The WQMP shall not be amended before January 1, 2017, to alter the terms of the Bi-State Recommendations incorporated herein, with the understanding that the terms of the Bi-State Recommendations: 1) allow adoption and updating of Area Plans by local governments as appropriate, and 2) shall not be used to support or deny applications for "Resort Recreation" designation."

REGIONAL

The Tahoe Regional Planning Agency (TRPA) is a bi-state planning agency with authority to regulate growth and development within the Lake Tahoe Region. TRPA implements that authority through a Bi-State Compact and the TRPA Regional Plan. The Regional Plan Goals and Policies establish an overall framework for development and environmental conservation in the Lake Tahoe Region.

In December 2012, the TRPA Governing Board adopted an updated Lake Tahoe Regional Plan. General priorities of the updated Regional Plan that apply to these amendments include:

- Accelerating water quality restoration and other threshold gains by supporting environmental beneficial redevelopment opportunities, restoration of disturbed lands and Environmental Improvement Program (EIP) investments.
- Transitioning to more permitting delegated to local governments to create one-stop-shopping for homeowner improvements in order to return TRPA to a more regional role that the Bi-State Compact originally intended.

- Creating walkable communities and increasing alternative transportation options.

Important policies addressed in the Lake Tahoe Regional Plan include:

- Retaining the established regional growth control system. Under this system, rampant overdevelopment was stopped and open spaces preserved. Most of the policies from the 1987 Regional Plan stayed in place.
- Creating a more efficient planning system that integrates TRPA requirements into the plans and permits of other applicable government agencies.
- Encouraging property owners to transfer development rights from sensitive and remote areas into Town/Regional Centers with the goal of restoring these lands.
- Eliminating regulatory barriers to support upgrades and environmentally beneficial redevelopment of rundown buildings with aging infrastructure.
- Simplifying overly complicated regulations for homeowners while achieving threshold gain.
- Incorporating the Linking Tahoe: Regional Transportation Plan (adopted in 2017) and the Active Transportation Plan (adopted in 2015) to support sidewalk and bike trail projects that reduce automobile dependency and increase walkability and safety.
- Continuing to deliver restoration projects under the EIP which achieves erosion control on roadways and restore forests and wetlands.

The updated TRPA Code of Ordinance allows for the development of Area Plans to refine and implement the Regional Plan policies appropriate to specific areas. Chapter 13, *Area Plans*, of the TRPA Code of Ordinances includes new provisions that allow for local, state, and federal agencies, in coordination with TRPA staff, to prepare coordinated Area Plans for the implementation of land use goals, policies, and ordinances. The Area Plans, which must include implementing ordinances and zoning, are required to be consistent with the Regional Plan. Once an Area Plan has been found in conformance with the Regional Plan and is adopted, the associated local, state, or federal agencies may assume applicable development review authority through a Memorandum of Understanding (MOU) between TRPA and the other associated agency or organization. For City planning purposes, the objective is to amend the existing TCAP.

Chapter 13 (Area Plans) of the TRPA Code of Ordinances defines the required content of Area Plans and establishes that Area Plans may be approved by TRPA if they contain policies and development standards that are consistent with and further the goals and policies of the Regional Plan. With an adopted conforming Area Plan, local governments can opt to take over limited permitting authority from TRPA.

In addition, for Area Plans containing a designated Town Center, the following provisions shall be included:

- Building and site design standards that reflect the unique character of each area and consider ridgeline and viewshed protection;
- Community design standards to vary height and density and promote pedestrian activity and transit use;
- Policies and strategies to promote walking, bicycling, transit use, and shared parking;

- Ensure adequate capacity for redevelopment;
- Identify an integrated community strategy for coverage reduction and enhanced storm water management; and
- Demonstrate that all development activity within the Town Center will provide for and not interfere with environmental gains.

Under the 2012 Regional Plan update, Plan Area Statements are addressed in Chapter 11 (Plan Area Statements) of the TRPA Code of Ordinances. Specifically, Section 11.8 addresses amendments to Plan Area Statements, stating:

“Modification of plan area boundaries, special area boundaries, plan area name and number, Land Use Classification, Management Strategy, Special Designations, Planning Statement, Special Policies, and Additional Recreation Development shall be by plan amendment. TRPA shall modify the plan area maps and statements pursuant to this subsection 11.8.1, and subsections 11.8.2 and 11.8.3, to reflect current data.”

Section 11.8.4 establishes required findings prior to amendment adoption.

- A. General: The amendment is substantially consistent with the plan area designation criteria in subsections 11.6.2 and 11.6.3; and
- B. Expansion of Urban Plan Area Boundary or Addition of Residential, Tourist, Commercial, or Public Service Uses to Non-urban Plan Area
If the amendment is to expand an existing urban plan area boundary or to add residential, tourist accommodation, commercial, or public service as permissible uses to a non-urban plan area, TRPA shall find that the amendment will make the plan area statement consistent with an adopted policy or standard of the Regional Plan, and that the amendment will satisfy one or more of the following criteria:

1. The amendment corrects an error that occurred at the time of adoption, including but not limited to a mapping error, an editing error, or an error based on erroneous information; or
2. The amendment enables TRPA to make progress toward one or more environmental thresholds without degradation to other thresholds as measured by the Chapter 16: *Regional Plan and Environmental Threshold Review*, indicators; or
3. The amendment is needed to protect public health and safety and there is no reasonable alternative.

C. Addition of Multiple-Family as Permissible Use

1. If the amendment proposes to add multiple-family as a permissible use to a plan area or for one or more parcels, except as provided for in subparagraph 3 below, the plan area or affected parcel shall be found suitable for transit-oriented development (TOD). When determining TOD suitability, TRPA shall find that the site contains the following features, or functional equivalents, that facilitate TOD in a manner that is equal or superior to the listed features:

- a. Access to operational transit within a ten-minute walk;
- b. Neighborhood services within a ten-minute walk, (e.g., grocery/drug stores, medical services, retail stores, and laundry facilities);

- c. Good pedestrian and bike connections;
 - d. Opportunities for residential infill (at densities greater than eight units per acre) or infill with mixed uses; and
 - e. Adequate public facilities, (e.g., public schools, urban or developed recreation sites, government services, and post offices).
2. In order for TRPA to find a proposal is the functional equivalent of one of the factors listed in 11.8.4.C, or 11.8.4.C.3.a, the proposal must be found to facilitate TOD in a manner that is equal or superior to that feature.
3. If the amendment is to add multiple-family dwellings as a permissible use to a plan area or for one or more parcels and would result in deed-restricted affordable housing units, the plan area or affected parcel shall be found suitable for transit-oriented development (TOD). When determining TOD suitability, TRPA shall find that the following factors are satisfied when determining TOD suitability:
- a. Access to operational transit within a ten-minute walk, or a functional equivalent as provided for in 2 above; and
 - b. Neighborhood services; or
 - c. Public facilities.

STATE OF CALIFORNIA

Several State agencies may play a role in development decisions within the Tahoe Region. As such, these State agencies must grant permits or other forms of permission prior to physical development. Affected agency staff will review the proposed amendments for consistency with adopted plans and policies. State agencies that may have a responsible agency role in projects that may be implemented include:

California Tahoe Conservancy: The mission of the California Tahoe Conservancy (CTC) is to protect and restore the natural environment of Lake Tahoe, including the lake's exceptional clarity and diversity of wildlife habitat in the Region. The CTC implements a comprehensive set of programs to affirmatively address resource needs in the Tahoe Region, including the protection and restoration of the natural environment, especially water quality; enhancement of wildlife habitat; provision of public access and recreation opportunities; and management of acquired public land at Lake Tahoe.

Within the TCAP, the CTC has ownership of four parcels, none of which are within the amendment area. One parcel was acquired to meet excess land coverage mitigation, for bicycle trail or other public service projects, or to sell. Another parcel was purchased to provide recreation access to Van Sickle Bi-State Park. The other two parcels were purchased under the Sensitive Lands Acquisition Program. CTC has also acquired former Caltrans right-of-way for bicycle trail use.

The CTC also manages a Land Bank Program that is designed to facilitate a number of natural resource objectives, assist the needs of the general public and environmental projects, and provide funding benefits. An MOU originally signed with the Tahoe Regional Planning Agency (TRPA) in early 1988, and recently updated in 2018, enables CTC to sell rights from the Land Bank on the open market.

The retirement of development potential on properties purchased by the CTC can generate a wide range of development rights or credits that are then available for purchase, depending on what existed or was credited to the property at the time of acquisition (either land coverage or other marketable rights). CTC periodically acquires these development rights, including those for tourist accommodations, sewer connections,

residential units, and commercial floor area. Such rights are usually sold to parties building or remodeling a commercial site or a multi-family unit(s), typically located in eligible development receiving areas. The rights are recognized by the various regulatory agencies within the Region and can therefore be sold or transferred under proper circumstances. The use of these rights is reserved for projects in the areas where the rights originated in order to maintain the economic base of those communities.

Lahontan Regional Water Quality Control Board: Lahontan has water quality responsibilities including the California-side of the Lake Tahoe Region. This agency establishes water quality standards, subject to the approval of the State Board, and has broader enforcement power than TRPA. By issuing waste discharge permits and requiring monitoring to show compliance, among other activities, Lahontan actively enforces attainment of standards.

Any party responsible for construction activity over one acre must obtain a National Pollution Discharge Elimination System Permit (NPDES Permit) from Lahontan to eliminate or reduce pollutants from construction related storm water discharged to surface waters, which include riparian zones.

Lahontan is also responsible for incorporating the Lake Tahoe Daily Maximum (TMDL) pollutant load reduction targets into the NPDES permit for California municipalities in the Tahoe Region. This permit regulates stormwater discharge from El Dorado County's stormwater management infrastructure and Federal rules require that El Dorado County implement programs to control pollutant runoff. The NPDES permit issued to El Dorado County stipulates a September 30, 2020 deadline to reduce estimated 2004 baseline jurisdictional pollutant loads of fine sediment particles by 21%, total nitrogen by 14% and total phosphorus by 14%. Lahontan is expected to update the NPDES permit every five years to include additional load reduction targets. Attainment of the 2026 target, termed the Clarity Challenge, is estimated to return Lake Tahoe to an average annual transparency of 80 feet (Lahontan 2010).

The NPDES Permit requires the City to prepare an updated Pollutant Load Reduction Plan (PLRP) by March 15, 2018 detailing the approach for meeting pollutant load reduction requirements. The City Council adopted a PLRP in January 2013 that outlined the proposed strategy for meeting the first 2016 load reduction targets.

California Trustee Agencies: State agencies with trustee responsibility in the TCAP boundary include: California Division of Forestry (tree removal and forest resource concerns), State Historic Preservation Officer (cultural resources), and California Department of Fish and Wildlife (plant and wildlife resources), and State Lands Commission, which oversees state-owned sovereign lands (Lake Tahoe).

CITY OF SOUTH LAKE TAHOE

The City of South Lake Tahoe implements its regulatory authority through its General Plan and City Code. The City's 1999 General Plan adopted TRPA's Plan Area Statements (PASs) and Community Plans to replace its previous local zoning. In the City's 2011 General Plan update, the City adopted new land use designations for PASs located within the County's jurisdiction but retained the PASs and Community Plans in the Lake Tahoe Region as its zoning system. The existing PASs and Community Plan will remain in effect until superseded by an adopted conforming Area Plan or amendments to existing Area Plans.

2.0 PROJECT DESCRIPTION

2.1 AREA PLAN OVERVIEW AND DESCRIPTION OF CHANGES

The proposed project would amend the boundaries of the existing TCAP and PAS 085/092, specifically:

1. Expand the boundaries of the TCAP to include parcels 028-081-02, 028-081-04, and 028-081-15
2. Reduce the boundary of PAS 085 to exclude portions of parcels 028-081-02 and 028-081-15; and
3. Reduce the boundary of PAS 092 to exclude the majority portions of parcels 028-081-02 and 028-081-15 and all of parcel 028-081-014.
4. Restrict uses on the three parcels in the amendment area to residential uses and cap noise limits at 55 CNEL.

No additional amendments to the TCAP or PAS 085/092 are proposed beyond the boundary line adjustment and restriction of land uses within the amendment area. The Project is often referenced as the TCAP amendments in this document and includes amendments to the PAS 085/092 and TCAP boundaries. The amended plan will serve as a mutual plan for the City of South Lake Tahoe and TRPA by providing direction for how the area should be regulated to achieve regional environmental and land use objectives. The existing development standards and the specific policies in the TCAP are the land use standards intended to administer and regulate the land use for area to be amended to the TCAP.

Under the proposal, 1.61 acres of land currently within the boundary of the PAS 085/092 would be added to the TCAP Tourist Center Mixed-Use Corridor (TSC-MUC) boundary, extending a small portion of the Mixed-Use Corridor east between approximately Pioneer Trail and David Lane. The amendment generally conforms to the Plan Area Statement, but the amendment would allow an increase in development density and an alteration to the development land uses allowed. While the uses between the TCAP Tourist Center Mixed-use Corridor and PAS 092 are primarily the same, with an increase in the density of multiple family dwelling units, the amendment would add employee, multiple family residential, and multi-person dwellings on the small portion of the parcels currently within PAS 085. Figure 1-1 depicts the parcels to be amended into the Mixed-Use Corridor and the existing zoning. Figure 2-1 depicts the proposed amendment.

There are seven existing districts in the TCAP: Tourist Center Core (TSC-C), Tourist Center Mixed-Use (TSC-MU), Tourist Center Mixed-Use Corridor (TSC-MUC), Tourist Center Gateway (TSC-G), Tourist Center Neighborhood Mixed-Use (TSC-NMX), Recreation (REC), and Open Space (OS). The amendment area would be located in the Tourist Center Mixed-Use Corridor (TSC-MUC).

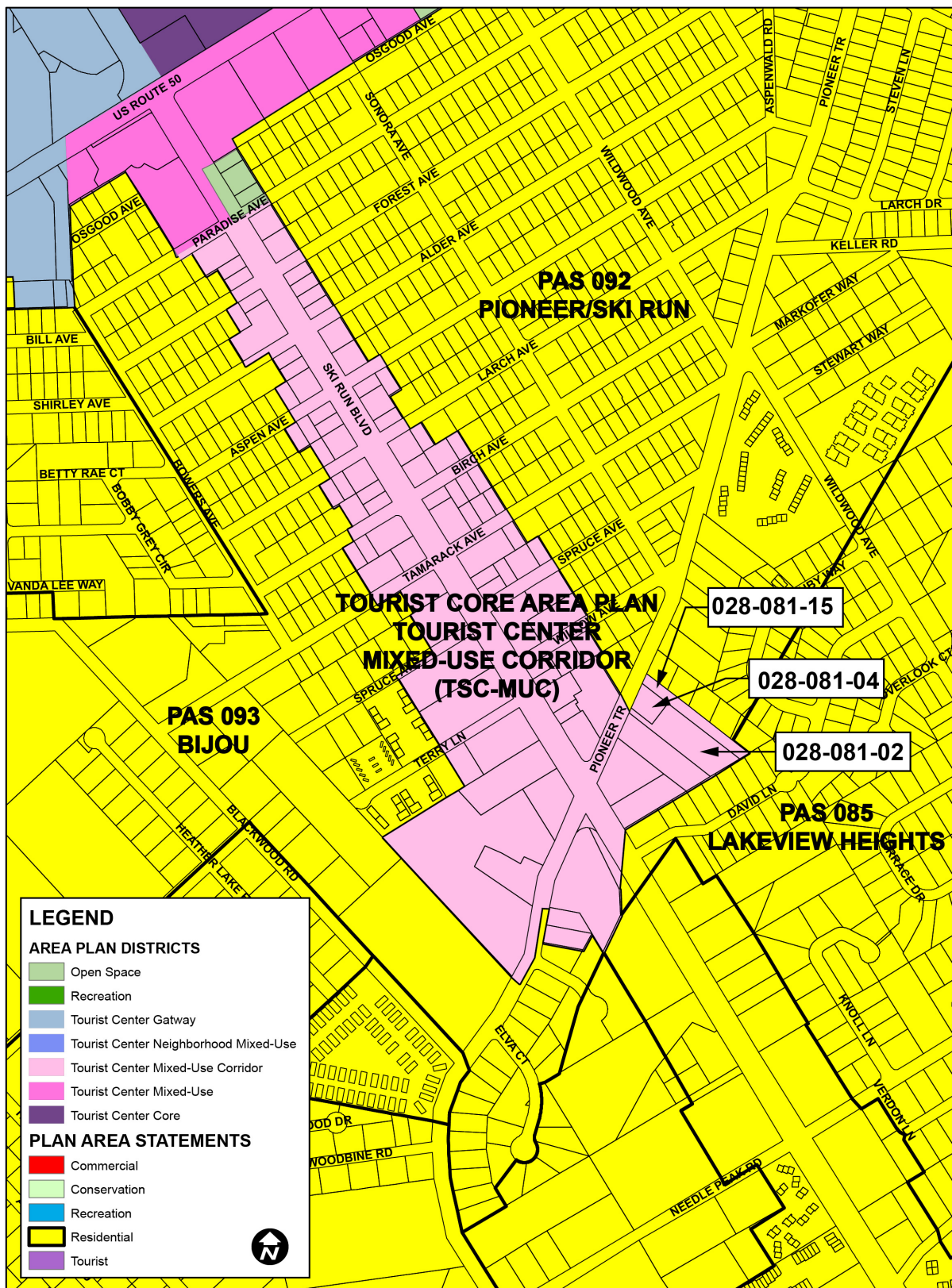
Tourist Center Mixed-Use Corridor (TSC-MUC)

The existing TCAP defines the Mixed-Use Corridor as follows:

“This district is intended to support Ski Run Boulevard as a multi-modal, mixed-used corridor with a wide array of uses that encourage pedestrian activity. Permissible uses include a rich mixture of employment services, professional offices, commercial, public service, recreation, tourist accommodation and residential organized around an aesthetically-pleasing pedestrian environment.”

The uses in the amendment area are consistent with the existing uses in the TSC-MUC. Revisions to the TCAP Zoning Map are depicted in Figure 2-1.

Figure 2-1 – Zoning - Proposed Amendment



The primary list of permissible uses (A: Allowable or S: Special Use or --: not permissible) and maximum densities for PAS 085/092 and TCAP TSC-MUC are compared in Table 2-1. The expansion of the TCAP boundary will:

- Increase the density allowance for multiple-family dwellings from 15 units per acre (18 units per acre if affordable housing density bonus is applied) to 25 units per acre;
- Allow employee housing, multiple-family dwellings, and multi-person dwellings on the subject parcels currently within PAS 085;
- Increase land coverage and the maximum height allowance on the subject parcels from up to 30% land coverage and 42 feet height allowance (in PAS 085/092) to up to 70% land coverage with transfer and 56-foot height allowance with a maximum of four stories (currently allowed in TCAP TSC-MUC); and
- Allow single family condominiums at one unit per parcel on the parcels currently within PAS 085.

The amendment would alter the range of permissible uses currently allowed within the proposed amendment area, as shown in the table below (Table 2-1). While multiple family dwellings and multi-person dwellings are allowed and special uses in PAS 092 and the TCAP TSC-MUC, respectively, the amendment would allow employee housing as an allowed use, rather than a special use, as it is currently permissible in PAS 092. The amendment would also allow an increase in multiple family density from 15 dwelling units per acre in PAS 092 (18 with the density bonus for affordable housing) to 25 dwelling units per acre in the TCAP TSC-MUC on the three subject parcels. Employee housing, multiple family dwellings and multi-person dwellings are not currently allowed in the small portion of the amendment area currently in PAS 085. All three parcels allow single family dwellings at one unit per parcel for parcels less than an acre. The amendment would also restrict land uses on the three parcels when amended into the TRPA TSC-MUC to residential uses (tourist and commercial uses would not be allowed) and cap the noise limit at 55 CNEL, consistent with the allowed uses in the current plan area statements. In addition to the alterations to allowed land uses on the subject parcels, the amendment would also allow an increase in land coverage and height on the three subject parcels. With the amendment, land coverage limits on the parcels would increase from up to 30 percent to up to 70 percent with land coverage transfer (2:1). The maximum height allowed on the three parcels would also increase from 42 feet to 56 feet if certain findings can be made. These modifications to allowed land uses, density, and height only affect the three parcels in the amendment, as no text amendments are proposed to the TCAP TSC-MUC or PAS 085/092 beyond the boundary line change and limiting the uses on the three amended parcels to residential uses only and capping the noise limits at 55 CNEL.

As part of the proposed amendments, compliance with all aspects of the TRPA Regional Plan and Code of Ordinances not specifically substituted by standards within the Area Plan including mitigation measures from the RPU EIS certified by the TRPA Governing Board on December 12, 2012 is required. The adoption of these measures includes compliance with measures that have already been incorporated into the TRPA Code, IEC, and standard conditions of approval for residential and grading projects.

Table 2-1: Comparison of Permissible Uses, Density, Land Coverage and Height Standards

	PAS 085		PAS 092		Tourist Core Tourist Center Mixed-Use Corridor	
Land Use Category	Permissible	Density	Permissible	Density	Permissible	Density
Residential						
Employee Housing	-	-	S	15 DU/acre	A	15 DU/acre
Multiple Family Dwelling	-	-	A	15 DU/acre ¹	A	25 DU/acre
Multi-Person Dwelling	-	-	S	25 persons/acre	S	25 persons/acre
Single Family Dwelling	A	1 unit per parcel for parcels less than an acre. 2 units for parcels greater than an acre, provided one unit is an authorized secondary residence	A (condos allowed)	1 unit per parcel for parcels less than an acre. 2 units for parcels greater than an acre, provided one unit is an authorized secondary residence	A (includes condos)	1 unit per parcel for parcels less than an acre. 2 units for parcels greater than an acre, provided one unit is an authorized secondary residence
	PAS 085		PAS 092		Tourist Core Tourist Center Mixed-Use Corridor	
Land Coverage	Up to 30%		Up to 30%		Up to 70% with Transfer	
Height	Up to 42 Feet ²		Up to 42 Feet ²		56 Feet ³	
Minimum Setbacks						
Frontage	20 feet		20 feet		20 feet	
Interior Side (Lots <10,000 sf)	5 feet		5 feet		10 feet	
Interior Side (Lots >10,000 sf and greater than 80 ft wide)	10 feet		10 feet		10 feet	
Rear	15 feet		15 feet		10 feet	
Rear (Lots established prior to April 30, 1962 which are 5,000 sf or less)	10 feet		10 feet		10 feet	

Notes:

¹ Per the TRPA Code of Ordinances Section 31.4.1, affordable housing developments may be eligible for a 25% increase in density (or 18 units per acre) for areas outside of an adopted area plan.² Per the TRPA Code of Ordinance Section 37.4.1, maximum height is calculated based on percent slope across a building site and proposed roof pitch.³ Per TCAP Table 7, building height is limited to 56 feet and no more than four stories.

3.0 BASELINE

As specified in Section 13.3.1 of the TRPA Code, all plans, policies, and regulations in the Regional Plan and the TRPA Code shall remain in effect unless superseded by the provisions of an adopted conforming Area Plan. Thus, existing baseline conditions for the purposes of this IS/IEC reflect current environmental conditions with the updated Regional Plan, TRPA Code, City of South Lake Tahoe General Plan and Zoning Ordinance in effect, and the existing TRPA plans, maps, and ordinances also in effect. The TCAP has approximately 14 years left of a 20-year planning horizon.

The proposed project evaluated in this IS/IEC is the amendment of the TCAP and PAS 085/092 boundaries. With approval, the amendment would become part of the TRPA Regional Plan and would amend the existing TCAP and PAS 085/092 maps. The focus of the analyses herein is on the amendment of the maps to reflect the revised boundary and the potential environmental effects of implementing the amendment to the TCAP over its plan horizon.

4.0 METHODOLOGY AND ASSUMPTIONS

This IS/IEC was prepared to evaluate the potential environmental effects of the TCAP and PAS 085/092 boundary line amendments using as a tool the CEQA IS and TRPA IEC questions, responses, and supporting narrative. The analysis tiers and incorporates by reference specific analyses contained in the following environmental review documents, as appropriate:

- TRPA, *Regional Plan Update EIS*, certified by the TRPA Governing Board on December 12, 2012 (RPU EIS)
- TRPA/Tahoe Metropolitan Planning Organization (TMPO), *Mobility 2035: Regional Transportation Plan/Sustainable Communities Strategy EIR/EIS*, certified by the TMPO Board and the TRPA Governing Board on December 12, 2012 (RTP EIR/EIS)
- TRPA/Tahoe Metropolitan Planning Organization (TMPO), *2017 Linking Tahoe: Regional Transportation Plan/Sustainable Communities Strategy IS/MND/IEC/FONSE*, certified by the TMPO Board and the TRPA Governing Board in April 2017 (RTP IS/IEC)
- City of South Lake Tahoe, *General Plan Update EIR*, certified by the City Council on May 17, 2011 (City GP EIR)
- City of South Lake Tahoe, *Tourist Core Area Plan IS/ND/IEC/FONSE*, certified by the City Council on October 15, 2013 and adopted by TRPA on November 11, 2013.

These program-level environmental documents include a regional and city-wide scale analysis and a framework of mitigation measures that provide a foundation for subsequent environmental review at an area plan level. These documents serve as first-tier documents for the TRPA review of the proposed TCAP Amendments. To the extent that the Area Plan is consistent with the Regional Plan and the RTP, for which the program EISs were prepared, the TCAP Amendments could be found to be “within the scope” of the program EISs.

The TCAP and PAS 085/092 Amendments IS/IEC is also a program-level environmental document. No specific development projects are proposed at this time or analyzed herein. All future projects within the TCAP boundary would be subject to project-level environmental review and permitting by the City of South Lake Tahoe and/or TRPA, with the permitting agency determined based on the size, nature and location of the project (Section 13.7.3 of the TRPA Code). Project-level environmental documents would require identification of, and mitigation for any potentially significant environmental impacts.

TRPA has prepared an Area Plan Environmental Analysis Guidelines flowchart intended to assist local jurisdictions in considering environmental review requirements associated with the zoning districts and regional land uses proposed in area plans. The guidance poses the following questions:

- Does a land use district in the area plan allow a use that has a greater potential impact than the corresponding regional land use classification in the Regional Plan? This includes any community plans and/or PASs that would be wholly or partially, replaced by the area plan.
- Does a zoning district in the area plan allow a use that has a greater potential impact than the corresponding land use district in the PAS or community plan?
- Does the project have a greater potential impact than the use allowed by the zoning district in the area plan/PAS?

These questions contemplate whether land use/zoning changes resulting from the adoption or amendment of an area plan would result in new uses that could result in potential environmental impacts not previously contemplated by the community plans, PASs, and Regional Plan. The amendments do not create new

districts, but shift land within existing districts between three existing planning areas (PAS 085, PAS 092 and TCAP) as described above in Section 2.1. Since the amendments do not alter the allowances or limits established in the TCAP, but shift parcels from existing Plan Area Statements to an Area Plan, the analysis will address the impacts of this shift within the amendment area. The checklist responses include cross-referencing to other checklist items to reduce redundancy, where appropriate.

5.0 ENVIRONMENTAL CHECKLIST AND IMPACT ANALYSIS

1. Project title: Tourist Core Area Plan and PAS 085/092 Amendments

2. Lead agency name and address:

The City of South Lake Tahoe is the California Environmental Quality Act (CEQA) lead agency responsible for preparing an Initial Study/Negative Declaration (IS/ND) and the Tahoe Regional Planning Agency (TRPA) will serve as the lead agency for the Initial Environmental Checklist (IEC) under the Tahoe Regional Planning Compact.

City of South Lake Tahoe
1052 Tata Lane
South Lake Tahoe, California 96150

Tahoe Regional Planning Agency
P.O. Box 5310
Stateline, Nevada 89449

3. Contact person(s) and phone number(s):

City of South Lake Tahoe: John Hitchcock, Planning Manager, (530) 542-7472,
jhitchcock@cityofslt.us

Tahoe Regional Planning Agency: Karen Fink, Housing Program Coordinator, (775) 589-5258,
kfink@trpa.org

4. Project location:

The TCAP and PAS 085/092 are located within the City of South Lake Tahoe, and the area proposed for amendment from PAS 085/092 into the TCAP is located between Ski Run near David Lane and Pioneer Trail as shown on Figure 1-1.

5. Project sponsor's name and address:

Pacific Development Group
1820 West Kettleman Lane, Suite D
Lodi, CA 95242

6. General Plan designation: Mixed-Use Corridor/Residential.

7. Zoning: Tourist Center Mixed-Use Corridor/Residential

8. Description of project: Refer to Chapter 2 of this document.

9. Surrounding land uses and setting:

Refer to Section 1.4 in Chapter 1 of this document.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

Amendment of the TCAP and PAS 085/092 requires the City of South Lake Tahoe City Council and the TRPA Governing Board approval. Projects that may move forward as a result of the implementation of this amendment will undergo project-level environmental review and may also require approval by the California Department of Fish and Wildlife, the California Regional Water Quality Control Board, Lahontan Region, and/or El Dorado County Air Quality Management District.

5.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

If environmental factors are checked below, there would be at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages. As discussed in the IS/IEC checklist, there are no potentially significant impacts associated with the amendment. Applicable mitigation measures for general and cumulative impacts associated with the General Plan and the RPU are incorporated into the project approval.

<input type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture/Forest Resources	<input type="checkbox"/> Air Quality
<input type="checkbox"/> Biological Resources	<input type="checkbox"/> Cultural Resources	<input type="checkbox"/> Energy
<input type="checkbox"/> Geology Resources	<input type="checkbox"/> Greenhouse Gas Emissions	<input type="checkbox"/> Hazards/Hazardous Materials
<input type="checkbox"/> Hydrology/Water Quality	<input type="checkbox"/> Land Use/Planning	<input type="checkbox"/> Mineral Resources
<input type="checkbox"/> Noise	<input type="checkbox"/> Population/Housing	<input type="checkbox"/> Public Services
<input type="checkbox"/> Recreation	<input type="checkbox"/> Transportation/Traffic	<input type="checkbox"/> Tribal Cultural Resources
<input type="checkbox"/> Utilities/Service Systems	<input type="checkbox"/> Wildfire	<input type="checkbox"/> Mandatory Findings of Significance
	<input checked="" type="checkbox"/> None	<input type="checkbox"/> None with Mitigation Incorporated

5.2 CEQA ENVIRONMENTAL DETERMINATION

On the basis of this Initial Study:

- ☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

John Hitchcock, Planning Manager
City of South Lake Tahoe

Date

5.3 TRPA ENVIRONMENTAL DETERMINATION (TO BE COMPLETED BY TRPA)

On the basis of this TRPA Initial Environmental Checklist:

- | | | | | |
|---|-------------------------------------|-----|-------------------------------------|----|
| a. The proposed project could not have a significant effect on the environment and a finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedures | <input checked="" type="checkbox"/> | Yes | <input type="checkbox"/> | No |
| b. The proposed project could have a significant effect on the environment, but due to the listed mitigation measures which have been added to the project, could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedures. | <input type="checkbox"/> | Yes | <input checked="" type="checkbox"/> | No |
| c. The proposed project may have a significant effect on the environment and an environmental impact statement shall be prepared in accordance with this chapter and TRPA's Rules of Procedures. | <input type="checkbox"/> | Yes | <input checked="" type="checkbox"/> | No |

Signature of Evaluator

Date

Title of Evaluator

5.4 EVALUATION OF ENVIRONMENTAL IMPACTS

The following environmental analysis has been prepared using the CEQA Guidelines Appendix G: Environmental Checklist Form to complete an Initial Study (IS). This checklist also includes analysis of environmental impacts required in the TRPA Initial Environmental Checklist (IEC) found at: http://www.trpa.org/wp-content/uploads/Initial_Environmental_Checklist.pdf.

5.4.1 CEQA

CEQA requires a brief explanation for answers to the Appendix G: Environmental Checklist except "No Impact" responses that are adequately supported by noted information sources (see Table 5-1). Answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

Table 5-1: CEQA Defined Levels of Impact Significance	
Impact Severity	Definition
No Impact	A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
Less than Significant Impact	"Less than Significant Impact" applies where the Project's impact creates no significant impacts based on the criterion or criteria that sets the level of impact to a resource and require no mitigation to avoid or reduce impacts.
Less than Significant Impact after Mitigation	"Less than Significant Impact after Mitigation" applies where the incorporation of mitigation measures has reduced an effect from potentially "Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
Significant Impact	"Significant Impact" is appropriate if there is substantial evidence that an effect is potentially significant, as based on the criterion or criteria that sets the level of impact to a resource. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
Source: CEQA Appendix G Environmental Checklist Form 2018	

5.4.2 TRPA

Article VI of the TRPA Rules of Procedures presents the rules governing the preparation and processing of environmental documents pursuant to Article VII of the Compact and Chapter 3 of the Revised TRPA Code of Ordinances.

TRPA uses an IEC, in conjunction with other available information, to determine whether an EIS will be prepared for a project or other matter. This could include preparation of an Environmental Assessment, in accordance with Section 3.4 of the TRPA revised Code, when TRPA determines that an IEC will not provide sufficient information to make the necessary findings for a project.

The IEC includes a series of questions categorized by and pertaining to resources regulated by TRPA. Each checklist item requires a checked response of "Yes," "No," "No, with Mitigation," or "Data Insufficient." A checked response of "Data Insufficient" or a determination that a project may have a significant effect on the environment (Section 3.3.2 of the TRPA Code) indicates that additional environmental review in the

form of an Environmental Assessment (EA) or Environmental Impact Statement (EIS) would be required. The IEC form indicates that all “Yes” and “No, with Mitigation” responses require written explanations. This IEC provides supporting narrative for all responses. Where a checked response may not be intuitive or easily understood by the reader, that response has been marked with an asterisk (*) and a brief clarifying statement supporting the rationale for the checked response is included. Based on an initial review of the Project, TRPA and City staff determined that an IEC would provide sufficient information regarding the Project to make one of the findings below. As set forth in Code Subsection 3.3.1, based on the information submitted in the IEC, and other information known to TRPA, TRPA shall make one of the following findings and take the identified action:

1. The proposed project could not have a significant effect on the environment and a finding of no significant effect shall be prepared in accordance with TRPA’s Rules of Procedure.
2. The proposed project could have a significant effect on the environment, but due to the listed mitigation measures which have been added to the project, could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with TRPA’s Rules of Procedure.
3. The proposed project may have a significant effect on the environment and an environmental impact statement shall be prepared in accordance with this Chapter and TRPA’s Rules of Procedure.

When completed, TRPA reviews the IEC to determine the adequacy and objectivity of the responses. When appropriate, TRPA consults informally with federal, state, or local agencies with jurisdiction over the project or with special expertise on applicable environmental impacts.

5.4.3 Aesthetics (CEQA), Scenic Resources/Community Design and Light and Glare (TRPA)

This section presents the analyses for potential impacts to aesthetics, scenic resources/community design and light and glare. Table 5-2 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 5-2: Aesthetics, Scenic Resources/Community Design and Light and Glare				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
5.4.3-1. Have a substantial adverse effect on a scenic vista? (CEQA 1a)			X	
5.4.3-2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway? (CEQA 1b)				X
5.4.3-3. Substantially degrade the existing visual character or quality of the site and its surroundings? (CEQA 1c)			X	
5.4.3-4. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (CEQA 1d)			X	
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
5.4.3-5. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe? (TRPA item 18a)	X			
5.4.3-6. Be visible from any public recreation area or TRPA designated bicycle trail? (TRPA item 18b)				X
5.4.3-7. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area? (TRPA item 18c)				X
5.4.3-8. Be inconsistent with the height and design standards required by the applicable ordinance or Community Plan? (TRPA item 18d)				X
5.4.3-9. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines? (TRPA item 18e)				X

5.4.3-10. Include new or modified sources of exterior lighting? (TRPA item 7a)				X
5.4.3-11. Create new illumination which is more substantial than other lighting, if any, within the surrounding area? (TRPA item 7b)				X
5.4.3-12. Cause light from exterior sources to be cast off-site or onto public lands? (TRPA item 7c)				X
5.4.3-13. Create new sources of glare through the siting of the improvements or through the use of reflective materials? (TRPA item 7d)				X

5.4.3-1. Would the Project have a substantial adverse effect on a scenic vista? (CEQA Ia)

The TCAP contains scenic vistas visible from public roadways, with one scenic vista located at the intersection of Pioneer Trail and Ski Run Boulevard facing the northeast, toward the lake. The amendment area is characterized by aging structures and unpaved transportation infrastructure, and undeveloped land. While redevelopment could occur in the future, such changes are likely to be positive by improving the visual quality of the built environment consistent with the TRPA Code of Ordinances, City Design Guidelines, City Code Title 6, the standards of the TCAP, and the general recommendations for site planning found in the TRPA Scenic Quality Improvement Program (SQIP). Redevelopment could improve the visual quality of the amendment area because the redevelopment would be required to implement adopted design and landscaping standards.

The portion of Pioneer Trail in the amendment area is associated with Scenic Roadway Unit 45 (Pioneer Trail, North) viewshed #3. Views from this Roadway Unit area are primarily foreground views of pine forest and dense urban development. Limited views of the mountain occur in the middleground, with a larger view of Heavenly at the intersection of Pioneer Trail and Ski Run Blvd. when facing southeast, and a partial view of the lake at this intersection when facing northwest. The 2015 rating for this area included a travel route rating threshold composite score of 11.5 (nonattainment). Visual improvements to the built environment in the area occurred between 2001 and 2015 with tree thinning to increase views in 2001, and new sidewalks and streetscape improvements in 2015; however, the analysis indicates that overhead utilities and lack of equipment screening and lack of setbacks along older buildings detracts from views.

In amending the three parcels from PAS 085/092 to TCAP, the existing height and coverage allowances in the TCAP TSC-MUC would be applied to the three parcels. Therefore, the maximum allowed height would increase from 42 feet to 56 feet; a difference of 14 feet. In addition, the coverage limit would increase from 30 percent to 70 percent with coverage transfer. The amendment would also alter what land uses are allowed on the three parcels with transference into the TCAP TSC-MUC. PAS 085 only comprises a small segment of parcels APN 028-081-015 and -02 on the south side of the amendment area away from Pioneer Trail; however, the amendment would allow employee housing, multiple family dwellings, multi-person dwellings, and condominiums. While these are all residential uses, they are higher density uses than what it currently allowed in PAS 085. PAS 092 already allows condominiums, and multiple family dwellings, and allows as a special use employee housing and multi-person housing. The amendment would make employee housing an allowed use rather than a special use, and would allow an increase in density of

multiple family dwellings from 15 units per acre to 25 units per acre, thereby increasing the allowed density in the amendment area.

No changes are proposed that would affect the existing Design Standards in the TCAP. No changes are proposed to the content of PAS 085/092 other than amendment of the plan maps to exclude the amendment area.

Maximum building heights (42 feet with applicable findings) for Town Center areas are in accordance with the adopted TCAP and the height allowed by TRPA Code of Ordinances Section 37.7.16 and with Table 13.5.3-1 (Minimum Development Standards for Area Plans) of the Code of Ordinances, which allows structures up to 56 feet within Town Centers if findings can be made. The height standard in PAS 085/092 defers to the TRPA Code of Ordinances as 42 feet. With the requirement to meet the additional height findings for maximum building height, no adverse impact to scenic vistas is anticipated.

TRPA requires structures of up to 56 feet in Town Centers to meet height findings 1, 3, 5, and 9 as indicated in Section 37.7 of the TRPA Code of Ordinances. These findings ensure the additional height does not dominate views, particularly within the shoreline, is appropriately screened from public views, minimizes interference with existing views, and does not reduce the scenic threshold travel route rating. If the finding can't be made, the additional height would not be permitted. This ensures no significant impact would result from the increased height allowance within the amendment area.

37.7.1 Finding 1: When viewed from major arterials, scenic turnouts, public recreation areas, or the waters of Lake Tahoe, from a distance of 300 feet, the additional height will not cause a building to extend above the forest canopy, when present, or a ridgeline. For height greater than that set forth in Table 37.4.1-1 for a 5:12 roof pitch, the additional height shall not increase the visual magnitude beyond that permitted for structures in the shoreland as set forth in subsection 66.3.7, Additional Visual Magnitude, or Appendix H, Visual Assessment Tool, of the Design Review Guidelines.

37.7.3. Finding 3: With respect to that portion of the building that is permitted the additional height, the building has been designed to minimize interference with existing views within the area to the extent practicable.

37.7.5. Finding 5: The portion of the building that is permitted additional building height is adequately screened, as seen from major arterials, the waters of lakes, and other public areas from which the building is frequently viewed. In determining the adequacy of screening, consideration shall be given to the degree to which a combination of the following features causes the building to blend or merge with the background: a) the horizontal distance from which the building is viewed; b) the extent of screening; and c) proposed exterior colors and building materials.

37.7.9. Finding 9: When viewed from a TRPA scenic threshold travel route, the additional building height granted a building or structure shall not result in the net loss of views to a scenic resource identified in the 1982 Lake Tahoe Basin Scenic Resource Inventory. TRPA shall specify the method used to evaluate potential view loss.

The 2013 TCAP IS/IEC found that impacts from the TCAP Design Standards on scenic vistas were less than significant. The amendment would allow an additional 14 feet of height; however, this is already allowed in the TCAP TSC-MUC, and the application of this standard on the three adjacent parcels to the existing TCAP boundary along Pioneer Trail would not result in a substantial impact due to the project-level findings required, as noted above. While no application has been submitted to date, it is anticipated

that development of the three parcels would consist of three-story multi-family structures. Since this amendment proposes no changes to Design Standards, no significant impact is anticipated. Implementation of the TCAP Design Standards to avoid and minimize impacts to scenic vistas by prohibiting buildings to protrude above the forest canopy and ridgeline, for any potential redevelopment projects, would ensure no significant impact to scenic vistas would occur.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.3-2. Would the Project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (CEQA Ib)

Pioneer Trail and Ski Run Boulevard are not designated state scenic highways. Other than distant views of the ridgelines and tree canopy outside the area proposed for amendment, the area footprint does not contain other unique visual resources such as rock outcroppings, scenic trees, or historical buildings. Therefore, the Project has no impact on state designated scenic highways.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.3-3. Would the Project substantially degrade the existing visual character or quality of the site and its surroundings? (CEQA Ic)

As discussed above in Question 5.4.3-1, the existing visual character of a majority of the project area consists of two cabins, a dirt access driveway, and undeveloped land surrounded by existing roads, residences, and commercial uses. The visual quality of the Pioneer Trail corridor in this area is in non-attainment due to limited scenic vistas, few streetscape improvements, and incohesive development, although views of the lake and mountain are present at the intersection with Ski Run Blvd. The existing visual character of the area is urban, with little uniformity.

The existing TCAP includes detailed design standards that are intended to ensure that the built environment complements the natural appearing landscape in the Tahoe Region while improving the quality of life and promoting livability, sustainability and walkability. The TCAP specifically regulates building form, materials and colors and includes the following: buildings shall provide adequate articulation and detail to avoid a bulky box-like appearance; a unified palette of quality materials shall be used; colors shall be used to help delineate windows are architectural features of interest; a variety of natural-appearing materials should be used on building facades to create contrast; colors should blend with the setting, with limits on bright colors, and roofs and roof-mounted equipment shall have a non-glare, earth tone finish.

PAS 085/092 do not include specific Design Standards other than what is provided generally by the City and TRPA for new development.

A change in the type of development is not anticipated as a result of the amendment due to land use limitations proposed for the three parcels to be amended into the TCAP TSC-MUC, which would be limited to residential uses. As discussed under Impact 5.4.3-1, development has the potential to be visually beneficial to the amendment area. The character and quality is expected to improve as a result of redevelopment that would incorporate the TCAP design standards discussed above, as well as the additional height design requirements established by the TRPA and City should additional height be requested. Increases in the coverage allowance (with transfer) would occur on the three parcels under future

development, however this would be consistent with the mixed-use, urban setting of the area, and would promote the reduction of coverage. Finally, changes to allowable building height for the three parcels will not impact existing viewsheds due to the required findings for additional height which includes screening of the additional height or limits height to below the tree canopy when viewed from major roadways, the waters of the lake or public viewpoints, and also requires no net loss of views along a scenic travel route, among other findings.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.3-4. Would the Project create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (CEQA Id)

The parcels to be amended currently include two cabins and no additional development is proposed by the amendment. Future development of the parcels may include new or modified sources of exterior lighting that would be required to follow adopted TCAP design standards regarding light and glare (TCAP Appendix C Development and Design Standards) and would be subject to City and TRPA review. The existing lighting standards are found in Section H of the Substitute Design Standards and address exterior, pedestrian zone, street, and safety/security lighting. The standards are designed to reduce light pollution, protect nighttime views, and reduce light splay onto adjoining parcels by requiring all lighting to be directed downward and fitted with cutoff shields.

The TCAP requires the use of a variety of natural-appearing material and colors that blend in with the natural setting and prohibits the use of flood lighting, reflective materials, or lighting strips, including neon/fluorescent tubing to minimize reflectivity and glare. Therefore, glare or reflectivity from a project proposed under the TCAP would not change compared to projects developed under PAS 085/092, and will not adversely affect day or nighttime views in the area. No significant impact is anticipated.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.3-5. Would the Project be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe? (TRPA 18a)

The project is visible from Pioneer Trail, which is a TRPA urban scenic corridor. Urban Scenic Corridors are generally urbanized where man-made development is the dominant visual feature, but development still blends with the natural environment (TRPA Code Chapter 66, Scenic Quality).

As discussed in Question 5.4.3-1, the project area includes Scenic Roadway Travel Unit #45 – Pioneer Trail North. The 2015 Threshold Evaluation indicates nonattainment despite recent improvements in the visual quality of the built environment. As stated in the TCAP IS/ND/IEC, the detailed design standards in Appendix C of the TCAP ensure that the built environment complements the natural appearing landscape in the Tahoe Region while improving the quality of life, promoting livability, sustainability and walkability. The TCAP specifically regulates building form, materials and colors to avoid bulky and “box-like” appearance, to promote materials and colors that blend with the natural setting, to reduce glare and reflectivity, and preserve views of the lake, ridgelines and meadows. With application of the design standards, the overall visual quality and character of the amendment area is expected to improve as redevelopment occurs, particularly since the TCAP includes detailed design standards and PAS 085/092 do not. Changes to the area are not expected to adversely affect the scenic quality ratings, but have the potential

to improve scenic conditions resulting in threshold gains. Thus, implementation of the amendment will not result in adverse impacts on views from any state or federal highway, Pioneer Trail or from Lake Tahoe.

Environmental Analysis: *Visible from Pioneer Trail/No Impact.*

Required Mitigation: **None.**

5.4.3-6. Would the Project be visible from any public recreation area or TRPA designated bicycle trail? (TRPA 18b)

The amendment area is not visible from a public recreation area or TRPA recognized bike trail corridors. There is a Class I shared-use trail along Ski Run Blvd. and a Class II bike lane along Pioneer Trail within the project area but they are not designated in the 1993 Lake Tahoe Basin Scenic Resource Evaluation. Changes to the built environment have the potential to occur along Pioneer Trail bike lane and Ski Run Boulevard bicycle and pedestrian access; however, visual conditions are only considered fair at present due to the age and quality of the existing built environment.

Future development within the amendment area would need to be consistent with the TCAP's Design Standards and Chapter 66 (Scenic Quality) of the TRPA Code of Ordinances that would prohibit buildings to protrude above the forest canopy or ridgeline, include site-specific design features that minimize ground disturbance, incorporate screening, use of earth tone colors, materials and architectural style that complements the Tahoe landscape. Thus, development within the amendment area is not likely to result in impacts to views from any public recreation area or TRPA designated bicycle trails. All projects would comply with TRPA Code provisions and the TCAP Design Standards, which would result in improved scenic conditions.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.3-7. Would the Project block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area? (TRPA 18c)

As discussed above in Questions 5.4.3-1 (CEQA Checklist 1a) and 5.4.3-6 (TRPA 18b) one scenic viewshed at the intersection of Ski Run Blvd. and Pioneer Trail is near the amendment area, but the amendment area is not visible from US Highway 50, the lake or shoreline.

Redevelopment projects within the amendment area would involve development and redevelopment consistent with the TCAP's Development and Design Standards and Chapter 66 (Scenic Quality) of the TRPA Code of Ordinances that would prohibit buildings to protrude above the forest canopy or ridgeline, include site-specific design features that minimize ground disturbance, incorporate screening, use of earth tone colors, materials and architectural style that complements the Tahoe landscape. Structures would be visible from the intersection of Ski Run Blvd and Pioneer Trail; however, no impact to overall scenic vistas would occur because the amendment area is located to the east of the intersection on Pioneer Trail and the scenic resource is views from the intersection looking down Ski Run Blvd towards Lake Tahoe. Thus, the TCAP and PAS 085/092 amendment would not result in obstructed views to and from Lake Tahoe or other scenic vistas.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.3-8. Would the Project be inconsistent with the height and design standards required by the applicable ordinance or Community Plan? (TRPA 18d)

The TCAP includes design standards with which future redevelopment in the amendment area would be required to comply. There are no specific design standards in PAS 085/092. Current TRPA and City design standards are reflected in the TCAP and also applicable to PAS 085/092. The proposed amendment would not alter the adopted design standards other than the change in maximum height that would be applied to the three parcels in the amendment area.

Pursuant to Chapter 13 of the TRPA Code of Ordinances, the TCAP incorporates the height standards permitted in Table 13.5.3-1: Minimum Development Standards for Area Plans (TRPA Code, page 13-3). Table 13.5.3-1 permits up to a maximum of 56 feet (four stories) in areas designated as Town Centers. The amendment area is designated by TRPA as a Town Center on the Conceptual Land Use Map (TRPA 2012d). The amendment would apply the maximum 56-foot height allowance allowed in the TCAP TSC-MUC to the three amended parcels, if the existing additional height findings can be met. Therefore, the height allowance would remain in compliance with TRPA height limits. As discussed in the Regional Plan Update EIS, there are benefits to increased height and density within Town Centers. This incentivizes redevelopment, and by concentrating development in the Town Center, development is removed elsewhere, creating a more compact development pattern to decrease use intensity outside of the area. By increasing height allowances on the three parcels, the residential unit density on the parcels would increase to meet goals for the provision of dwelling units in the area, creating a beneficial impact. Combined with the other design standards, and protective measures incorporated into the adopted TCAP Design Standards including the requirement to setback all portions of a structure above 25 feet in height, the visual quality and character of the affected area would be protected; therefore, no significant impact would result from implementing the height standards within the amendment area.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.3-9. Would the Project be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines? (TRPA 18e)

The Pioneer Trail corridor is non-attainment and designated as a restoration area by the SQIP. The SQIP promotes restoration of disturbed areas and requires that visual quality ratings be maintained and that non-attainment areas improve. Therefore, development that degrades this rating constitutes a significant impact.

The evaluation presented above for Questions 5.4.3-1 through 5.4.3-7 (CEQA Checklist 1a through 1d) concludes that redevelopment within the amendment area would be subject to TCAP Design Standards, as well as TRPA and City standards and ordinances and redevelopment activity would not result in significant impacts when the design standards and protective measures of the TCAP are implemented. Furthermore, the roadway segments located within the TCAP are designated by TRPA as an Urban Scenic Corridor, which recognizes that development can be the dominant visual features provided that the development complements the natural environment.

Due to the fact that this segment of Pioneer Trail is in non-attainment and identified in the SQIP, the planning recommendations for improving the scenic quality in the roadway segments are required as appropriate during project review by the TRPA Code of Ordinances (Section 36.4, Scenic Quality Improvement Program). Recommendations include improved landscaping and utility screening and undergrounding of utilities, as appropriate.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.3-10. Would the Project include new or modified sources of exterior lighting? (TRPA 7a)

See discussion and analysis for Question 5.4.3-4, which concludes no significant impact.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.3-11. Would the Project create new illumination, which is more substantial than other lighting, if any, within the surrounding area? (TRPA 7b)

See discussions and analysis and for Question 5.4.3-4, which concludes no significant impact.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.3-12. Would the Project cause light from exterior sources to be cast off-site or onto public lands? (TRPA 7c)

See discussions and analysis for Question 5.4.3-4, which concludes no significant impact.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.3-13. Would the Project create new sources of glare through the siting of the improvements or through the use of reflective materials? (TRPA 7d)

See discussion and analysis for Question 5.4.3-4, which concludes no significant impact.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.4 Agriculture and Forestry Resources

This section presents the analyses for potential impacts to agriculture and forestry resources. Some TRPA checklist items concern impacts to vegetation, which are addressed in Section 5.4.6, Biological Resources. Table 5-3 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 5-3: Agriculture and Forestry Resources				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
5.4.4-1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the CA Resources Agency, to a non-agricultural use? (CEQA IIa)				X
5.4.4-2. Conflict with existing zoning for agricultural use, or a Williamson Act contract? (CEQA IIb)				X
5.4.4-3. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resource Code section 12220(g), timberland (as defined by Public Resource Code section 4526) or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (CEQA IIc)				X
5.4.4-4. Result in the loss of forest land or conversion of forest land to non-forest use? (CEQA IId)				X
5.4.4-5. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? (CEQA IId)				X

5.4.4-1. Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use? (CEQA IIa)

The amendment area is partially developed and is not located in an area identified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, and therefore poses no impact to such lands.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.4-2. Would the Project conflict with existing zoning for agricultural use, or a Williamson Act contract? (CEQA IIb)

No conflicts with zoning for agricultural use or a Williamson Act contract would occur because no contracts exist within the project area.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.4-3. Would the Project conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resource Code section 12220(g), timberland (as defined by Public Resource Code section 4526) or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (CEQA IIc)

Public Resources Code section 12220(g) defines forest land as, “land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.” Since this area is already partially developed, such canopy coverage does not exist in the project area. Further, the area was already zoned for residential development. The area is not currently identified as a commercial timber harvest zone. The amendment conflicts with no zoning of and causes no rezoning of forest land, timberland or timberland zoned Timberland Production.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.4-4. Would the Project result in the loss of forest land or conversion of forest land to non-forest use? (CEQA IIId)

The loss of substantial forest land, defined above for Question 5.4.4-3, or conversion of forest land to non-forest use creates a significant impact if appropriate permits are not obtained. See Question 5.4.4-3, which concludes no significant impacts to forest land would occur.

Environmental Analysis: *No Impact*

Required Mitigation: **None.**

5.4.4-5. Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? (CEQA IIe)

See discussions and analyses for Questions 5.4.4-2, -3, and -4 which conclude no impacts to farmland or forest land.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.5 Air Quality

This section presents the analyses for potential impacts to air quality. Table 5-4 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 5-4: Air Quality				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
5.4.5-1. Conflict with or obstruct implementation of the applicable air quality plan? (CEQA IIIa)				X
5.4.5-2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standards? (CEQA IIIb)			X	
5.4.5-3. Expose sensitive receptors to substantial pollutant concentrations? (CEQA IIIc)			X	
5.4.5-4. Result in other emissions, such as objectionable odors, adversely affecting a substantial number of people? (CEQA IIId)			X	
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
5.4.5-5. Substantial air pollutant emissions? (TRPA 2a)				X
5.4.5-6. Deterioration of ambient (existing) air quality? (TRPA 2b)				X

5.4.5-7. Creation of objectionable odors? (TRPA 2c)				X
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5.4.5-1. Would the Project conflict with or obstruct implementation of the applicable air quality plan? (CEQA IIIa)

The proposed boundary amendment would not alter, revise, conflict or obstruct the regulations pertaining to air quality and proposes no changes to air quality policies. No changes would occur to PAS 085/092 other than modification of the map boundary.

The area to be amended is currently partially developed. Although the amendment would increase the potential development density by up to 10 units per acre, the number of additional potential units for the three amendment parcels (up to 16 additional units) would not be substantial because of the small area to be amended into the TCAP, and would therefore not conflict with implementation of an applicable air quality plan. While multi-family residential density would increase in the amendment area when moved from PAS 085/092 to TCAP, limits on overall growth in the Region through the TRPA's regional growth management system remain in place, so the overall development potential remains the same. The new development is within one-quarter mile of transit, commercial and public service uses, indicating that new development in this area is in the appropriate location to generate the shorter trip lengths and lower vehicle-miles traveled needed to meet the air quality goals of the Regional Plan and City's General Plan.

Consistent with existing conditions, future projects that could occur within the amendment area would be subject to subsequent environmental review and permitting, and would be required to comply with Chapter 65 (Air Quality/Transportation) of the TRPA Code of Ordinances. Chapter 65 includes standards that apply to mobile and direct sources of air pollution in the Tahoe Region, including certain motor vehicles registered in the region (vehicle inspection and maintenance program), combustion appliances and heaters installed in the region, open burning, stationary sources of air pollution, and idling combustion engines.

TRPA's 2017 Regional Transportation Plan: Linking Tahoe (RTP) includes an analysis of its conformity with the California State Implementation Plan to ensure that the RTP remains consistent with State and local air quality planning work to achieve and/or maintain the national ambient air quality standards (NAAQS). The proposed amendment does not propose substantial changes to land use assumptions for mixed-use assigned to the amendment area and the TCAP would continue to promote higher density residential uses within one-quarter mile of transit, commercial, and public service uses, and therefore would not change the conformity determination by state regulators.

The TCAP and PAS 085/092 amendments would not alter or revise the regulations pertaining to air quality. Consistent with existing conditions, redevelopment projects within the amendment area would be subject to subsequent environmental review and permitting, and would be required to comply with Chapter 65 (Air Quality/Transportation) of the TRPA Code of Ordinances. Chapter 65 includes provisions that apply to direct sources of air pollution in the Tahoe region, including combustion heaters installed in the region, open burning, stationary sources of air pollution, and idling combustion engines.

The Lake Tahoe Region is in attainment or designated as unclassified for all National Ambient Air Quality Standards (NAAQS) and is designated a nonattainment/transitional area for ozone and nonattainment for the PM10 California ambient air quality standards (CAAQS). New development has the potential to produce air pollutant emissions during project construction and operation, as discussed below.

Short-Term Construction Emissions

Future projects in the area proposed for amendment would involve some degree of construction activity and construction emissions. Construction emissions are described as short-term or temporary in duration. Reactive Organic Gases (ROG), Carbon Monoxide (CO) and Nitrogen Oxides (NOx) (ozone precursors) emissions are primarily associated with gas and diesel equipment exhaust and the application of architectural coatings. Fugitive dust emissions (PM10 and PM2.5) are primarily associated with site preparation and vary as a function of such parameters as soil silt content, soil moisture, wind speed, acreage or disturbance area, and vehicle travel by construction vehicles on- and off-site.

No projects are proposed in the amendments, and the details of future projects are not known at this time, but these projects would likely involve construction that would result in the temporary generation of ozone precursor and fugitive dust emissions from site preparation; off-road equipment, material import/export, worker commute exhaust emissions; paving; and other miscellaneous activities. Typical construction equipment associated with redevelopment projects includes dozers, graders, excavators, loaders, and trucks. Emissions of airborne particulate matter are largely dependent on the amount of ground disturbance associated with site preparation activities.

Since no construction is proposed by the amendments and the amendment area is currently developed, no modeling of potential construction emissions was performed. However, future development would be anticipated to result in an increase in short-term construction-generated emissions. Depending on the activities conducted, emissions associated with individual construction projects may exceed the El Dorado County Air Quality Management District's (EDCAQMD) significance thresholds.

As part of the TRPA RPU mitigation to reduce construction-generated emissions, TRPA adopted additional best construction practices policies. In Section 65.1.8.A. (Air Quality/Transportation, Idling Restrictions) of the TRPA Code of Ordinances, a new subsection was added that limits construction vehicle idling time to 15 minutes in Nevada and 5 minutes in California (previous restriction was 30 minutes). In addition to reduced idling time policies, the TRPA Standard Conditions of Approval for Grading Projects (TRPA Permit Attachment Q) and Standard Conditions of Approval for Residential Projects (TRPA Permit Attachment R) includes new construction provisions that call for the use of existing power sources (e.g. power poles) or clean-fuel generators rather than temporary diesel power generators wherever feasible, location of construction staging areas as far as feasible from sensitive air pollution receptors (e.g. schools or hospitals), closure of engine doors during operation except for engine maintenance, location of stationary equipment (e.g. generators or pumps) as far as feasible from noise-sensitive receptors and residential areas, installation of temporary sound barriers for stationary equipment, and use of sonic pile driving instead of impact pile driving, wherever feasible. Best management practices include, but are not limited to, the following, which are also included in TCAP Policy NCR-5.1, which states, "The City shall incorporate measures to reduce construction-generated emissions to the extent feasible on a project-specific basis. Such measures may include, but are not limited to, the following:

- Implement measures recommended by the El Dorado County Air Quality Management District.
- Prohibit open burning of debris from site clearing unless involved with fuels reduction project.
- Utilize low emission construction equipment and/or fuels and use existing power sources (e.g., power poles), wherever feasible.
- Restriction of idling of construction equipment and vehicles.
- Apply water to control dust as needed to prevent dust impacts offsite."

Future development projects that are subject to discretionary review shall be evaluated in comparison to EDCAQMD-recommended thresholds of significance and, if they exceed those thresholds, shall incorporate emission-reduction measures sufficient to reduce potentially significant short-term air quality

impacts to a less-than-significant level. In addition to compliance with El Dorado County Air Quality Management District-recommended measures and TRPA Code of Ordinance requirements to reduce construction-related emissions (emissions from construction vehicles, off-road equipment, and fugitive dust), mitigating measures shall be implemented for discretionary projects exceeding thresholds of significance. Examples of such measures may include, but are not necessarily limited to, the following:

- Use of low- or zero-emission construction equipment and use of existing electrical power, to the extent locally available;
- Use of low- or zero-VOC content architectural coatings, and prefinished/painted building materials, to the extent locally available; and
- Increased diversion of demolition and construction-generated waste for recycling/reuse, to the extent feasible.

Long-Term Operational Emissions

Subsequent redevelopment projects within the amendment area have limited potential to affect regional air quality and create localized exposure to CO emissions because the area is relatively small and supports a relatively small amount of growth, and is also within a mixed-use area served by transit and bicycle transportation facilities to reduce dependence on individual vehicle trips. Likewise, the range of uses allowed in the amendment area is generally the same as the range of uses allowed in both the TCAP and PAS 085/092.

Consistent with the TRPA Regional Plan and the General Plan, the TCAP accommodates potential growth to improve traffic flow and resident mobility to reduce localized traffic congestion and related CO concentrations. As discussed in the 2013 TCAP IS/ND/IEC/FONSE, because the TCAP seeks to implement and is within the scope of what was envisioned in the General Plan and the Regional Plan, it would not result in congestion at intersections that would result in a violation of a CO air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations.

As discussed in the Transportation Impact Memorandum prepared for the project (Appendix A), no significant increase in daily vehicle trips (Plan Area versus Area Plan) is expected to occur due to similar vehicle use patterns between the allowed uses and densities in the TCAP, PAS 085, and PAS 092, and the promotion of additional residential density within an area served by alternative transportation. As such, no increase in vehicle trip generation over what was estimated for Regional Plan build-out by the TRPA in the RPU EIS and City in the General Plan is anticipated.

With respect to other regional criteria air pollutants (ozone precursors, PM₁₀, and PM_{2.5}), consistent with the TRPA Regional Plan, future development projects could generate long-term operational emissions, including mobile and area source emissions; however, these emissions could be expected to occur at or near the same rate as could occur under PAS 085/092. While the potential range of uses within the amendment area increases if the parcels are included within the TCAP, the potential for such emissions does not increase as a result of the amendment as discussed above because no notable increase in vehicle trips or increase in daily trips of more than 100 would occur and the land use density changes or potential use changes from development result in no significant increase in traffic or vehicle miles traveled. Regardless of the number of new trips generated, the project will still be required to pay air quality mitigation fees for any new trips. Air quality mitigation fees contribute the project's fair share of cost towards the construction or operation of transportation projects in the Regional Transportation Plan that reduce air quality emissions. Therefore, the potential for future emissions is the same with or without the amendment. If a future redevelopment project had the potential to significantly increase trip generation (more than 100 new vehicle trips) and

vehicle miles traveled, it would be required to complete a traffic analysis under TRPA requirements; however, no redevelopment project of such a scale is proposed by this amendment or has potential to occur given the size of the amendment area. Because the TCAP is required to be consistent with the Regional Plan, implementation of the TCAP amendment would also be expected to result in a substantial long-term reduction in emissions of ozone precursors and CO. Because the increase in emissions of PM associated with build-out of the entire Regional Plan would be below the project-level increment considered significant by TRPA (82 lb/day), the amendment would not be anticipated to lead to nonattainment of national standards.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.5-2. Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standards (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (CEQA IIIb)

The Region is designated non-attainment/transitional for ozone and non-attainment for PM₁₀, as presented in Table 5-5. A significant cumulative impact results if the Project causes a considerable increase in PM₁₀ and Ozone.

Table 5-5: Federal and State Attainment Status for the Lake Tahoe Air Basin		
Pollutant	CA Status	Federal Status
1-Hour Ozone	Transitional Nonattainment	Not Applicable
8-Hour Ozone	Attainment	Attainment
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Not Applicable	Attainment/Unclassified
CO	Attainment	Attainment/Maintenance
NO ₂	Attainment	Not Applicable
SO ₂	Attainment	Attainment
All Others	Attainment/Unclassified	Attainment/Unclassified
Source: EPA 2016b; ARB 2015.		

In the project area, these pollutants relate to automobile use and potential impacts measured with VMT calculations and wood burning fireplaces and stoves. No single project is sufficient in size, by itself, to result in nonattainment of ambient air quality standards. Instead, a project's individual emissions contribute to existing cumulatively significant adverse air quality impacts. With respect to ozone precursors and PM₁₀, consistent with the Regional Plan, future redevelopment projects could generate long-term operational emissions, including mobile and area source emissions.

Based on the results of the emissions modeling conducted in support of the RPU EIS, RTP EIR/EIS, and 2017 RTP IS/IEC, emissions of ozone precursors in the Region would be expected to decrease substantially by 2035. This can be explained by the fact that vehicle emissions standards would be improved substantially over the next 20 years, and limited development could occur within the Tahoe Region. Any additional population growth and associated increase in operational ozone precursor emissions in the Region would be more than offset by more stringent vehicle emissions standards, fuel economy standards, and truck and

bus emission rules, over the planning period (TRPA 2012a, page 3.4-33 and TMPO 2012, page 3.4-331, TMPO 2017, page 3-17).

Emissions of PM₁₀ and PM_{2.5} were projected to increase slightly by 2035 over the baseline (approximately 4 tons per year (TPY) or 21 lb/day), even though the current trend is that PM emissions are decreasing. However, Section 65.1.4 of the TRPA Code requires that only wood stoves that meet EPA Phase II emissions standards would be installed and would allow air quality mitigation fees to be used for regional projects, which could include incentives to remove non-conforming heating appliances. The General Plan requires that all feasible EDCAQMD measures to reduce operational emissions be incorporated into project design and projects need to demonstrate compliance with TRPA's air quality mitigation program. Compliance with these requirements as well as efforts by TRPA and the EDCAQMD to replace woodstoves with air quality compliant heating fixtures, would be expected to continue the existing trend of decreasing PM emissions in the Region.

Because the TCAP amendment is consistent with the Regional Plan, implementation of the amendment would result in a substantial long-term reduction in emissions of ozone precursors. Because the increase in emissions of PM associated with full build-out densities in the amendment area would be below the project-level increment considered significant by TRPA (82 lb/day), the amendment would not be anticipated to lead to nonattainment of national standards.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.5-3. Would the Project expose sensitive receptors to substantial pollutant concentrations? (CEQA IIIc)

Typical sensitive receptors include residences, hospitals, and schools. The area proposed for amendment is currently partially developed with residences. No new uses are proposed as allowed or special uses under the amendment. If the area were to be developed primarily with the highest density uses, the resulting increase in pollutant concentrations would not be substantial. Please refer to the analysis for Question 5.4.5-1, above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.5-4. Would the Project result in other emissions, such as objectionable odors, adversely affecting a substantial number of people? (CEQA IIId)

The occurrence and severity of odor effects depend on the nature, frequency, and intensity of the odor source, wind speed and direction, and the presence of sensitive receptors. Offensive odors rarely cause physical harm, but odors can be unpleasant and generate citizen complaints to regulatory agencies and local governments. Typical sensitive receptors include residences, hospitals, and schools. There are no hospitals or schools located within the TCAP; however, residences are within the boundary of the TCAP amendment area and residences are located adjacent to the amendment parcels.

As a general matter, the types of land use development that pose potential odor problems include wastewater treatment plants, refineries, landfills, composting facilities and transfer stations, none of which are allowed in the TCAP TSC-MUC. No such uses currently occupy the amendment area. The land uses in the TCAP

TSC-MUC are not characteristic of the types of uses that would result in the development of a major source of objectionable odor.

In the short-term, odor impacts occur from the use of diesel engines and asphalt concrete paving during construction. These odors are both temporary and localized, affecting only the area immediately adjacent to the active construction area. Diesel exhaust emissions and asphalt concrete paving odors dissipate rapidly away from the source and cease upon completion of construction activities and would be addressed by the Chapter 65 (Air Quality/Transportation) of the TRPA Code of Ordinances idling restrictions. Implementation of the TCAP amendment does not result in substantial direct or indirect exposure of sensitive receptors to offensive odors.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.5-5. Would the Project result in substantial air pollutant emissions? (TRPA 2a)

See analysis for Question 5.4.5-1.

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore the analysis is tiered from and consistent with the RPU EIS. The proposed boundary amendments would not alter or revise the regulations pertaining to air quality. Consistent with existing conditions, future projects would be subject to subsequent environmental review and permitting, and would be required to comply with Chapter 65 of the TRPA Code. Chapter 65 includes provisions that apply to direct sources of air pollution in the Tahoe region, including certain motor vehicles registered in the region, combustion heaters installed in the region, open burning, stationary sources of air pollution, and idling combustion engines. Because future development projects are required to implement air quality attainment measures established by the TRPA, City, and EDCAQMD, as well as those policies established in the TCAP regarding air quality, implementation of the TCAP amendment would not be anticipated to lead to substantial air pollutant emissions.

Environmental Analysis: *No Impact*

Required Mitigation: **None.**

5.4.5-6. Would the Project result in deterioration of ambient (existing) air quality? (TRPA 2b)

See analyses for Question 5.4.5-1, which conclude a less than significant impact.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.5-7. Would the Project result in creation of objectionable odors? (TRPA 2c)

See discussion and analysis for Question 5.4.5-3, which addresses the creation of objectionable odors and concludes a less than significant odor impact to short-term and long-term effects to sensitive receptors.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.6 Biological Resources (Stream Environment Zones, Wetlands, Wildlife and Vegetation)

This section presents the analyses for potential impacts to biological resources, including impacts to SEZs, wetlands, wildlife and vegetation. Table 5-6 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 5-6: Biological Resources				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
5.4.6-1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (CEQA IVa)			X	
5.4.6-2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? (CEQA IVb)			X	
5.4.6-3. Have a substantial adverse effect on federally protected (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (CEQA IVc)				X
5.4.6-4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (CEQA IVd)			X	
5.4.6-5. Conflict with any local policies or ordinances protecting biological resources, such as tree				X

preservation policy or ordinance? (CEQA IVe)				
5.4.6-6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (CEQA IVf)				X
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
5.4.6-7. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system? (TRPA 4a)				X
5.4.6-8. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table? (TRPA 4b)				X
5.4.6-9. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species? (TRPA 4c)				X
5.4.6-10. Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora and aquatic plants)? (TRPA 4d)				X
5.4.6-11. Reduction of the numbers of any unique, rare or endangered species of plants? (TRPA 4e)				X
5.4.6-12. Removal of streambank and/or backshore vegetation, including woody vegetation such as willows? (TRPA 4f)				X
5.4.6-13. Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications? (TRPA 4g)				X

5.4.6-14. A change in the natural functioning of an old growth ecosystem? (TRPA 4h)				X
5.4.6-15. Change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)? (TRPA 5a)				X
5.4.6-16. Reduction of the number of any unique, rare or endangered species of animals? (TRPA 5b)				X
5.4.6-17. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? (TRPA 5c)				X
5.4.6-18. Deterioration of existing fish or wildlife habitat quantity or quality? (TRPA 5d)				X

5.4.6-1. Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (CEQA IVa)

The boundary of the proposed amendment area was reviewed against 1) the California Department of Fish and Wildlife's California Natural Diversity Database (CNDDDB), 2) the U.S. Fish and Wildlife Service's online Planning and Conservation System (IPaC) database, and 3) TRPA's Special Interest Species Map to identify potential habitat for candidate, sensitive, or special status species. The IPaC database identified the following: North American Wolverine (*Gulo gulo luscus*) (proposed threatened), Sierra Nevada yellow-legged frog (*Rana sierrae*) (federal endangered), and Lahontan cutthroat trout (*Oncorhynchus clarkii henshawi*) (threatened). Seven migratory birds were also listed in the IPaC database: bald eagle (*Haliaeetus leucocephalus*), Cassin's finch (*Carpodacus cassinii*), golden eagle (*Aquila chrysaetos*), olive-sided flycatcher (*Contopus cooperi*), rufous hummingbird (*selasphorus rufus*), Williamson's sapsucker (*Sphyrapicus thyroideus*), and willow flycatcher (*Empidonax traillii*). However, the project area is partially developed with a dirt driveway and two cabins, contains no riparian or SEZ habitat, and provides somewhat disturbed habitat for these species, particularly since surrounding parcels are developed.

The CNDDDB database identified the following species within the South Lake Tahoe quadrangle: Sierra Nevada yellow-legged frog (*Rana sierrae*) (state threatened), willow flycatcher (*Empidonax traillii*) (state endangered), and Tahoe yellow cress (*Rorippa subumbellata*) (state endangered). Suitable habitat for Tahoe yellow cress is not present in the TCAP amendment area. Sierra Nevada yellow-legged frog and willow flycatcher were not observed in the area according to the CNDDDB records and do not have suitable habitat within the proposed amendment parcels. However, no surveys have been completed on the subject parcels.

Future redevelopment projects would be subject to project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations

pertaining to the protection of animal species. (Section 62.4 of the TRPA Code). At a project-level, potential effects on animal species would be determined based on the species' distribution and known occurrences relative to the project area and the presence of suitable habitat for the species in or near the project area. TRPA's existing policies and Code provisions address potential impacts to special-status species through site-specific environmental review, development and implementation of project-specific measures to minimize or avoid impacts through the design process, and compensatory or other mitigation for any adverse effects on special-status species as a condition of project approval (Sections 61.3.6 and 62.4 of the TRPA Code). Implementation of the proposed boundary amendment would not result in the reduction in the number of any unique, rare, or endangered species of animals, including waterfowl. Future redevelopment projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations in Chapter 62 and 63 (Wildlife Resources and Fish Resources, respectively) of the TRPA Code of Ordinances. While the boundary amendments allow for some different land uses or use densities and heights in the amendment area, they do not propose specific new development or amendments that threaten protection of listed species or their habitat, and do not affect policies that protect biological resources.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.6-2. Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? (CEQA IVb)

The U.S. Fish and Wildlife Service's IPaC database identifies no riparian habitat and no critical habitat is identified. The proposed amendment area does not include TRPA land capability district 1b (SEZs). The proposed boundary amendments would not alter or revise the regulations pertaining to existing fish or wildlife habitat quantity or quality or pertaining to resource protection measures.

Consistent with existing conditions, future development projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to the protection of riparian areas. Section 61.3.3 (Vegetation Protection and Management) of the TRPA Code of Ordinances includes provision for protecting common vegetation, uncommon vegetation, and sensitive plants species. Chapters 62 and 63 (Wildlife Resources and Fish Resources, respectively) of the TRPA Code of Ordinances include provisions to protect and enhance fisheries and wildlife habitats. Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the proposed amendment would not result in the deterioration of riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.6-3. Would the Project have a substantial adverse effect on federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (CEQA IVc)

There are no federally protected wetlands on the three parcels in the area proposed for amendment.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

5.4.6-4. Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (CEQA IVd)

The proposed boundary amendments would not alter or revise the regulations pertaining to the migration or movement of animals. Due to the existing development of the amendment area, the area provides poor habitat for wildlife migration or nursery sites. Future redevelopment projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations in Chapter 62 and 63 (Wildlife Resources and Fish Resources, respectively) of the TRPA Code of Ordinances.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.6-5. Would the Project conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance? (CEQA IVe)

The proposed amendments do not alter or conflict with existing local policies or ordinances protecting biological resources. Redevelopment projects would be subject to project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations in Chapter 62 and 63 (Wildlife Resources and Fish Resources, respectively) of the TRPA Code of Ordinances.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.6-6. Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (CEQA IVf)

The proposed amendments do not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan because no such plans exist for the project area.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.6-7. Would the Project result in removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system? (TRPA 4a)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The proposed amendment area is partially developed with native vegetation on the undeveloped portions of the parcels. The proposed amendments would not alter or revise the regulations pertaining to native

vegetation protection during construction. Consistent with existing conditions, vegetation surrounding the construction site of a future redevelopment project would be required to comply with Section 33.6, Vegetation Protection During Construction, of the TRPA Code of Ordinances. Protective requirements include installation of temporary construction fencing, standards for tree removal and tree protection, standards for soil and vegetation protection, and revegetation of disturbed areas.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.6-8. Would the Project result in removal of riparian vegetation other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table? (TRPA 4b)

The proposed amendments would not alter or revise the regulations pertaining to vegetation removal and groundwater management. Water supply within the area is primarily obtained from groundwater sources through the South Tahoe Public Utility District. Consistent with existing conditions, any redevelopment project permitted in accordance with the TCAP would be required to meet TRPA requirements for water supply. TRPA regulations prohibit the approval of any development requiring water unless there is adequate water supply within an existing water right (Section 32.4.1 of the TRPA Code). Additionally, Section 33.3.6 (Excavation Limitations) of the TRPA Code of Ordinances prohibits excavation that intercepts or interferes with groundwater except under specific circumstances and with prior approval by TRPA (Section 33.3.6.A.2). For these reasons, consistent with existing conditions, projects approved under the TCAP amendment would not directly or indirectly lower the groundwater table.

Further, vegetation removal would be required to comply with existing TRPA, federal, and state regulations, permitting requirements, and environmental review procedures that protect habitat that supports riparian vegetation and critical wildlife. Specifically, wildlife habitat are protected by Sections 61.1.6 (Management Standards for Tree Removal), and Chapter 62 (Wildlife Resources) of the TRPA Code of Ordinances. There are no riparian areas within the amendment area. For these reasons, redevelopment associated with the amendment area is not expected to result in the removal of riparian or other vegetation associated with critical wildlife habitat.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.6-9. Would the Project result in introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species? (TRPA 4c)

The proposed amendments would not alter or revise the regulations pertaining to new vegetation and do not change requirements to comply with the State of California Model Water Efficient Landscape Ordinance. Consistent with existing conditions, implementation of new development or redevelopment projects associated with the TCAP would be required to comply with the TRPA Code provisions (e.g., Section 61.4, Revegetation) and Goals and Policies that prohibit the release of non-native species in the Tahoe Region. Generally, native species require less fertilizer and water than non-native species. Provisions for fertilizer management and preparation of fertilizer management plans that address the type, quantity, and frequency of use of fertilizers are included in Section 60.1.8 of the TRPA Code. Projects would be subject to subsequent project-level environmental review and permitting, and at that time they would be

required to demonstrate that any proposed new vegetation would not require excessive fertilizer or water, or provide a barrier to the normal replenishment of existing species.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.6-10. Would the Project result in change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora and aquatic plants)? (TRPA 4d)

See discussion and analyses in Questions 5.4.6-7 through 5.4.6-9, and 5.4.6-11 through 5.4.6-14.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.6-11. Would the Project result in reduction of the numbers of any unique, rare or endangered species of plants? (TRPA 4e)

The amendment area is partially developed with two cabins and a dirt driveway and contains no unique, rare, or endangered plant species. The proposed boundary amendments would not alter or revise the regulations pertaining to unique, rare, or endangered species of plants. The natural resource protection provisions of Chapters 61 (Vegetation and Forest Health) and 62 (Wildlife Resources) of the TRPA Code of Ordinances are still applicable to the area. Future redevelopment projects in the amendment area would be subject to subsequent project-level environmental review and permitting. At a project-level, potential effects on plant species would be determined based on the species' distribution and known occurrences relative to the project area, the presence of suitable habitat for the species in or near the project area, and preconstruction surveys. TRPA's existing policies and Code provisions address potential impacts to special-status species through site-specific environmental review, require development and implementation of project-specific measures to minimize or avoid impacts through the design process, and require compensatory or other mitigation for any adverse effects on special-status species as a condition of project approval (Sections 61.3.6, Sensitive and Uncommon Plant Protection and Fire Hazard Reduction and 62.4, Special Interest, Threatened, Endangered, and Rare Species of the TRPA Code of Ordinances). Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the boundary amendments would not result in the reduction in the number of any unique, rare, or endangered species of plants.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

5.4.6-12. Would the Project result in removal of streambank and/or backshore vegetation, including woody vegetation such as willows? (TRPA 4f)

The proposed amendments would not alter or revise the regulations pertaining to removal of streambank and backshore vegetation. See discussion and analysis for Question 5.4.6-8 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.6-13. Would the Project result in removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications? (TRPA 4g)

Amending the boundary would not result in tree removal. Future projects on the parcels in the amendment area would be subject to project-level environmental review and removal of any native, live, dead or dying trees would be required to be consistent with Chapter 61, Vegetation and Forest Health, of the TRPA Code of Ordinances. The area is not within TRPA's Conservation or Recreation land use classifications.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

5.4.6-14. Would the Project result in a change in the natural functioning of an old growth ecosystem? (TRPA 4h)

See discussion and analysis for Question 5.4.6-13 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.6-15. Would the Project result in change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)? (TRPA 5a)

The proposed boundary amendments would not alter the regulations pertaining to the protection of animal species. The resource management provisions contained in Chapters 60 through 68 of the TRPA Code are still applicable. Any subsequent projects allowed within the amendment area would be subject to subsequent project-level environmental review and permitting. Consistent with existing conditions, permit applicants would be required to demonstrate that any proposals would occur consistent with TRPA Code provisions related to resource management, including specifically the provisions of Chapters 62 and 63 that address protection of wildlife and fish resources, respectively. For these reasons, adoption of the TCAP amendment would not result in the change in the diversity or distribution of species, or numbers of any species or animals.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.6-16. Would the Project result in reduction of the number of any unique, rare or endangered species of animals? (TRPA 5b)

See discussion and analyses for Question 5.4.6-1. The proposed amendments would not alter or revise the regulations pertaining to unique rare or endangered species of animals and the natural resource provisions of Chapters 61 and 62 of the TRPA Code remain applicable.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.6-17. Would the Project result in introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? (TRPA 5c)

See discussion and analysis for Question 5.4.6-4 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.6-18. Would the Project result in deterioration of existing fish or wildlife habitat quantity or quality? (TRPA 5d)

The proposed amendments would not alter or revise the regulations pertaining to existing fish or wildlife habitat quantity or quality. Consistent with existing conditions, future projects within the amendment area could affect wildlife depending on the type, timing, and specific nature of proposed actions. However, any such projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to the protection of fish and wildlife contained in Chapters 62 (Wildlife Resources) and 63 (Fish Resources) of the TRPA Code. Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the amendments would not result in the deterioration of existing fish or wildlife habitat quantity.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.7 Cultural Resources (CEQA) and Archaeological/Historical (TRPA)

This section presents the analyses for potential impacts to cultural, archaeological and historical resources, discussing the Project impacts on cultural resources related to the disturbance of archaeological, historical, architectural, and Native American/traditional heritage resources. The section also addresses disturbance of unknown archaeological resources, as well as paleontological resources (fossils). Table 5-7 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 5-7: Cultural Resources and Archaeological/Historical				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
5.4.7-1. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (CEQA Va)				X
5.4.7-2. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (CEQA Vb)				X
5.4.7-3. Disturb any human remains, including those interred outside of formal cemeteries? (CEQA Vc)				X
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
5.4.7-4. Will the proposal result in an alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building? (TRPA 20a)				X
5.4.7-5. Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records? (TRPA 20b)				X
5.4.7-6. Is the property associated with any historically significant events and/or sites or persons? (TRPA 20c)				X

5.4.7-1. Would the Project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (CEQA Va)

The amendment does not alter regulations pertaining to historical or cultural resources. As such, the potential effect is the same as those analyzed in the RPU EIS.

The El Dorado County General Plan EIR lists properties included on the National Register of Historic Places (NRHP) and California Register of Historic Places (CRHR) and California State Historic Landmarks. Tahoe Meadows (National Register) and Vikingsholm (National Register) are the two NRHP/CRHR listed properties in the vicinity of South Lake Tahoe, neither of which is located in the amendment area boundaries. There is no evidence of intact, potentially significant prehistoric, archaeological or Washoe cultural sites, or historical sites within the existing TCAP or proposed amendment area. There are historical sites in the surrounding area, including the Lapham Hotel which was located near the intersection of Pioneer Trail and US 50 and McCombers Station located near the intersection of Pioneer Trail and Ski Run Blvd, west of the amendment area (TCAP IS/IEC). Surveys during project review for the City of South Lake Tahoe Fire Station #1 and the Aspens at South Lake Affordable Housing project did not turn up any intact archaeological evidence of McCombers Station.

Federal and state regulations, the TRPA Code (Chapter 67) and City General Plan policies address protection of cultural, historical and archaeological resources and provide processes to avoid or minimize impacts to such resources. Any building, object or structure over 50 years of age is required to have a historic determination. Redevelopment within the amendment area would be required to comply with federal and state regulations, TRPA Code and General Plan policies, during project specific review, and therefore, would not alter or adversely affect archeological or historical resources.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.7-2. Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (CEQA Vb)

See discussion and analysis for Question 5.4.7-1 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.7-3. Would the Project disturb any human remains, including those interred outside of formal cemeteries? (CEQA Vc)

Section 7050.5(b) of the California Health and Safety Code and Section 5097.98 of the State Public Resources Code specify protocol when human remains are discovered. If human remains are discovered, the Codes require work to cease within the immediate area and notification of the County Coroner. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section 15064.5(d) and (e) shall be followed. The City's General Plan Policy NCR-4.5 requires notification of the City if human remains are discovered during ground disturbing activities. Redevelopment within the amendment area would be required to comply with these requirements during ground-disturbance activities; therefore, the amendment would not alter or adversely affect or result in the loss of these resources and their associated ethnic and cultural values.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.7-4. Will the Project result in an alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building? (TRPA 20a)

The South Lake Tahoe area has been subject to archaeological survey during the preparation of Community Plans, Redevelopment Plans, and during review of development projects. There is no evidence of intact, potentially significant prehistoric, archaeological or Washoe cultural sites within the TCAP or the amendment area. However, several potential significant historic properties located within the vicinity of the area are identified in TRPA's historic resources database, including the Lapham Hotel which was located near the intersection of Pioneer Trail and US 50 and McCombers Station located near the intersection of Pioneer Trail and Ski Run Blvd, west of the amendment area; however no resources were identified during project review for the City of South Lake Tahoe Fire Station #1 and the Aspens at South Lake Affordable Housing project. The potential exists within the amendment area, like elsewhere in the Tahoe Basin and consistent with existing conditions, for previously undiscovered archaeological or historic resources to be discovered during any earth-moving activities. Federal and state regulations, TRPA Code (Chapter 67) and General Plan policies address protection of these resources and provide processes to avoid or minimize impacts to historic and archaeological resources. Because any development in the amendment area would be required to comply with these regulations, consistent with existing practices, it would not alter or adversely affect archeological or historical resources.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.7-5. Is the Project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records? (TRPA 20b)

See discussion in Questions 5.4.7-1 and 5.4.7-4 above regarding the mapped resources. TRPA and City policies and regulations have been established to ensure protection of such resources. Because any development within the amendment area would be required to comply with TRPA regulations (Chapter 67, Historic Resource Protection) that prohibits grading, operation of equipment, or other soil disturbance in areas where a designated historic resource is present, except in accordance with a TRPA-approved resource protection plan, and with City General Plan Policies that prohibit modification of listed properties that would alter their listing status or eligibility, the amendment would not alter or adversely affect cultural, historical, and/or archaeological resources identified on TRPA's or other regulatory official maps.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.7-6. Is the Project associated with any historically significant events and/or sites or persons? (TRPA 20c)

See discussions and analyses discussions for Questions 5.4.7-1 through 5.4.7-5 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.8 Energy (CEQA/TRPA)

This section presents the analyses for potential impacts to energy. Table 5-8 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 5-8: Energy				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
5.4.8-1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (CEQA VIa)				X
5.4.8-2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (CEQA VIb)				X
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
5.4.8-3. Use of substantial amounts of fuel or energy? (TRPA 15a)				X
5.4.8-4. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy? (TRPA 15b)				X

5.4.8-1. Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (CEQA VIa)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The use of energy resources, beyond existing conditions would occur incrementally if additional development or redevelopment occurs. The RPU EIS (TRPA 2012a, page 5-3) acknowledged the potential increase in the use of energy resources resulting from increased development and redevelopment within the Tahoe Region, however any project permitted through the TCAP would be subject to project level environmental review and site-specific mitigation measures if necessary. Therefore, any increase in the rate of use of energy resources would be negligible and would not be in quantities that would result in a significant effect.

Non-renewable energy resources such as gasoline and diesel are consumed during the construction of development projects; however, the potential for new development would be limited through land use density restrictions. Because construction would be limited and would not require quantities of energy resources beyond those of typical residential construction, projects associated with the TCAP would not result in substantial depletion or wasteful use of energy resources during construction or operation.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.8-2. Would the Project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (CEQA VIb)

The City of South Lake Tahoe has committed to a goal of 100 percent renewable energy by 2032 and is working with the local electricity provider to reach that goal and invest in greater renewable energy sources. Businesses within the city, including those within the amendment area are eligible for free solar assessments. The proposed amendments would not conflict with or obstruct these renewable energy goals. The City Code includes requirements for water conservation devices in new or replacement facilities and requires energy efficient outdoor lighting, which conserves energy consumption and are incorporated into the Development and Design Standards of the TCAP Amendment (TCAP Amendment Appendix C). The City has also adopted the 2016 California Energy Code within the City's building regulations, and also has a Green Building Program with recommended energy efficiency measures for residential projects.

TRPA Regional Plan Land Use Element AQ-1.5 encourages the construction of energy efficient buildings, replacement of energy inefficient buildings, and improvements to the efficiency of existing buildings. Transportation Element Goal 1 is to "Protect and enhance the environment, promote energy conservation, and reduce greenhouse gas emissions." Furthermore, Policy 1.6 states, "Require new and encourage existing major commercial interests providing gaming, recreational activities, excursion services, condominiums, timeshares, hotels, and motels to participate in transportation demand programs and projects." The Conservation Element Goal E-1 is "Promote energy conservation programs and development of alternative energy sources to lessen dependence on scarce and high-cost energy supplies."

Redevelopment within the amendment area has the potential to improve energy efficiency through the utilization of new, energy efficient materials, fixtures, and designs. Therefore, redevelopment activity would not obstruct plans for renewable energy or energy efficiency. Redevelopment within the amendment area would be required to comply with federal and state regulations, TRPA Code and General Plan policies, during project specific review, and therefore, would not obstruct energy efficiency goals. The amendments do not propose changes that would conflict with or obstruct state or local plans for renewable energy or energy efficiency.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.8-3. Would the Project use substantial amounts of fuel or energy? (TRPA 15a)

This potential impact was previously analyzed as part of the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

All development permitted within the amendment area would occur in accordance with the Regional Plan and City Code. While any new construction would require electric and natural gas service as part of the

basic services (Chapter 32, Basic Services of the TRPA Code of Ordinances) the entire area within the TCAP amendment area is currently served by existing electric and gas infrastructure. Additionally, projects requiring new or modified connections would be subject to the requirements and fees of the applicable utility providers. The utility companies project that, based on their forecasting and recent growth trends, the available capacity would far exceed the demand generated at build-out of the Regional Plan (TRPA 2012a, page 3.13-20).

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.8-4. Will the Project substantially increase the demand upon existing sources of energy, or require the development of new sources of energy? (TRPA 15b)

This potential impact was previously analyzed as part of the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

See discussion in Question 5.4.8-3 above that concludes that the available capacity would far exceed the demand generated at build-out of the TRPA Regional Plan; therefore, demand created by implementation of the amendments would not exceed available capacity, or require the development of new sources of energy.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.9 Geology and Soils (CEQA) and Land (TRPA)

This section presents the analyses for potential impacts to geology, soils and land. Table 5-9 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 5-9: Geology and Soils and Land				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
5.4.9-1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides? (CEQA VIIa)			X	
5.4.9-2. Result in substantial soil erosion or the loss of topsoil? (CEQA VIIb)			X	
5.4.9-3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (CEQA VIIc)			X	
5.4.9-4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (CEQA VIId)			X	

5.4.9-5. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? (CEQA VIIe)				X
5.4.9-6. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (CEQA VIII f)				X
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
5.4.9-7. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)? (TRPA 1a)				X
5.4.9-8. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions? (TRPA 1b)				X
5.4.9-9. Unstable soil conditions during or after completion of the proposal? (TRPA 1c)				X
5.4.9-10. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet? (TRPA 1d)				X
5.4.9-11. The continuation of or increase in wind or water erosion of soils, either on or off the site? (TRPA 1e)				X
5.4.9-12. Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake? (TRPA 1f)				X
5.4.9-13. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards? (TRPA 1g)				X

5.4.9-1. Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

5.4.9-1.i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? (CEQA VIIa).

The amendment area is located within the Sierra Nevada-Great Basin seismic belt. Based on the Division of Mines and Geology Special Publication 42 and the Index to Official Maps of Earthquake Fault Zones (Hart and Bryant 1997), the project area is not located in the Alquist-Priolo Earthquake Fault Zone. The closest Alquist-Priolo Earthquake Fault Zone is the Genoa fault located southeast of the area and outside the Tahoe Basin.

There are four known faults that run through the City. One of these is located in the TCAP in the general vicinity of Ski Run Boulevard. These are approximately located fault traces, some associated with the Tahoe Valley Fault Zone, and are not known to be active. The relatively minor and inactive faults have shown no history of fault ruptures and do not meet the criteria for building restrictions under the Alquist-Priolo Earthquake Fault Zone Act. The risk of fault rupture is considered relatively low (CSLT 2011, pages 4.8-13 and 4.8-28).

According to the California Building Code (CBC), the amendment area is located in Seismic Zone D, a region of relatively high seismicity, and has the potential to experience strong ground shaking from earthquakes. As such, all structures must be designed to meet the regulations and standards associated with Zone D hazards as set forth in the CBC. Compliance with these existing regulations ensures that all new or redeveloped structures would be capable of withstanding anticipated ground shaking in the Region and would not create significant public safety risks or property damage in the event of an earthquake.

The City has adopted California Building Code within Title 6 of the City Code. All structures associated with redevelopment in the amendment area would be designed and constructed in accordance with design requirements of the Seismic Zone D which would minimize risks associated with seismic ground shaking and seismic related ground failure. The risk of fault rupture and ground shaking is a less than significant impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.9-1.ii) Strong seismic ground shaking?

See discussion and analysis for Question 5.4.9-1.i above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.9-1.iii) Seismic-related ground failure, including liquefaction?

The potential for seismic-related ground shaking in the Region could also contribute to public safety risks and property damage associated with ground failure including liquefaction, lateral spreading, collapse, and settlement. Relatively high ground water levels in the area can contribute to the potential for ground failure,

particularly during excavation and construction of below-grade structures (CSLT 2011, page 4.8-29). Hazards associated with seismic-related ground failure are regulated by the California Building Standards Code adopted by the City in Title 6 of the City's Code to ensure that structures are properly designed and constructed to withstand anticipated ground failure. The risk of injury or property damage from strong ground shaking or resulting ground failure would not increase as a result of the proposed boundary amendment and this is a less than significant impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.9-1.iv) Landslides?

The varied topography within the Lake Tahoe Region makes many areas susceptible to landslide hazards. The main hazards are associated with rock falls on steep slopes of massive granite and erosion of decomposed granite on both gentle and steep slopes. The amendment area includes gentle slopes of 10 percent or less. The TRPA Land Use Element Natural Hazards Subelement, Goal 1, Policy 1 of the TRPA Regional Plan restricts construction, reconstruction, or replacement of structures in identified avalanche or mass instability hazard areas. There is little risk of exposing people or structures to potential landslides in the amendment area and it is less than a significant impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.9-2. Would the Project result in substantial soil erosion or the loss of topsoil? (CEQA VIIb)

See discussions and analyses for Questions 5.4.9-8, 5.4.9-9 and 5.4.9-10 below.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.9-3. Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (CEQA VIIc)

See discussions and analyses for Questions 5.4.9-1.i through 5.4.9-1.iv above and Question 5.4.9-4 below.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.9-4. Would the Project be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (CEQA VIId)

According to the Swelling Clays Map of The Conterminous United States, the Tahoe Basin Region falls within an area that is underlain with little to no clays with swelling potential (USGS 1989). However, soil units mapped within the Tahoe Basin Region contain soils with low to high shrink/swell potential (NRCS 2007).

Development and infrastructure projects in the amendment area may be constructed on areas of unstable or expansive soils or geologic units, thereby increasing the risk to people and structures. Projects would be required to undergo site-specific environmental review and, as appropriate, geotechnical analysis (TRPA Code of Ordinances Section 33.4, Special Information Reports and Plans and City Code Chapter 7.20) to determine the design, grading, and construction practices required to avoid or reduce geologic hazards including those associated with unstable, expansive soils and slope failure. Adherence to existing regulations would ensure impacts would be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.9-5. Would the Project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? (CEQA VIIe)

The Porter-Cologne Water Quality Act requires all sewage and wastewater to be disposed of outside the Lake Tahoe Basin. Therefore, use of septic tanks or alternative wastewater disposal are prohibited in the Lake Tahoe Region.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.9-6. Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (CEQA VIII)

It is possible but unlikely that unknown paleontological resources may be located in the area. Paleontological remains are found in sedimentary rock formations. El Dorado County's geology is predominantly igneous (volcanic) in nature, and the type of sedimentary deposits where such remains might be present, are virtually nonexistent (GP DEIR, page 5.13-1). As stated in the 2013 IS/IEC for the TCAP and the City's General Plan EIR, "A search of the University of California Museum of Paleontology collections database identified 22 paleontological resource finds in El Dorado County; however, none were identified in the City of South Lake Tahoe" (CSLT 2011 and CSLT 2013). To ensure the protection of paleontological resources that may be discovered during construction, the City adopted General Plan Policy NCR-4.4 that requires a paleontological resource evaluation be prepared and measures to mitigate impacts to paleontological resources be identified when fossils are discovered during ground-disturbing activities (CSLT 2011b, page NCR-7).

Federal and state regulations and TRPA Code (Chapter 67, Historic Resource Protection) also address protection of paleontological resources and provide processes to avoid or mitigate impacts to identified and discovered resources. Future development within the amendment area would be required to comply with these requirements during project specific review and construction activity. Therefore, implementation of the proposed boundary amendment would not alter or adversely affect paleontological resources.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.9-7. Would the Project result in compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)? (TRPA 1a)

This potential impact was previously analyzed as part of the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS. The TCAP amendment would not alter or revise the regulations pertaining to land capability and IPES. The land coverage limitations of the adopted Regional Plan (Chapter 30 of the TRPA Code) and existing TCAP, which allows up to 70 percent land coverage on high capability lands (Class 4 through 7), remain in effect. Since the amendment area is entirely within Class 4 and 5, as shown in Figure 5-1, maximum land coverage limits would apply to all parcels in the amendment area. The potential effects of these changes were analyzed in the RPU EIS (TRPA 2012, page 3.7-40) and were found to be less than significant.

“The additional coverage allowed in higher capability lands within Town Centers, the Regional Center, and the High Density Tourist District would be directly offset by coverage transferred from sensitive land or more than offset on an acre-by-acre basis by transfers from higher capability land, resulting in an overall reduction in coverage for the Region and, importantly, reduction in coverage from SEZs and other sensitive lands.”

The amendment does not propose an alternative comprehensive land coverage management system as defined in Section 13.5.3B of the TRPA Code of Ordinances. Future development projects in the amendment area and elsewhere in the TCAP would be subject to permitting by the City and/or TRPA and permit applicants would be required to demonstrate that proposed compaction and land coverage would be within the limits allowed in Chapters 30 and 53 of the Code.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.9-8. Will the Project result in a change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions? (TRPA 1b)

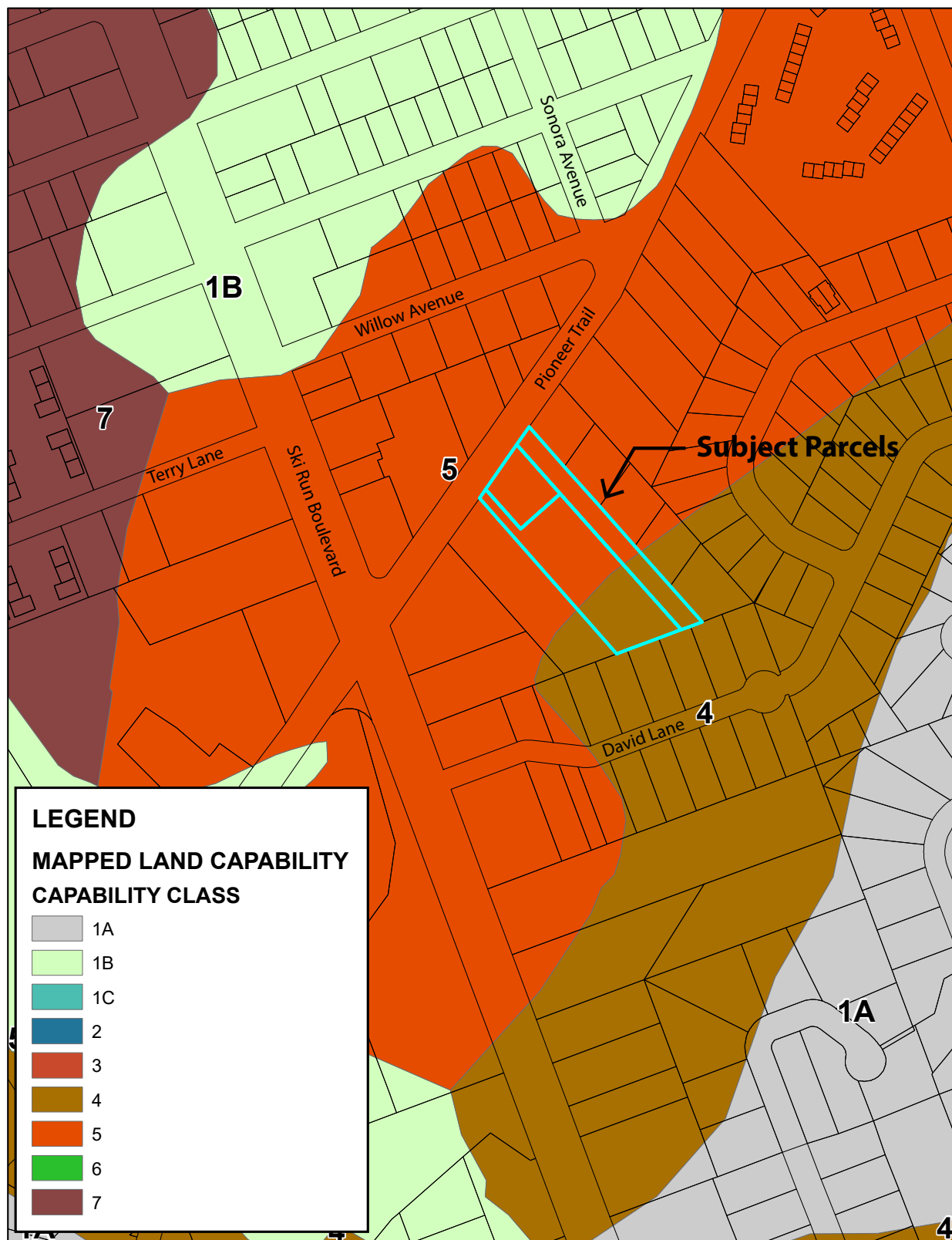
This potential impact was previously analyzed as part of the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The proposed boundary amendments would not alter or revise the regulations pertaining to grading. Consistent with existing requirements, grading and construction activities would be required to comply with the provisions of Chapter 33, “Grading and Construction,” of the TRPA Code and Chapter 7.20 of the City Code. Chapter 33 includes specific provisions for timing of grading, winterization of construction sites, specifications for cut and fills areas, protection of vegetation during construction, and preparation of a Slope Stabilization Plan for projects at the request of TRPA. The City Code (Chapter 7.20) requires all projects to implement temporary best management practices (BMPs) in accordance with the *Handbook of Best Management Practices*. The BMPs must be maintained throughout the construction period until winterization and installation of permanent BMPs occurs at construction finalization. Future projects proposed in the amendment area would be subject to permitting by the City and/or TRPA. Consistent with existing requirements, permit applicants would be required to demonstrate that all proposed grading is consistent with TRPA Code and City Code provisions protecting topography and ground surface relief features intended to retain natural conditions.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

Figure 5-1 Land Capability Classification



5.4.9-9. Will the Project result in unstable soil conditions during or after completion of the proposal? (TRPA 1c)

This potential impact was previously analyzed as part of the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The amendments would not alter or revise the regulations pertaining to BMPs for soil erosion. Consistent with existing requirements, soil disturbance associated with future projects in the amendment area would be required to comply with Chapters 33 (Grading and Construction) and 60 through 68 (Various Resource Management Chapters) of the TRPA Code of Ordinances and Chapter 7.20 of the City Code. Future projects would be subject to permitting by the City and/or TRPA would be required to demonstrate that any proposed soil disturbance would be consistent with TRPA and City Code provisions related to BMPs. See discussion under Question 5.4.9-8 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.9-10. Will the Project result in changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet? (TRPA 1d)

This potential impact was previously analyzed as part of the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The amendments would not alter or revise the regulations pertaining to grading, excavation, and new disturbance. Consistent with existing requirements, redevelopment projects could result in new soil disturbance, changes to native geologic substructures, and grading in excess of 5 feet. However, all projects would be required to comply with the provisions of Chapter 30 (Land Coverage) of the TRPA Code of Ordinances and Chapter 7.20 of the City Code regarding permanent disturbance and Section 33.3.6 of the TRPA Code regarding protection of subsurface groundwater.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.9-11. Will the Project result in the continuation of or increase in wind or water erosion of soils, either on or off the site? (TRPA 1e)

See discussion and analysis for Question 5.4.9-8 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.9-12. Will the Project result in changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake? (TRPA 1f)

The amendments would not alter or revise the regulations pertaining to the deposition of beach sand, or changes in siltation, deposition, or erosion, including natural littoral processes. The amendment area is not within a beach, lake, or riparian area.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.9-13. Will the Project result in exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mudslides, ground failure, or similar hazards? (TRPA 1g)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The proposed amendments would not alter or revise the regulations pertaining to geologic hazards. Chapter 35, Natural Hazard Standards, of the TRPA Code includes provisions addressing avalanche, floodplains, and wildfire and Chapter 6.15 of the City Code, addresses CBC and IBC building standards that include protections for persons and property from seismic and geologic hazards. In accordance with Section 13.7.3 of the TRPA Code, TRPA would retain responsibility for enforcing and implementing regulations specific to the backshore environment as described in Chapter 85 of the TRPA Code. Consistent with existing conditions, any subsequent project allowed within the amendment area would be subject to project-level permitting and environmental review by the City and/or TRPA. Such projects would be required to meet all applicable building codes and standards and would be required to undergo site-specific geotechnical analysis as specified by Section 33.4 (Special Information Reports and Plans) of the TRPA Code of Ordinances and Chapter 7.20 of the City Code. The TCAP amendment would not expose people or property to geologic hazards.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.10 Greenhouse Gas Emissions (CEQA) and Air Quality (TRPA)

This section presents the analyses for potential impacts to greenhouse gas (GHG) emissions. Table 5-10 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 5-10: Greenhouse Gas Emissions and Air Quality				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
5.4.10-1. Greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (CEQA VIIIa)			X	
5.4.10-2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (CEQA VIIIb)			X	
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
5.4.10-3. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? (TRPA 2d)				X
5.4.10-4. Increased use of diesel fuel? (TRPA 2e)				X

5.4.10-1. Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (CEQA VIIIa)

Implementation of the proposed boundary amendments could result in a small increase in development density if existing uses are redeveloped to higher density allowed uses, however it would not result in additional region-wide development, as TRPA's growth limits will not change. While density may change slightly between use types should redevelopment occur, density ratios limit the number of units allowed per acre. A localized increase in development could occur, increasing the number of units and emissions in the area, but an increase in region-wide emissions that would significantly impact the environment would not occur because the amendment area is located within a mixed-use area with existing transit, pedestrian and bicycle access, and proximity to commercial and other services. Therefore, the increase in allowable density under the amendment would not result in a measurable increase in greenhouse gas emissions. By allowing an increase in multiple family density in the amendment area, which is an area already served by transit, centrally located to employment centers, and within a mixed-use area, the amendment has the potential to offset VMT and the resultant greenhouse gas emissions associated with new development.

Greenhouse gas (GHG) emissions are global pollutants and addressed on a regional scale through the TRPA RPU and City General Plan rather than just at the Area Plan scale. Increases in GHG emissions are primarily attributed to mobile sources and to a lesser extent, electricity and natural gas consumption and use of wood-burning devices. Although development and population growth occurring during the planning horizon of the TRPA Regional Plan could result in an increase in overall GHG emissions that would make a cumulative contribution to global climate change, many of the sustainability- and conservation-oriented land use and transportation policies of the Regional Plan, General Plan, and TCAP would offset GHG emissions, increase opportunities for transit and non-motor vehicle travel, and allow or encourage redevelopment that would improve energy efficiency. The Regional Plan and General Plan include methods to substantially reduce GHG emissions through actions such as increased and improved pedestrian, bicycle and transit access, intersection improvements to reduce vehicle emissions associated with traffic delays, incentives to concentrate development in Centers, incentives for sustainable design, and encouraging replacement of woodstoves and combustion heaters with cleaner-burning, TRPA-approved units. The proposed boundary amendment would not alter existing GHG policies and redevelopment of aging structures in the amendment area would improve energy efficiency to reduce GHG emissions and offset GHG increases that could result from development.

An increase in greenhouse gas emissions would be considered significant if the project would obstruct implementation of any applicable plan, policy, or regulation (e.g., 2017 TRPA RTP/SCS, TRPA RPU, City General Plan) of an agency adopted for the purpose of reducing GHG emissions. This standard of significance approach for analysis of climate change impacts is generally supported by the California Air Resources Board (Preliminary Draft Staff Proposal - Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act, October 2008 and ARB Climate Change Scoping Plan, December 2008). The 2014 First Update to the Climate Change Scoping Plan indicates the state is poised to maintain and continue GHG reductions beyond 2020 (ARB 2014:ES_2) through the Plan's statewide measures, such as the Low Carbon Fuel Standard, energy efficiency measures, and renewable electricity standards. Regulatory changes to CEQA Guidelines passed in December 2018 to implement California SB 743 require that the City adopt appropriate thresholds and mitigation measures to promote active transportation and meet GHG emissions reduction targets by July 1, 2020. At present, the amendment would be considered to have a significant impact if proposed policies and actions would be inconsistent with GHG reduction measures recommended by the TRPA 2017 RTP/SCS and RPU, or the City's General Plan. In addition, the proposed amendment would be considered to have a significant impact from global climate change if it would result in the exposure of residents to hazards associated with climate change.

It is important to note that estimated increases in mobile-source GHG emissions attributable to future development are based on net changes in VMT that are region-wide (i.e., within the entire Lake Tahoe Air Basin) and are not limited to VMT within the amendment boundaries. It is typically not possible to determine the extent to which proposed amendment-generated GHGs would contribute to global climate change or the physical effects often associated with global climate change (e.g., loss of snowpack and clarity changes to Lake Tahoe) because of the negligible amount of GHGs attributed to the proposed amendments compared to the overall Tahoe Region.

As part of the TRPA RPU EIS mitigation measure to reduce stationary sources of GHG emissions, TRPA adopted (November 20, 2013) several provisions intended to reduce GHG emissions. The GHG reduction provisions include additional best construction practices policies, a requirement to include a GHG reduction strategy in Area Plans, a woodstove rebate program, and revisions to TRPA Code sections to remove unintended barriers to sustainable design. In Section 65.1.8.A. (Air Quality/Transportation, Idling Restrictions) of the TRPA Code of Ordinances, a new subsection was added that limits construction vehicle idling time to 5 minutes in California (previous restriction was 30 minutes). In addition to reduced idling time policies, the TRPA Standard Conditions of Approval for Grading Projects (TRPA Permit Attachment

Q) and Standard Conditions of Approval for Residential Projects (TRPA Permit Attachment R) include new construction provisions that call for the use of existing power sources (e.g. power grid) or clean-fuel generators rather than temporary diesel power generators wherever feasible, location of construction staging areas as far as feasible from sensitive air pollution receptors (e.g. schools or hospitals), and closure of engine doors during operation except for engine maintenance. Lastly, the TRPA Code of Ordinances Section 36.6.1 General Standards, Design Standards removes barriers for incorporating alternative energy or emission reducing vegetated roofs into structures.

The City's General Plan contains policies and specific, enforceable requirements or restrictions and performance standards applicable to the TCAP amendment area that reduce VMT and air quality emissions such as construction and operational-related GHG emissions. These policies promote the use of alternative fuels, alternative transportation, energy conservation, strategies to reduce travel demand, and promotion of sustainable development. The General Plan also contains sustainability policies including measures such as energy conservation, sustainable development, and green building, as well as actions to reduce VMT and mobile-source GHG emissions.

The TCAP also includes policies to address short-term construction emissions, such as implementing EDCAQMD recommended measures, prohibition of burning debris, restriction of equipment and vehicle idling, dust control measures, and utilization of low emission construction equipment. Due to the age of PAS 085 and 092, they do not currently include GHG-specific policies, although RPU and General Plan policies are applicable; therefore, integrating the amendment area into the current TCAP increases the potential for future projects to comply with GHG-specific policies established in the TCAP, as well as the RPU and General Plan. The policies in the existing TCAP would not be amended and these policies are consistent with measures established by the California Office of the Attorney General and efforts by the state under SB 7843 to reduce GHG emissions to meet the reduction goals.

Future development projects that are subject to discretionary review shall be evaluated in comparison to EDCAQMD-recommended thresholds of significance and shall incorporate emission-reduction measures sufficient to also reduce potentially significant GHG impacts, if identified, to a less-than-significant level.

Because implementation of the Regional Plan, General Plan, and existing TCAP policies would not change under the amendment, and because the allowable land-uses and associated densities that would be allowed in the amendment area would not generate significantly more VMT than what is already allowable in PAS 092, redevelopment under the proposed amendments is not expected to make a measurable increase in GHG emissions. Thus, this impact is considered less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.10-2. Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (CEQA VIIIb)

The amendment does not alter adopted TCAP policies regarding GHG, and the existing TCAP is consistent with applicable plans, policies and regulations adopted in the TRPA Regional Plan, Sustainable Communities Strategy, and City General Plan to reduce emissions of greenhouse gases. As discussed in Question 5.4.10-1 above, the City and TRPA would continue to implement existing practices described in Mitigation Measure 3.5-1 of the RPU EIS, General Plan Policy NCR-5.10, and TCAP Policy NCR-5.1 which includes developing GHG reduction measures on a project-specific basis within the TCAP. The TCAP would continue to implement policies of the TRPA Regional Plan which calls for concentrating

development in town centers in a pedestrian- and transit-oriented environment that focuses on enhancing non-auto modes such as walking, biking, and transit as a strategy to reduce greenhouse gas emissions.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.10-3. Would the Project result in alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? (TRPA 2d)

As discussed in Question 5.4.10-1 above, the Project would not result in any adverse alteration of air movement, moisture or temperature or change in climate. The proposed amendment would result in the same potential for development activity as compared to PAS 085/092, although the density of development could increase for multi-family housing, depending on the development proposal. Increased density in an area that is in close proximity to transit, jobs, and commercial areas is anticipated to either decrease or maintain approximately the same overall greenhouse gas emissions as compared to what was analyzed in the Regional Plan Update. While increased construction activity could occur, resulting in an increase in overall greenhouse gas (GHG) emissions, TRPA concluded that this impact (analyzed in the TRPA RPU EIS) was cumulatively significant, mitigated to the extent feasible, and otherwise unavoidable. Construction-related emissions associated with future redevelopment projects would primarily be associated with heavy-duty construction equipment and truck and vehicle exhaust associated with subsequent project development. Operational sources of GHG emissions associated with subsequent projects in the amendment area under the amendment would include area sources (e.g., landscaping and snow removal equipment), mobile sources (e.g., vehicle exhaust), energy consumption (e.g., electricity and natural gas), solid waste (e.g., emissions that would occur at a landfill associated with solid waste decomposition), and water consumption (e.g., electricity used to deliver and treat water to serve the Region).

Since the TCAP amendment does not alter existing policies related to GHG emissions, and the existing policies and regulations addressing GHG emissions such as those in the Regional Transportation Plan/Sustainable Communities Strategy and City General Plan would remain in effect, the potential to increase GHG emissions as a result of the TCAP amendment is insignificant. The existing measures adopted by the TRPA, City, and EDCAQMD would remain applicable and no new impact would occur.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.10-4. Would the Project result in increased use of diesel fuel? (TRPA 2e)

As with construction of projects under PAS 085 and 092, construction in the amendment area associated with subsequent projects under the TCAP would require the use of diesel fuel for the operation of construction equipment. From an air quality perspective, one of the primary concerns related to diesel fuel consumption is the resultant exposure of sensitive receptors to emissions of toxic air contaminants (TACs) that can occur during both the construction and operational phases of a project. Based on a review of the proposed permissible uses in the TCAP TSC-MUC, the amendment would not include the construction or operation of any major sources of TAC emissions such as power-generating plants or other heavy industrial uses.

The construction of future projects within the amendment area could result in short-term increase in the use of diesel fuel and associated short-term diesel exhaust emissions, including diesel particulate matter (PM),

from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities. However, the amendment does not include changes in land use or design standards that would substantially increase development potential over what is currently allowed on the in PAS 085/092. Construction of multi-family housing at a higher density than currently allowed would result in up to 16 additional housing units. Construction duration for a higher density project could result in more equipment and a longer construction timeline than currently allowed by the densities in PAS 085/092, but any construction of units at the amendment parcels would include a reduction elsewhere based on the TRPA regional plan caps for residential buildout. Therefore, the overall exposure of sensitive receptors to TACs or potential for exposure would not increase as a result of the amendment.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.11 Hazards and Hazardous Materials (CEQA) and Risk of Upset and Human Health (TRPA)

This section presents the analyses for potential impacts to hazards and hazardous materials and risk of upset and human health. Table 5-11 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 5-11: Hazards and Hazardous Materials and Risk of Upset and Human Health				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
5.4.11-1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (CEQA IXa)			X	
5.4.11-2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (CEQA IXb)			X	
5.4.11-3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (CEQA IXc)			X	

5.4.11-4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (CEQA IXd)				X
5.4.11-5. For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? (CEQA IXe)			X	
5.4.11-6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (CEQA VIII f)				X
5.4.11-7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (CEQA IXg)			X	
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
5.4.11-8. Involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions? (TRPA 10a)				X
5.4.11-9. Involve possible interference with an emergency evacuation plan? (TRPA 10b)				X
5.4.11-10. Creation of any health hazard or potential health hazard (excluding mental health)? (TRPA 17a)				X
5.4.11-11. Exposure of people to potential health hazards? (TRPA 17b)				X

5.4.11-1. Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (CEQA IXa)

Future development as a result of implementation of the proposed boundary amendments would be limited to residential uses, resulting in little to no potential for increasing the transport, storage, use and/or disposal of hazardous materials as a result of normal construction and operation of land uses and improvement. However, all development would be required to adhere to federal, state, and local regulations regarding the handling, transportation, and disposal of hazardous materials.

Transportation of hazardous materials on area roadways is regulated by the California Highway Patrol, US Department of Transportation, and Caltrans. The Resource Conservation and Recovery Act gives the USEPA the authority to control the generation, transportation, treatment, storage, and disposal of hazardous waste. The El Dorado County Department of Environmental Management is responsible for consolidating, coordinating and making consistent the administration requirements, permits, inspection, and enforcement activities of state standards regarding the transportation, use, and disposal of hazardous materials in the county. The City has incorporated specific, enforceable requirements and/or restrictions and corresponding performance standards that address hazardous materials. General Plan Policy HS-6.4 would require private waste collectors to provide household hazardous waste collection programs and Policy HS-6.5 requires private waste collectors to transport hazardous waste during non-peak hours (CSLT 2011b, page HS-7).

All existing and new development in the amendment area would be required to comply with federal, state, and local regulations regarding the handling and transportation, disposal, and cleanup of hazardous materials. The amendment does not allow new uses not previously prohibited that have the potential to increase the transport, use or disposal of hazardous materials. Therefore, this impact would be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.11-2. Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (CEQA IXb)

The GP EIR (2011) identified that development and redevelopment within the City limits could result in the release of hazardous materials into the environment under reasonably foreseeable upset or accident conditions. Exposure to such materials could occur either through routine use or due to accidental release and concluded that this was a potentially significant impact requiring mitigation (CSLT 2011, pages 4.3-38-39). The GP EIR identified two mitigation measures that were incorporated into the final adopted General Plan (2011). Policy HS-6.1 requires existing and new commercial and industrial uses involving the use, handling, transport, or disposal of hazardous materials within the city to disclose their activities in accordance with El Dorado County guidelines and the requirements of state law. Policy HS-6.2 requires that all construction activity cease if contamination is discovered on construction projects. Remediation is required to the satisfaction of the appropriate responsible agency (i.e., El Dorado County Department of Environmental Management, Lahontan Regional Water Quality Control Board, Department of Toxic Substances Control, or the City of South Lake Tahoe) (CSLT 2011b, page HS-7). All existing and future development is required to and will implement and is consistent with regional, federal, state, and local regulations regarding the release of hazardous materials into the environment due to reasonably foreseeable upset and accident conditions. Therefore, this impact would be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.11-3. Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (CEQA IXc)

The nearest school is Bijou Community School, located approximately one-half mile from the amendment area. The use, storage, and transport of hazardous materials are required to be in compliance with local, state, and federal regulations during project construction and operation. Facilities that use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards and the discovery of contamination requires construction sites to cease operations. Since all existing and future development in the amendment area is required to comply with regional, federal, state, and local regulations addressing safety from hazards, including hazardous materials, the impacts of this impact are anticipated to be less than significant impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.11-4. Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (CEQA IXd)

No hazardous waste facilities or contaminated sites are identified within the amendment area (EnviroStor and GeoTracker, 2019).

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.11-5. For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard or excessive noise for people residing or working in the project area? (CEQA IXe)

The TCAP and amendment area are located within the City's Airport Comprehensive Land Use Overlay district overflight notification area, which requires notification to residential land uses. Although the amendment area is not restricted by policies affecting the development of projects within Airport noise contours, safety zones, or airspace surfaces, the subject parcels are subject to ALUCP Policy OP-2 – Overflight Notification (ALUCP September 2019). While there is a requirement for residential notification based on the project's location within the airport influence area, it is located outside of regulatory restricted area and therefore has a less than significant impact on public safety in the vicinity of a public-use airport or FAA safety regulations.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.11-6. Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (CEQA IXf)

The City is responsible for emergency operations within the city limits, which includes the amendment area. The City's Natural Hazard Mitigation Plan was approved by the Federal Emergency Management Agency (FEMA) and included as a local appendix to the El Dorado County Natural Hazard Mitigation Plan. This plan provides guidance for the development of pre-mitigation and post-mitigation recovery for disasters in all hazard classification. Title 1 of the City Code addresses plans for the protection of persons and property within the City in the event of an emergency and the coordination of the emergency functions of the City with all other public agencies, corporations, organizations, and affected private persons. The City's Disaster Council is responsible for reviewing and recommending emergency operation plans for adoption by the City Council, and is also responsible for the review and potential amendments to the Emergency Management Plan. Moreover, the City's adopted General Plan policies in the Health and Safety Element include: Policy HS-1.1 requires the City to periodically review and update the City's Local Emergency Operations Plan; Policy HS-1.3 requires the City to maintain a reverse 911 system; and HS-1.4 requires the City to identify pre-planned areas for disaster staging and evacuations (CSLT 2011b, page HS-2).

The amendments would not alter or revise the existing regulations or amend the City's Local Emergency Operations Plan or Emergency Management Plan. The amendments also would not impair the implementation of or physically interfere with the City Natural Hazard Management Plan or Emergency Management Plan and therefore results in no impact.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.11-7. Would the Project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (CEQA IXg)

The amendment area is currently partially developed with a dirt driveway and two cabins. There are trees located within the amendment area, as the majority of the area is undeveloped, and the area is in close proximity to a fire station. Amending the area into the TCAP and future development would not increase the risk of exposing people and structures to hazards involving wildland fires in wildland-urban interface areas. Development of housing, single family or multi-family is currently allowed on the subject parcels and under the proposed amendment would allow greater density that could facilitate a future project application for an affordable housing community. Because the amendment area is within a very high wildfire severity zone, future redevelopment of the parcels must be consistent with and implement state (e.g., Title 24 California Code of Regulations, California Building Code, Part 2, Chapter 7A), regional, and local regulations designed to reduce the risk of wildfire. All new structures are required to comply with the California Fire Code, which establishes minimum standards for materials and material assemblies to provide a reasonable level of exterior wildfire exposure protection for buildings in wildland-urban interface areas. Chapter 5.05 of the City Code, which is currently applicable to the proposed amendment area, contains fire regulations adopted to safeguard life and property from fire and explosion hazards. City General Plan policies require the use of fire resistant materials, installation and maintenance of defensible space, and meeting fire flow requirements in new or rehabilitated structures. Implementation of these policies, in conjunction with the existing California Fire Code and City Code requirements would reduce impacts associated with wildland fires to a less than significant level.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.11-8. Will the Project involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions? (TRPA 10a)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The amendment itself does not propose the use of hazardous substances. Future construction activities could involve the storage, use, and transport of hazardous materials. However, use of hazardous materials would be typical of urban development projects in the Tahoe Region and would occur in compliance with all local, state, and federal regulations. Further, the types of uses that would be permissible within the area (residential) are not of the nature that would involve storage, use, and transport of large quantities of hazardous substances that would increase the risk of incident. Therefore, the amendments would not result in a risk of explosion or the release of hazardous substances.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.11-9. Will the Project involve possible interference with an emergency evacuation plan? (TRPA 10b)

See discussion and analysis for Question 5.4.11-6 above that concludes that implementation of the proposed amendments will not impact existing emergency evacuation plans.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.11-10. Will the Project result in creation of any health hazard or potential health hazard (excluding mental health)? (TRPA 17a)

See discussions and analyses for Questions 5.4.11-1 through 5.4.11-4 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.11-11. Will the Project result in exposure of people to potential health hazards? (TRPA 17b)

See discussions and analyses for Questions 5.4.11-1 through 5.4.11-4 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.12 Hydrology and Water Quality

This section presents the analyses for potential impacts to hydrology and water quality. Table 5-12 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 5-12: Hydrology and Water Quality				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
5.4.12-1. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? (CEQA Xa)				X
5.4.12-2. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (CEQA Xb)			X	
5.4.12-3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would i) Result in substantial erosion or siltation on- or off-site; ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or iv) Impede or redirect flood flows? (CEQA Xc)			X	
5.4.12-4. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (CEQA Xd)			X	

5.4.12-5. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (CEQA Xe)				X
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
5.4.12-6. Changes in currents, or the course or direction of water movements? (TRPA 3a)				X
5.4.12-7. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site? (TRPA 3b)				X
5.4.12-8. Alterations to the course or flow of 100-year flood waters? (TRPA 3c)				X
5.4.12-9. Change in the amount of surface water in any water body? (TRPA 3d)				X
5.4.12-10. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? (TRPA 3e)				X
5.4.12-11. Alteration of the direction or rate of flow of ground water? (TRPA 3f)				X
5.4.12-12. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? (TRPA 3g)				X
5.4.12-13. Substantial reduction in the amount of water otherwise available for public water supplies? (TRPA 3h)				X
5.4.12-14. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches? (TRPA 3i)				X
5.4.12-15. The potential discharge of contaminants to the				X

groundwater or any alteration of groundwater quality? (TRPA 3j)				
5.4.12-16. Is the Project located within 600 feet of a drinking water source? (TRPA 3k)				X

5.4.12-1. Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality? (CEQA Xa)

The proposed boundary amendments would not alter or revise the regulations pertaining to discharge into groundwater or surface waters and groundwater and surface water quality applicable to the amendment area. Chapter 60 of the TRPA Code of Ordinances (Water Quality) includes standards for discharge limits to surface and ground waters. Chapter 7.15 of the City Code regulates urban runoff and stormwater quality. All development and infrastructure improvements within the amendment area would be required to meet the discharge standards of the Lahontan Regional Water Control Board. Projects that would create more than one acre of disturbance are required to prepare a Storm Water Pollution Prevention Plan (SWPPP). The amendment does not alter these requirements and no change in the application of these requirements and standards would occur. Since all existing state and local protections for surface water would remain in place and would not be altered by the amendment, and water quality BMPs (in accordance with Chapter 60 of the TRPA Code) would continue to be required for all development (existing and proposed), the amendments would not result in adverse discharges to surface waters or alteration of surface water quality.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.12-2. Would the Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? (CEQA Xb)

The proposed amendments would not alter or revise the regulations pertaining to surface water management. Surface water and water rights in California are managed by the California State Water Resources Control Board. Consistent with existing conditions, future projects that require additional water supply affecting the amount of surface water in Lake Tahoe or another water body would be required to comply with Chapters 32 (Basic Services) and 60 (Water Quality) of the TRPA Code of Ordinances. These regulations pertain to the provision of basic services to projects and the protection of source water.

Although there is potential for development projects to increase unit density from existing conditions with implementation of the boundary amendment, the potential increase of 16 units is not of a size that would significantly deplete groundwater or interfere with recharge. Because TRPA Code of Ordinances Section 32.4 (Water Service) requires demonstration of adequate available water supply within an existing water right prior to permit approval, implementation of the amendments would not result in a substantial reduction in the amount of surface water or the water available for public water supplies.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.12-3. Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would (CEQA Xc):

5.4.12-3.i) Result in substantial erosion or siltation on- or off-site?

The proposed boundary amendments would not alter or revise the regulations pertaining to the course or direction of water movements. There are no streams, SEZ, or lower capability lands in the amendment area. Consistent with existing requirements, redevelopment projects that could occur in the amendment area that could alter the course or direction of water movements would be subject to subsequent permitting and environmental review, and TRPA Code of Ordinances sections described above as well as all other federal, state, and local regulations pertaining to the course or direction of water movements. APN 028-081-15 provides unpaved access to adjacent parcels APNs 028-081-05, 028-081-13, 028-081-14, and 028-081-09, which generates a significant amount of sediment-laden stormwater runoff to Pioneer Trail. TRPA has all parcels under active BMP enforcement and considers APN 028-081-15 a top priority for BMP compliance. A future redevelopment project that incorporates this parcel will lead to improved water quality improvements over the current condition as it will help expedite BMP implementation in this location.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.12-3.ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

The boundary amendments would not alter or revise the regulations pertaining to surface water runoff. All projects must demonstrate compliance with the land capability and land coverage provisions of Chapter 30 (Land Coverage) of the TRPA Code of Ordinances, which is incorporated into the existing TCAP (see TCAP Development and Design Standards). For the parcels in the amendment area, located on Land Capability Class 4 and 5 land, these provisions allow a maximum land coverage of 70 percent with coverage transfer, an increase from the existing limit of 30 percent in PAS 085/092. Although future development coverage could increase under the amendment, coverage transfer would be required as would compliance with local and state requirements regarding runoff management and water quality standards.

Future development within the amendment area would be required to meet existing BMP standards to control stormwater runoff and pollutant loading and redevelopment has the potential to improve runoff management. As specified in Section 60.4.6 of the TRPA Code of Ordinances (Standard BMP Requirements), except where special conditions exist and are approved by TRPA, infiltration facilities designed to accommodate the volume of runoff generated by a 20-year one-hour storm are required for approval of all projects within the Lake Tahoe Region. Therefore, future projects would not inhibit the ability to infiltrate surface water runoff from a 20-year one-hour storm event.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.12-3.iii) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Future development within the amendment area would be required to meet existing BMP standards to control potential increases in stormwater runoff and pollutant loading onsite. As specified in Section 60.4.6

of the TRPA Code of Ordinances (Standard BMP Requirements), except where special conditions exist and are approved by TRPA, infiltration facilities designed to accommodate the volume of runoff generated by a 20-year one-hour storm are required for approval of all projects within the Lake Tahoe Region. Therefore, future projects in the amendment area are not expected to create or contribute additional runoff that would exceed the capacity of existing or planned stormwater drainage system. Redevelopment has the potential to improve drainage systems to meet current standards.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.12-3.iv) Impede or redirect flood flows?

The proposed boundary amendments would not alter or revise the regulations pertaining to floodplains in Section 35.4 of the TRPA Code of Ordinances (Floodplains) or Chapter 6.65 of the City Code. The amendment area is not located within the FEMA-mapped flood hazard area. Future projects would be required to meet both the requirements of Chapter 35 (Natural Hazard Standards) of the TRPA Code of Ordinances and Chapter 6.65 of the City Code related to floodplain management. Chapter 6.65 of the City Code restricts or prohibits uses which are dangerous to health, safety, and property due to water or erosion hazards, or which result in damaging increases in erosion or flood heights or velocities; requires that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction; controls the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel flood waters; controls filling, grading, dredging, and other development which may increase flood damage; and prevents or regulates the construction of flood barriers which will unnaturally divert flood waters or which may increase flood hazards in other areas.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.12-4. Would the Project in flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation? (CEQA Xd)

The proposed boundary amendments would not alter or revise the regulations pertaining to water-related hazards. Future development projects would be required to meet the requirements of Chapter 35 (Natural Hazard Standards) of the TRPA Code of Ordinances and Chapter 6.65 of the City Code related to floodwater management.

There are active faults in the Lake Tahoe Basin, which could be sources of ground shaking at locations within the amendment area boundaries during a seismic event. Seismic events could also result in tsunami or seiche within Lake Tahoe, potentially affecting low-lying areas. The amendment area is approximately one mile from the lake. Structures redeveloped within the amendment area would be designed and constructed in accordance with the current design requirements of the California Building Code and International Building Code Seismic Zone D. Therefore, there would be no substantial increased risk of loss, injury or death or property damage from ground shaking. Based on studies by Ichinose et al. (2000), a potential exists for tsunami and seiche-related waves between 10 and 30 feet in height to occur along the shore of Lake Tahoe, potentially threatening low-lying lakeside communities; however, the amendment area exceeds this 10 to 30-foot elevation range. While experts have characterized the risk as far less than the risk of an approaching wildfire in the Tahoe Region, they have called for the risk of inundation to be factored into emergency plans for the region (Kaye 2011).

The boundary amendments would continue to implement the policies of the Regional Plan (TRPA 2012d) which provides for increased density of development in Town Centers and the Regional Center. The City has prepared and adopted a Natural Hazard Mitigation Plan which provides guidance to the City for the development of pre-mitigation and post-mitigation recovery for disasters in all hazard classifications. Emergency procedures in the City are guided by South Lake Tahoe's Emergency Management Plan (EMP) and the South Lake Tahoe Fire Department's Fire Planning Process. The EMP provides a framework to guide the City's efforts to mitigate and prepare for, respond to, and recover from major emergencies or disasters. Future projects within the amendment area would be required to undergo subsequent project-level permitting and environmental review, which would require the evaluation of hazards related to earthquake-related tsunami and seiche and measures (e.g., site-specific notification and evacuation procedures) may be required as appropriate.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.12-5. Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan? (CEQA Xe)

The proposed boundary amendments would not alter or revise the regulations pertaining to water quality control plans or sustainable groundwater management plans applicable to the amendment area. Chapter 60 of the TRPA Code of Ordinances (Water Quality) includes standards for discharge limits to surface and ground waters. Chapter 7.15 of the City Code regulates urban runoff and stormwater quality. The TRPA Lake Tahoe Water Quality Management Plan (208 Plan) and City of South Lake Tahoe Pollutant Load Reduction Plan would continue to apply to the area and the amendments propose no changes to this plan. The TCAP recognizes these plans and TRPA Water Quality Improvement Projects, none of which are altered by the amendments. All future projects within the amendment area would be required to meet the discharge standards of the Lahontan Regional Water Control Board. Projects that would create more than one acre of disturbance are required to prepare a Storm Water Pollution Prevention Plan (SWPPP). The TCAP amendment does not alter these requirements and no change in the application of these requirements and standards would occur.

South Tahoe Public Utility District implements the Tahoe Valley South Basin Groundwater Management Plan, which includes the entire STPUD service area in which the amendment area is located. The boundary amendments do not propose to change groundwater management and do not propose new uses that would affect the groundwater management plan.

Since all existing state and local protections for surface water and groundwater would remain in place and would not be altered by the amendments, and water quality BMPs (in accordance with Chapter 60 of the TRPA Code) would continue to be required for all development (existing and proposed), the amendments would not result in adverse discharges to surface or groundwaters or alteration of surface or groundwater quality, and would not conflict with or obstruct implementation of plans protecting surface water and groundwater resources.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.12-6. Will the Project result in changes in currents, or the course or direction of water movements? (TRPA 3a)

The proposed boundary amendments would not alter or revise the regulations pertaining to the course or direction of water movements. There are no surface waters in the amendment area and relocation of land from PAS 085/092 to TCAP would not change the direction of water movement. Future projects would be subject to subsequent permitting and environmental review, and TRPA Code sections described above as well as all other federal, state, and local regulations pertaining to the course or direction of water movements.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.12-7. Will the Project result in changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site? (TRPA 3b)

See discussions and analyses for Question 5.4.12-3.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.12-8. Will the Project result in alterations to the course or flow of 100-year floodwaters? (TRPA 3c)

The boundary amendments would not alter or revise the regulations pertaining to floodplains in Section 35.4 (Floodplains) of the TRPA Code of Ordinances or Chapter 6.65 of the City Code. The amendment area is not within the 100-year floodplain, as discussed under Question 5.4.12-3 above. All future redevelopment within the amendment area would be required to meet both the requirements of the TRPA Code of Ordinances and City Code related to floodplain management and structural development.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.12-9. Will the Project result in change in the amount of surface water in any water body? (TRPA 3d)

The proposed boundary amendments would not alter or revise the regulations pertaining to surface water management. Surface water and water rights in California are managed by the California State Water Resources Control Board. Future redevelopment projects that would require additional water supply affecting the amount of surface water in Lake Tahoe or another water body would be required to comply with Chapters 32 (Basic Services) and 60 (Water Quality) of the TRPA Code of Ordinances, which address the provision of basic services to projects and the protection of source water.

The potential impact of development and redevelopment within the Tahoe Region on the availability of public water supplies was analyzed in the RPU EIS (TRPA 2012a, page 3.13-11). Because the regional water demand at build-out would be less than the regional surface water allocation, and because TRPA Code of Ordinances Section 32.4 requires demonstration of adequate available water supply within an

existing water right prior to permit approval, implementation of the amendments would not result in a substantial reduction in the amount of surface water or the water available for public water supplies.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.12-10. Will the Project result in discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? (TRPA 3e)

See discussions and analyses for Question 5.4.12-1 above. There are no surface waters within the amendment area. The proposed boundary amendments would not alter or revise the regulations pertaining to discharge into surface waters and surface water quality. Chapter 60 (Water Quality) of the TRPA Code of Ordinances includes standards for discharge limits to surface and ground waters and Chapter 7.15 of the City Code regulates urban runoff and stormwater quality. All future projects within the amendment area would be required to meet the discharge standards of the Lahontan Regional Water Quality Control Board and applicable stormwater discharge permits. All projects that would create more than one acre of disturbance are required to prepare a Storm Water Pollution Prevention Plan (SWPPP) in compliance with the City's Stormwater Management Plan.

Since all existing state and local protections for surface water would remain in effect, including requirements for water quality BMPs (per Chapter 60 of the TRPA Code of Ordinances), the proposed amendment would not result in discharges to surface waters or alteration of surface water quality.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.12-11. Will the Project result in alteration of the direction or rate of flow of ground water? (TRPA 3f)

The proposed boundary amendments would not alter or revise the regulations pertaining to excavations that could intercept or otherwise interfere with groundwater. Section 33.3 (Grading Standards) of the TRPA Code of Ordinances prohibits excavations, except under certain defined and permitted conditions, that interfere with or intercept the high water table by: altering the direction of groundwater flow; altering the rate of flow of groundwater; intercepting groundwater; adding or withdrawing groundwater; or raising or lowering the groundwater table. Additionally, excavation in excess of 5 feet below ground surface (or less in areas of known high groundwater) is generally prohibited because of the potential to intercept or interfere with groundwater (Section 33.3.6 Excavation Limitations, TRPA Code of Ordinances). Such excavations may be permitted under certain defined conditions (Section 33.3.6.B of the TRPA Code of Ordinances), and in such cases it must be demonstrated in a soils/hydrologic report that no interference or interception of groundwater would occur as a result of the excavation. Future projects in the amendment area would be subject to subsequent environmental review and permitting by the City and/or TRPA, and the project applicant would be required to demonstrate compliance with Chapter 33 (Grading and Construction) of the TRPA Code of Ordinances and the protection of groundwater.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.12-12. Will the Project result in change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? (TRPA 3g)

See discussions and analyses for Questions 5.4.12-9 through 5.4.12-11 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.12-13. Will the Project result in substantial reduction in the amount of water otherwise available for public water supplies? (TRPA 3h)

See discussion and analysis in Question 5.4.12-9 above and analyses in Questions 5.4.21-1 and 5.4.21-2 below which conclude that potential impact of development on the availability of public water supplies would not have an impact.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.12-14. Will the Project result in exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches? (TRPA 3i)

See discussions and analyses for Questions 5.4.12-3, 5.4.12-4, and 5.4.12-8 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.12-15. Will the Project result in potential discharge of contaminants to the groundwater or any alteration of groundwater quality? (TRPA 3j)

See discussions and analyses for Questions 5.4.12-1 and 5.4.12-2 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.12-16. Is the Project located within 600 feet of a drinking water source? (TRPA 3k)

The amendment area is not located within 600 feet of drinking water sources and is outside the mapped source water protection zones for existing wells near Ski Run Blvd. (TRPA, 2000).

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.13 Land Use and Planning

This section presents the analyses for potential impacts to land use and planning. Table 5-13 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 5-13: Land Use and Planning				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
5.4.13-1. Physically divide an established community? (CEQA XIa)				X
5.4.13-2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? (CEQA XIb)			X	
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
5.4.13-3. Include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan? (TRPA 8a)				X
5.4.13-4. Expand or intensify an existing non-conforming use? (TRPA 8b)				X

5.4.13-1. Would the Project physically divide an established community? (CEQA XIa)

The amendment modifies the boundaries between PAS 085/092 and the TCAP TSC-MUC incorporating three parcels into the TCAP TSC-MUC. The area is surrounded by existing development and the adjustment of the boundary line would not physically divide the community. There are no plans to divide the area with roads, trenches, railroads, fences or other divisive features. The amendment would not physically divide the community and potential future development would remain subject to TRPA and City policies and regulations.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.13-2. Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? (CEQA XIb)

The proposed amendments would not alter or conflict with the policies in the TRPA Regional Plan or City General Plan, nor would they amend policies in the adopted TCAP or PAS 085/092. However, the amendment would result in changes to the boundaries of the TCAP and PAS 085/092 and the land use designation within the amendment area. The City's General Plan designates the area as a "Town Center" and as a "Mixed-Use Corridor" while the adjacent area in PAS 085/092 is designated as "Residential". The TRPA Regional Plan identifies the amendment area as "Residential" and the adjacent parcels in the TCAP as "Tourist". While the PAS 085/092 area is clearly identified as "Residential," the TCAP area is identified as both "Tourist" and "Mixed-Use", which reflects the commercial and residential units currently allowed in the TCAP TSC-MUC.

While the designations between the TCAP and PAS 085/092 differ, and this difference is reflected in the General Plan and Regional Plan, the uses allowed in and that are present within the amendment area are similar between the two plans, and are indicative of either a Commercial or a Residential designation/zone. The allowed use density for multiple-family dwellings within the amendment area would change slightly from what is applied under PAS 085/092, and the amendment will limit non-residential uses otherwise allowed in the TCAP TSC-MUC, as no tourist accommodation units or commercial uses would be allowed on the three former PAS 085/092 parcels, as shown in Table 2-1 and the matrix below.

Land Use Category	PAS 085	PAS 092	TCAP TSC-MUC
RESIDENTIAL			
Employee Housing	--	S 15 DU/acre	S 15 DU/acre
Multiple Family Dwelling	--	A ¹ 15 DU/acre	A 25 DU/acre
Multi-Person Dwelling	--	S 25 persons/acre	S 25 persons/acre
Single Family Dwelling	A 1 DU/parcel less than 1 acre; 2 units per parcels > 1 acre, provided one is a secondary residence	A (includes condos) 1 DU/parcel less than 1 acre; 2 units per parcels > 1 acre, provided one is a secondary residence	A (includes condos) 1 DU/parcel less than 1 acre; 2 units per parcels > 1 acre, provided one is a secondary residence
TOURIST ACCOMMODATION²			
RETAIL COMMERCIAL²			
ENTERTAINMENT COMMERCIAL²			
SERVICE COMMERCIAL²			
LIGHT INDUSTRIAL²			
WHOLESALE/STORAGE COMMERCIAL²			
GENERAL PUBLIC SERVICE²			
LINEAR PUBLIC FACILITIES			
Pipelines & Power Transmission	S	S	S
Public Utility Centers	S	S	--
Transit Stations & Terminals	S	S	S
Transportation Routes	S	S	S
Transmission & Receiving	S	S	S
RECREATION²			

Land Use Category	PAS 085	PAS 092	TCAP TSC-MUC
RESOURCE MANAGEMENT			
Forest & Timber Resource Management	A	A	A
Reforestation	A	A	A
Sanitation Salvage Cut	A	A	A
Special Cut	A	A	A
Thinning	A	A	A
Timber Stand Improvement	A	--	A
Regeneration Harvest	--	--	A
Vegetation Resource Management	A	A	A
Fire Detection & Suppression	A	A	A
Insect & Disease Suppression	A	A	A
Fuels Treatment & Management	A	A	A
Prescribed Fire/Burning Management	--		A
Sensitive Plant Management	A	A	A
Uncommon Plant Community Management	A	A	A
Water Quality Improvements & Watershed Management (Erosion Control/Runoff Control)	A	A	A
Wildlife & Fisheries Resource Management/Early Successional Vegetation Management (CP)	A	A	A
Notes:			
1. Per the TRPA Code of Ordinances Section 31.4.1, affordable housing developments may be eligible for a 25% increase in density (or 18 units per acre) for areas outside of an adopted area plan			
2. Uses prohibited within APNs 028-081-02, 028-081-04, and 028-081-15. And for these three APNs, the maximum CNEL will be limited to 55 CNEL, consistent with residential neighborhoods.			

The uses that would be allowed in the amendment area are primarily the same although the allowed density of multiple family dwellings would increase. Since only a small portion of the area is within PAS 085, which only allows single-family residential dwellings, most of the change would occur within PAS 092, which does allow employee (S), multiple family (A), and multi-person dwellings (S), in addition to single-family dwellings (A). Currently the development densities for these dwelling types is the same between TCAP TSC-MUC and PAS 092, with the exception of multiple family dwellings. Under PAS 092, multiple family dwellings are limited to 15 dwelling units per acre, although eligible for a 25 percent increase in density (or up to 18 units per acre). TCAP TSC-MUC allows multiple family dwellings at a density of 25 units per acre. Therefore, the amendment would increase the allowed density by up to 10 units per acre, or only 7 units per acre if an affordable housing density bonus is applicable. The resultant change proposed by the amendment is a potential increase of up to 16 additional multi-family residential units.

Although the list of uses changes, the changes in allowed land uses do not significantly alter the land use direction of the area or conflict with goals and implementation measures in the Regional Plan or General Plan for Town Centers. Amending the three subject parcels to the TCAP TSC-MUC supports higher density housing and higher density housing goals for Town Centers. Regional Plan Policy LU-4.1 indicates that Town Centers are “areas where sustainable redevelopment is encouraged. Town centers are targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern and provides economic opportunities in the Region.” Although the

Project proposes to alter the allowed density of multi-family uses within the amendment area, the expansion of the TCAP boundary and the uses allowed within the expanded boundary support the Regional Plan's and General Plan's redevelopment goals and vision for higher density housing in Town Centers near existing transit and employment centers.

The General Plan description of Town Center states, "This designation provides for a mixture of uses including tourist accommodation, commercial, intensive recreation, high-density residential, and mixed-use residential. This designation is applied to areas that are currently developed as commercial/visitor centers, have excess land coverage, where vertical mixed-use projects are appropriate, and are near commercial, employment, transit, and public services." The amendment would not hinder the existing allowable uses in the remainder of the TCAP or PAS 085/092, and would not limit the uses in the existing TCAP TSC-MUC, but would promote appropriate housing within the mixed-use area. The General Plan does not indicate the types of land uses allowed, prohibited, or that are special uses to the degree the community and area plans establish. The General Plan categorizes areas into different types of commercial, residential, recreation, or conservation areas, but does not establish a list of specific allowed uses, such as single-family dwellings, professional offices, bed and breakfasts, or other uses. Since the amendment area is Residential and commercial and tourist uses will continue to be prohibited, the proposed uses under the amendments (residential) would not conflict with the General Plan. Like the TCAP amendment, the General Plan allows for land coverage of up to 70% within Class 4 through 7 lands within the Town Center, with coverage transfer, resulting in no conflict between the two planning documents in regard to land coverage limits.

In addition to changes in the allowed densities from what is currently applied to the amendment area, the TCAP amendment would also apply the additional height allowance for non-single-family dwellings that meet the height findings in the TCAP to the amendment area. The maximum building height would be raised from 42 feet to 56 feet, a 14-foot difference, subject to additional findings, as is currently allowed in other districts in the TCAP and by the Regional Plan for Town Centers. Single-family dwelling structures and structures unable to make the additional height allowance findings would continue to be limited to a maximum of 42 feet, which is consistent with PAS 085/092 and TRPA Code. The additional height allowance reflects existing conditions within the adjacent area, where the height or stories of some structures already exceeds 42 feet. The number of allowable stories would be from three to four stories for non-single-family dwelling structures that meet the existing, required findings for additional height as discussed above.

The City is the only jurisdiction that reserves allocations specifically for the development of housing in its area plans and is working with several developers for large multi-family projects either within or outside the TCAP. Currently there is no waiting list for multi-family allocations. The City is working with developers to move forward with affordable housing projects throughout all areas of the City.

The proposed revisions more accurately reflect adjacent uses, support land use goals in relation to residential uses and the provision of housing, and are consistent with and do not obstruct implementation of the Regional Plan and General Plan policies.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.13-3. Will the Project include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan? (TRPA 8a)

As discussed in Question 5.4.13-2, the proposed amendment would result in a different range of allowed land uses applied to the amendment area as the land would be relocated to within the boundaries of the TCAP, rather than PAS 085/092. These differences are shown in Table 2-1 above. PAS 085 composes only a small portion of the amendment area, but only allows single family dwellings, whereas PAS 092 allows or allows as a special use, employee dwellings, multiple family dwellings, and multi-person dwellings, in addition to single family dwellings. Since land uses in the amendment area would be limited to the allowed residential uses in the TCAP TSC-MUC, no significant change in the mix of land uses in the amendment area is expected and it would continue to accommodate residential uses.

Also, the amendment “fixes” the condition where two different plan area statements are applicable to single parcels. APN 028-081-02 and -015 would be entirely within TCAP TSC-MUC under the amendment rather than under both PAS 092 and PAS 085

No other changes to the land use matrix in the adopted TCAP are proposed by the amendment and no significant impact is anticipated.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.13-4. Will the Project expand or intensify an existing non-conforming use? (TRPA 8b)

Implementation of the TCAP amendment would result in changes to permissible uses applied within the amendment area as discussed in Questions 5.4.13-2 and 5.4.13-3. None of the uses currently in the amendment area are non-conforming uses in the TCAP. No land use conflict would be expected as a result of implementing the boundary amendment. Furthermore, if uses not conforming with the TCAP were within the amendment area, they would be prohibited from expanding by provision of TRPA Code of Ordinances Section 21.2.3 and City Code Chapter 6.55; however, there are currently no non-conforming uses.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.14 Mineral Resources (CEQA) and Natural Resources (TRPA)

This section presents the analyses for potential impacts to mineral resources and natural resources. Table 5-14 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 5-14: Mineral Resources and Natural Resources				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
5.4.14-1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (CEQA XIIa)				X
5.4.14-2. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (CEQA XIIb)				X
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
5.4.14-3. A substantial increase in the rate of use of any natural resources? (TRPA 9a)				X
5.4.14-4. Substantial depletion of any non-renewable natural resource? (TRPA 9b)				X

5.4.14-1. Would the Project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (CEQA XIIa)

There are no mapped mineral resources within the TCAP or the proposed amendment area in PAS 085/092, nor does any specific plan or other applicable plan identify any sites within the amendment area as an important mineral recovery site.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.14-2. Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (CEQA XIIb)

See discussion and analysis for Question 5.4.14-1 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.14-3. Will the Project result in a substantial increase in the rate of use of any natural resources? (TRPA 9a)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

The use of natural resources, such as construction wood or metals, or gasoline would occur incrementally if existing developments are remodeled or improved. The RPU EIS (TRPA 2012a, page 5-3) acknowledged the potential increase in the use of natural resources resulting from increased development and redevelopment within the Tahoe Region, however any project permitted through the TCAP would be subject to project level environmental review and site-specific mitigation measures if necessary. Therefore, any increase in the rate of use of natural resources would be negligible and would not be in quantities that would result in a significant effect.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.14-4. Will the Project result in a substantial depletion of any non-renewable natural resource? (TRPA 9b)

Non-renewable natural resources such as gasoline and diesel are consumed during the construction of development projects; however, because any project in the amendment area will be subject to TRPA's regional growth management system, no additional development beyond what was already analyzed in the Regional Plan EIS would occur. Therefore, the amendment would not substantially increase depletion of non-renewable natural resources.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.15 Noise

This section presents the analyses for potential impacts related to noise. Table 5-15 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 5-15: Noise				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
5.4.15-1. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or other applicable local, state, or federal standards? (CEQA XIIIa)			X	
5.4.15-2. Generation of excessive groundborne vibration or groundborne noise levels? (CEQA XIIIb)			X	
5.4.15-3. For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels? (CEQA XIIIc)				X
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
5.4.15-4. Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Plan Area Statement, Community Plan or Master Plan? (TRPA 6a)				X
5.4.15-5. Exposure of people to severe noise levels? (TRPA 6b)				X
5.4.15-6. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold? (TRPA 6c)				X
5.4.15-7. The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60				X

dBa or is otherwise incompatible? (TRPA 6d)				
5.4.15-8. The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses? (TRPA 6e)				X
5.4.15-9. Exposure of existing structures to levels of ground vibration that could result in structural damage? (TRPA 6f)				X

5.4.15-1. Would the Project generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Project in excess of standards established in the local general plan or noise ordinance, or other applicable local, state, or federal standards? (CEQA XIIIa)

The proposed boundary amendment does not alter the CNEL standards set forth in the TCAP for the overall TSC-MUD district, and no change is proposed to the noise standards in PAS 085/092. The noise standard in PAS 085/092 is 55 CNEL as compared to 65 CNEL in the TCAP TSC-MUC. However, the proposed amendment would exclude commercial and tourist uses on the three subject parcels to this proposed amendment and cap noise standards at 55 CNEL. Therefore, an increase in the allowable CNEL would not occur within the amendment area.

Noise/Land Use Compatibility

Policy LU7-2 of the TCAP requires an acoustical analysis as part of the environmental review process when noise-sensitive land uses are proposed in areas exposed to existing or project exterior noise levels exceeding the levels shown in Table HS-1 and HS-2 of the City General Plan, so noise mitigation may be included in the project design. The City and/or TRPA would only approve projects that can demonstrate compliance with the applicable noise standards.

Traffic-Related Noise

Code of Ordinances Section 68.8.3 requires all substantial transportation projects in transportation corridors that are not in attainment of adopted CNEL standards incorporate mitigating design features to achieve adopted standards. As documented in Appendix A, future projects under the amendment could result in a small increase in vehicle travel and traffic volumes on roadways; however, the potential increase in traffic would not result in a noticeable increase in traffic noise, particularly given the size of the amendment area and the presence of existing transit services, which would reduce individual vehicle trips associated with new development. A noticeable increase in traffic noise (e.g., 3 dB) requires a doubling of traffic in the measurement area and the potential increase in vehicle trips would be a very small percentage of the existing baseline; therefore, no noticeable increase in traffic-related noise would occur as a result of the amendment.

To ensure that the generation of noise levels in excess of standards established for the TCAP is not exceeded, the TCAP incorporates a noise policy which is designed toward reducing traffic-related noise. Policy LU7-1 requires the mitigation of new transportation noise sources to the levels shown in Table HS-2 of the City General Plan (CSLT 2011b, page HS-10) at all outdoor activity areas and interior spaces of existing noise-sensitive land uses. Further, the City and/or TRPA would continue to evaluate individual projects within the TCAP amendment area at a project level and would enforce CNEL standards on a

project-by-project basis pursuant to the noise limitations in Chapter 68 (Noise Limitations) of the TRPA Code of Ordinances.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.15-2. Would the Project generate excessive groundborne vibration or groundborne noise levels? (CEQA XIIIb)

The boundary amendments would not alter existing noise policies and do not propose new development. Future development could occur within the area, regardless of which area plan or plan area statement in which it is located. Future construction activities associated with projects could potentially expose noise-sensitive receptors to levels that exceed TRPA noise standards and/or expose noise-sensitive receptors to excessive noise levels. Construction activities could include site preparation (e.g., demolition, clearing, excavation, grading), foundation work, paving, building construction, utility connections, finishing, and cleanup. These activities typically involve the use of noise-generating equipment such as cranes, excavators, dozers, graders, dump trucks, generators, backhoes, compactors, and loaders. Noise levels associated with these types of equipment are typically between 70 and 85 dBA Lmax at 50 feet. In unique circumstances, specialized construction equipment (such as pile drivers) or techniques (such as blasting) that are inherently louder than typical construction equipment (typically between 94 and 101 dBA Lmax at 50 feet) may be required (TRPA 2012a: pages 3.6-16 and 3.6-17).

During construction, residents could be exposed to noise levels that exceed TRPA standards outside of the exempt hours between 8:00 a.m. and 6:30 p.m. Therefore, construction activities could expose people to severe and/or nuisance noise levels unless measures are incorporated on a project-specific basis. TRPA adopted (November 20, 2013) additional best construction practices policies and revisions to the Initial Environmental Checklist (IEC) to address these issues. The TRPA Standard Conditions of Approval for Grading Projects (TRPA Permit Attachment Q) and Standard Conditions of Approval for Residential Projects (TRPA Permit Attachment R) include new construction provisions that call for the location of construction staging areas as far as feasible from sensitive air pollution receptors (e.g. schools or hospitals), closure of engine doors during operation except for engine maintenance, location of stationary equipment (e.g. generators or pumps) as far as feasible from noise-sensitive receptors and residential areas, installation of temporary sound barriers for stationary equipment, and use of sonic pile driving instead of impact pile driving, wherever feasible. As required by TRPA Code Chapter 3, any project with potentially significant impacts would require mitigation.

The TCAP incorporates the City's General Plan noise policies and provides expanded protection from groundborne vibration and groundborne noise levels. Policy LU7-3 requires an analysis of a vibration impact be conducted for all construction activities that include impact equipment and activities such as pile driving, soil compaction, or vibratory hammers that occur within 200 feet of existing structures. These policies ensure that construction operations are designed to avoid or mitigate for vibrations above 0.02 inches/second (0.5 mm/second).

With implementation of policies and regulations already applicable to the project area the boundary amendments would not result in significant groundborne vibration or noise levels.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.15-3. For a Project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project expose people residing or working in the project area to excessive noise levels? (CEQA XIIIc)

The TCAP and amendment area are located within the City's Airport Comprehensive Land Use Overlay district overflight notification area, which requires notification to residential land uses. Although the amendment area is not restricted by policies affecting the development of projects within Airport noise contours, safety zones, or airspace surfaces, the subject parcels are subject to ALUCP Policy OP-2 – Overflight Notification (ALUCP September 2019). While there is a requirement for residential notification based on the project's location within the airport influence area, it is located outside of regulatory restricted area and therefore would not expose people to excessive noise levels.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.15-4. Would the Project result in increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Plan Area Statement, Community Plan or Master Plan? (TRPA 6a)

See the response to Question 5.4.15-1, above. While the maximum CNEL for the amendment area would increase with the boundary amendments, the amendment does not propose new land uses that would increase noise levels that are inconsistent with plan guidance.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.15-5. Would the Project result in exposure of people to severe noise levels? (TRPA 6b)

See the response to Questions 5.4.15-1 and 5.4.15-2, above. No land use changes allowed by the amendment would expose persons to severe noise above existing conditions.

Therefore, the amendment would not expose people to severe noise levels.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.15-6. Will the Project result in single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold? (TRPA 6c)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

Single-event noise standards are set forth in Section 68.3.1 of the TRPA Code of Ordinances for aircraft, water craft, motor vehicles, motorcycles, off-road vehicles, and over-snow vehicles. Development allowed within the existing PASs and TCAP could involve uses that include these types of motorized vehicles. As is the case under existing conditions, new uses generating an increase in the use of motorized vehicles would be required to meet the TRPA Code provisions pertaining to single-event noise. The boundary amendments propose land uses that are the same or similar to those currently allowed and no significant noise increase is expected.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.15-7. Will the Project result in the placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible? (TRPA 6d)

The allowable CNEL within the amendment area is 65 dBA in the TCAP and 55 dBA in PAS 085/092. The amendment does not propose uses that are substantially different from what is currently allowed. The amendment would not increase incompatible uses or alter the existing noise policies, nor does it propose new projects in the amendment area. It can be expected that the existing noise levels and types of uses would persist. Any new project subsequent to this proposed amendment would be subject to environmental review and approval.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.15-8. Will the Project result in the placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses? (TRPA 6e)

The boundary amendment relocates the three-parcel area from PAS 085/092 to TCAP TSC-MUC. Land uses allowed in the TCAP TSC-MUC, would be applied to the amendment area; however, the land uses are, for the most part, the same or similar as those currently allowed. Future development projects in the amendment area subject to environmental review would be required to comply with TRPA and City noise standards. Since it is currently adjacent to a mixed-use area, continuation of the uses and types of allowed uses through the TCAP amendment would not result in incompatible uses.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.15-9. Will the Project expose existing structures to levels of ground vibration that could result in structural damage? (TRPA 6f)

See the response to Question 5.4.15-2, above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.16 Population and Housing

This section presents the analyses for potential impacts to population and housing. Table 5-16 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 5-16: Population and Housing

CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
5.4.16-1. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (CEQA XIVa)			X	
5.4.16-2. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (CEQA XIVb)			X	
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
5.4.16-3. Alter the location, distribution, density, or growth rate of the human population planned for the Region? (TRPA 11a)				X
5.4.16-4. Include or result in the temporary or permanent displacement of residents? (TRPA 11b)				X
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
5.4.16-5. Affect existing housing, or create a demand for additional housing? To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions: (1) Will the proposal decrease the amount of housing in the Tahoe Region? (2) Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households? (TRPA 12a)				X

5.4.16-6. Will the proposal result in the loss of housing for lower-income and very-low-income households? (TRPA 12b)				X
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5.4.16-1. Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (CEQA XIVa)

The boundary amendment incorporates three parcels into the TCAP TSC-MUC which are currently part of PAS 092 and PAS 085. Relocating the boundary to incorporate these parcels into TCAP TSC-MUC increases the allowed multiple family density in the amendment area from 15 dwelling units/acre to 25 dwelling units/acre. This equates to a potential increase of 16 multi-family units in the amendment area based on the combined acreage of 1.61 acres; however, if a 25 percent density bonus were applied under existing conditions for an affordable housing project, the number of additional dwelling units under the amendment would only be approximately 11 units. Tourist accommodation units and commercial uses would not be allowed within the three parcels under the amendment. The increased density for multiple family dwellings from 15 units to 25 units would increase future population in the TCAP area, however this growth is consistent with the Regional Plan, as it concentrates development in town centers, and overall population growth in the Region would still be limited by the available development rights allowable under the Regional Plan. Should future redevelopment occur in the amendment area, the allowable density of units would increase by up to 10 units per acre, or 7 units per acre taking into consideration the possibility of a 25 percent density bonus for certain types of affordable residential development. As stated above, the difference is up to 16 additional multi-family units without a density bonus in PAS 092, or approximately 11 units with a density bonus in PAS 092. Therefore, the difference in potential population growth under the amendment would be approximately 26 to 38 people. The calculation of potential population growth uses an average household size of 2.4 from the South Shore Housing Needs Assessment and the assumption that development potential ranges from 11 to 16 additional units. The purpose of the TCAP TSC-MUC is to provide a mix of uses, including residential uses within a transit-oriented area, increasing the potential for affordable units. The limits on development through the Regional Plan prevent unplanned population growth, resulting in insignificant potential for future unplanned full time resident population growth. The boundary amendments propose no new development of homes, businesses, or extension of infrastructure. The impact is less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.16-2. Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (CEQA XIVb)

There are two small cabins located on one of the three parcels in the amendment area. The amendments do not propose to eliminate these uses; however, future development of the parcels may result in removal of these units. Since no tourist accommodation units or commercial uses would be allowed on these parcels, only residential redevelopment would occur. Redevelopment could replace the two small cabins with higher density units. While those two units could be removed, it is expected that they would be replaced with a greater number of units, and thereby replaced onsite. It should be noted that the two cabins could also be replaced under the existing PAS 085 and PAS 092, and no residential demolition or new development is proposed by the amendment. The amendment would have the potential to facilitate additional housing.

The City is the only jurisdiction that reserves allocations specifically for the development of housing in its area plans and is working with several developers for large multi-family projects either within or outside the TCAP. Currently there is no waiting list for multi-family allocations. The City is working with developers to move forward with affordable housing projects throughout all areas of the City.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.16-3. Will the Project alter the location, distribution, density, or growth rate of the human population planned for the Region? (TRPA 11a)

See discussion and analysis for Question 5.4.16-1 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.16-4. Will the Project include or result in the temporary or permanent displacement of residents? (TRPA 11b)

See discussion and analysis for Question 5.4.16-2 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.16-5. Will the Project affect existing housing, or create a demand for additional housing?

(1) Will the proposal decrease the amount of housing in the Tahoe Region? (2) Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households? (TRPA 12a)

- (1) See discussion and analysis for Question 5.4.16-2 above. The amendment area currently includes two small cabins. The boundary amendments do not propose to eliminate any residential units. The TCAP amendment would increase the allowable density for multiple family dwellings from 15 to 25 units per acre, which would potentially increase the number of units available. The amendment does not propose the removal of housing, nor does it reduce the housing density. Furthermore, the amendment would prohibit tourist accommodation units within the amendment area. Therefore, the amendment would not result in a decrease in the amount of housing available in the Lake Tahoe Region, and may facilitate multiple family housing growth to meet housing goals.
- (2) This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS.

There are no deed-restricted affordable housing units within the amendment area; however, the TRPA Regional Plan Conceptual Land Use Map classifies the TCAP TSC-MUC area as a Town Center District, and the TCAP area is a preferred affordable housing area. Since there are currently no such units in the amendment area, none would be removed. The amendment does not propose any new development or redevelopment, nor does it alter the area's status or policies as a preferred affordable housing area. Such projects could be constructed within the amendment area, subject to

appropriate review and approval and the amendment does not include any policies that would limit such use. Since the amendment would increase the potential multiple family density in the amendment area, there is an increased potential for affordable housing within the amendment area.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.16-6. Will the Project result in the loss of housing for lower-income and very-low-income households? (TRPA 12b)

See discussion and analysis for Question 5.4.16-5 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.17 Public Services

This section presents the analyses for potential impacts to public services. Table 5-17 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 5-17: Public Services				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
5.4.17-1. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities? (CEQA XVa)			X	
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas?				
5.4.17-2. Fire protection? (TRPA 14a)				X
5.4.17-3. Police protection? (TRPA 14b)				X
5.4.17-4. Schools? (TRPA 14c)				X
5.4.17-5. Parks or other recreational facilities? (TRPA 14d)				X
5.4.17-6. Maintenance of public facilities, including roads? (TRPA 14e)				X
5.4.17-7. Other governmental services? (TRPA 14f)				X

5.4.17-1. Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection? Police protection? Schools? Parks? Other public facilities? (CEQA XVa)

The proposed boundary amendment would facilitate localized increases in density and redevelopment within the amendment area. These changes could result in localized population increases that create an additional demand for police, fire protection, emergency services and to a lesser degree, schools, however existing codes would currently allow this same increase to occur elsewhere in the service areas of police, fire protection, emergency services and schools, so the amendment does not represent a change to what is currently allowed. With respect to police protection services, the South Lake Tahoe Police Department provides law enforcement services within the area. The California Highway Patrol (CHP) Valley Division, which includes the greater Sacramento area and the Sierra Nevada foothills to the west, is responsible for all traffic related incidents and assists the Police Department when necessary. The CHP area office is located at 2063 Hopi Avenue in Meyers. The Valley Division oversees four major highways and miles of county roads in the Region including US 50 and SR 89. Jail facilities are managed by the El Dorado County Sheriff's Department and are located at 1051 Al Tahoe Boulevard. The jail is a Type II facility and may house both pre-sentenced and post-sentenced male and female defendants. The jail has a capacity of 158 beds.

The proposed amendment area is currently served by the South Lake Tahoe Police Department, CHP, and County jail so the amendment itself would not result in any change to service demand. The proposed amendment would increase the allowed density of development for multiple family units, which could slightly increase the population within the amendment area (approximately 11-16 additional units). The City's public service policies ensure that the City provides adequate law enforcement services and the necessary funding to ensure adequate law enforcement services and future facilities to meet demands. Likewise, uses that have the potential to increase demand, such as local assembly and entertainment uses allowed in PAS 085, would no longer be allowed. Future projects developed within the amendment area are subject to environmental review and would be required to ensure that staffing needs are identified and any physical effect on the environment is properly mitigated. Therefore, impacts associated with implementation of the amendments would be less than significant.

The South Lake Tahoe Fire Department is a municipal fire department that is primarily organized, equipped, and trained to perform fire suppression duties in structural firefighting, initial attack wildland firefighting, vehicular fires, and initial attack for most incipient events. They operate two staffed fire stations in the City at Fire Station One (at Ski Run Blvd. and Pioneer Trail, near the amendment area) and Fire Station Three, and their equipment includes a ladder truck, two engines, a reserve engine, two brush trucks, a squad truck and battalion vehicle. Currently, the Department operates with eight personnel on duty within the City and has the capability to ladder to a maximum of 18 feet. Since the ladder truck is unstaffed due to limited personnel on staff, it is currently out of service (Meston, 2018). Emergency medical services are delivered through Advanced Life Support paramedic engine companies; however, ambulance service is provided by Cal Tahoe Ambulance through the Cal Tahoe Joint Powers Authority, which operates out of Fire Station Two. The Fire Department currently serves the amendment area, and the amendment would not affect current service or demand. The amendment would increase allowable development density in the amendment area for multiple family units; however, future new or redevelopment projects would be required to ensure adequate fire protection services per the City's General Plan and permitting process. General Plan policies also require the installation of fire resistant materials, and incorporation of fire safe landscaping and defensible space in all remodeled or new construction. Furthermore, new construction or redevelopment would be required to follow current California Fire Code to prevent or minimize fires. The

proposed amendment would allow structures of up to four stories, as is currently allowed in the TCAP TSC-MUC, compared to the current limit of three stories, and would increase the maximum allowable building height from 42 feet to 56 feet. Since the amendment does not propose a height increase beyond what is already allowed in the TCAP, this does not represent a new impact to public services.

The Lake Tahoe Unified School District (LTUSD) serves a 10.1 square mile area that includes the TCAP area as well as PAS 085/092 and the entire City of South Lake Tahoe. LTUSD operates eight schools, but has had to close schools in the recent past due to declining enrollment. Given the current facilities and stagnant enrollment, LTUSD is not experiencing any capacity issues and does not expect any such issue to occur in the future. With the limited growth allowed by the TRPA Regional Plan that results in a projected growth rate of 10.8% for the next twenty years or 0.58% a year (TRPA 2012a, page 3.12-12) the implementation of the boundary amendment is not expected to exceed the existing capacity or result in a need for new or physically altered governmental facilities. The amendment slightly increases the allowable development density of multiple family units in the amendment area, which could increase population density if a residential redevelopment project is proposed, but given the small area of amendment, significant population increases that would affect schools are not anticipated. Therefore, impacts associated with implementation of the TCAP amendment would be less than significant.

See discussion and analysis in Question 3.4.17-5, below, for parks and recreation impacts.

Within the TCAP, other public facilities include Fire Station #1, the transit center, and Explore Tahoe Visitor Center at Heavenly Village, none of which are in the proposed amendment area. Implementation of the TCAP amendment is not expected to result in increased demand for community facilities and services or a need for new or physically altered governmental facilities as the amendment would not substantially create new populations. Redevelopment is possible, that would allow increased density of development for multiple family units compared to what is currently allowed in PAS 085/092, resulting in approximately 24-38 additional people in the TCAP area. However, this is not expected to result in changes in demand to community services and facilities that would be significant or result in substantial effects to the physical environment. As with other future projects proposed in the City, an environmental review of specific projects would be required to ensure that physical impacts on the environment area fully mitigated.

Given current public service staffing levels, the proximity of services, implementation of City policies to minimize fire risk and reduce demand, declining school enrollment, and since the amendment area is already served by these services, it is not anticipated that implementation of the TCAP amendment would create a need to construct new facilities that, in turn, could require new or improved facilities, the construction of which could result in adverse effects to the environment. As with other projects developed within the City, environmental review of specific projects would be required to ensure that staffing needs are identified and properly mitigated.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.17-2. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services: fire protection? (TRPA 14a)

See discussion and analysis for Question 5.4.17-1 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.17-3. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services: police protection? (TRPA 14b)

See discussion and analysis for Question 5.4.17-1 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.17-4. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services: schools? (TRPA 14c)

See discussion and analysis for Question 5.4.17-1 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.17-5. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services: parks or other recreational facilities? (TRPA 14d)

Redevelopment associated with the TCAP amendment area could generate recreation demand by slightly increasing the number of residents in the area, however, this increase is no more than what is currently allowable under the current Regional Plan, TCAP and City General Plan. Existing recreation opportunities are numerous and can meet the potential increase in demand within and in the immediate vicinity of the TCAP (i.e. Timber Cove Marina, Connolley Beach, Ski Run Marina and Beach, Lakeside Marina, Heavenly Resort California Base, Heavenly Gondola, Van Sickle Bi-State Park, Bijou Golf Course [and public beach], the Nevada Stateline to Stateline Bikeway at Rabe Meadow, Nevada Beach, Round Hill Pines Beach and other bike paths, hiking and mountain bicycle trails, and other public parks). The existing TCAP includes policies and implementing strategies to enhance public recreation facilities, as does the City's General Plan. Because of the wide range of public recreation opportunities within and outside the boundary, visitor usage is spread out, avoiding demand that causes substantial deterioration of any one facility. Therefore, the increased use of existing neighborhood and regional parks or other recreational facilities as a result of implementing the TCAP amendment is not expected to result in or accelerate a substantial physical deterioration of recreation facilities, and demand created by redevelopment could be easily met. In addition, recreation demand would be considered at a project-level during subsequent environmental review and permitting of individual proposed projects.

The boundary amendments do not propose changes to existing recreation facilities or to the policies and implementation measures in the existing TCAP or PAS 085/092. The approval of any project proposing the creation of additional recreational capacity would be subject to subsequent project-level environmental review and permitting and, if applicable, would be subject to the Persons At One Time (PAOT) system of recreation allocations administered by TRPA as described in Section 50.9 (Regulation of Additional Recreation Facilities) of the TRPA Code of Ordinances. No additional PAOTs are proposed by the amendment, nor are any changes to recreational land uses or policies.

Environmental Analysis: *No Impact*

Required Mitigation: **None.**

5.4.17-6. Will the Project have an unplanned effect upon, or result in a need for new or altered governmental services in maintenance of public facilities, including roads? (TRPA 14e)

The boundary amendments would not alter or revise policies and practices pertaining to public facility and roadway maintenance. The City's existing policies in the Public/Quasi-Public Facilities and Services Element regarding public facility and road maintenance remain in effect (Goal PQP-1.1, Policy PQP-1.5, and Policy PQP-1.8). Subsequent projects in the amendment area would be required to pay all appropriate fees associated with the maintenance of public facilities and would be subject to permitting by City and/or TRPA. Permit applicants would be required to demonstrate how any additional public maintenance requirements would be accomplished.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.17-7. Will the Project have an unplanned effect upon, or result in a need for other new or altered governmental services? (TRPA 14f)

There are no other known governmental services that would be directly affected by the amendment.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.18 Recreation

This section presents the analyses for potential impacts to recreation. Table 5-18 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 5-18: Recreation				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
5.4.18-1. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (CEQA XVIa)			X	
5.4.18-2. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (CEQA XVIa)			X	
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
5.4.18-3. Create additional demand for recreation facilities? (TRPA 19a)				X
5.4.18-4. Create additional recreation capacity? TRPA 19b)				X
5.4.18-5. Have the potential to create conflicts between recreation uses, either existing or proposed? (TRPA 19c)				X
5.4.18-6. Result in a decrease or loss of public access to any lake, waterway, or public lands? (TRPA 19d)				X

5.4.18-1. Would the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (CEQA XVIa)

Future development associated with the amendment area could generate recreation demand by slightly increasing the number of residents in the area, however, this increase is no more than what is currently

allowable under the current Regional Plan, TCAP and City General Plan. Existing recreation opportunities are numerous and can meet increases in demand within and in the immediate vicinity of the TCAP (i.e. Timber Cove Marina, Connolley Beach, Ski Run Marina and Beach, Lakeside Marina, Heavenly Resort California Base, Heavenly Gondola, Van Sickle Bi-State Park, Bijou Golf Course [and public beach], the Nevada Stateline to Stateline Bikeway at Rabe Meadow, Nevada Beach, Round Hill Pines Beach and other bike paths, hiking and mountain bicycle trails, and other public parks). The existing TCAP includes policies and implementing strategies to enhance public recreation facilities, as does the City's General Plan. Because of the wide range of public recreation opportunities within and outside the boundary, visitor usage is spread out, avoiding demand that causes substantial deterioration of any one facility. Therefore, the increased use of existing neighborhood and regional parks or other recreational facilities as a result of implementing the amendments is not expected to result in or accelerate a substantial physical deterioration of recreation facilities, and demand created by redevelopment could be easily met. In addition, recreation demand would be considered at a project-level during subsequent environmental review and permitting of individual proposed projects.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.18-2. Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (CEQA XVlb)

Future development associated with the amendment could generate recreation demand by slightly increasing the number of residents in the area. However, existing recreation opportunities are numerous and can meet an increase in demand within and in the immediate vicinity of the amendment area as discussed in Question 5.4.18-1 above. Therefore, any new demand that is created by redevelopment within the amendment area is expected to be easily met. In addition, recreation demand would be considered at a project-level during subsequent environmental review and permitting of individual proposed projects. The approval of any project proposing the creation of additional recreational capacity would be subject to subsequent project-level environmental review and permitting and, if applicable, would be subject to the Persons At One Time (PAOT) system of recreation allocations administered by TRPA as described in Section 50.9 (Regulation of Additional Recreation Facilities) of the TRPA Code of Ordinances. No additional PAOTs are proposed by the amendment, nor are any changes to recreational land uses or policies.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.18-3. Will the Project create additional demand for recreation facilities? (TRPA 19a)

As discussed in Question 5.4.18-1, existing recreation opportunities are abundant in the area and can meet an increase in demand from redevelopment within and in the immediate vicinity of the TCAP. In addition, the existing TCAP includes expansion of public recreation opportunities within the TCAP boundary limits. Any increase in demand is expected to be easily met by existing, as well as future, recreation facilities. In addition, recreation demand would be considered at a project-level during subsequent environmental review and permitting of individual proposed projects.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.18-4. Will the Project create additional recreation capacity? (TRPA 19b)

The proposed amendment does not create additional recreation capacity, nor does it rezone lands currently planned for recreational land uses.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.18-5. Will the Project have the potential to create conflicts between recreation uses, either existing or proposed? (TRPA 19c)

No specific projects are being considered under the amendment and the amendment actions would not affect recreation. Future projects permitted through the TCAP would be subject to project-level environmental review and permitting. Goal R-5 of the Regional Plan specifically addresses incompatibility of recreational uses and the associated system for regulating PAOTs (Section 50.9 of the TRPA Code), which would preclude any conflicts between existing or proposed recreational uses (TRPA 2012d, pages 5-7 and 5-8). Additionally, the potential for expanded land uses to create conflicts between existing land uses was analyzed in Impact 3.11-2 of the RPU EIS (TRPA 2012a, page 3.11-21) and was found to be less than significant due to the existing protections in the goals and policies of the Regional Plan.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.18-6. Will the Project result in a decrease or loss of public access to any lake, waterway, or public lands? (TRPA 19d)

Direct public access to Lake Tahoe and public lands is not located within the amendment area.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.19 Transportation (CEQA) and Traffic and Circulation (TRPA)

This section presents the analyses for potential impacts to transportation, traffic and circulation. Table 5-19 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level. A technical memorandum regarding transportation impacts of the proposed boundary amendment is attached (Appendix A).

Table 5-19: Transportation, Traffic and Circulation				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
5.4.19-1. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? (CEQA XVIIa)			X	
5.4.19-2. Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? (CEQA XVIIb)			X	
5.4.19-3. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (CEQA XVIIc)			X	
5.4.19-4. Result in inadequate emergency access? (CEQA XVIIId)			X	
TRPA Initial Environmental Checklist Item	Yes,	No, With Mitigation	Data Insufficient	No
5.4.19-5. Generation of 100 or more new Daily Vehicle Trip Ends (DVTE)? (TRPA 13a)				X
5.4.19-6. Changes to existing parking facilities, or demand for new parking? (TRPA 13b)				X
5.4.19-7. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities? (TRPA 13c)				X
5.4.19-8. Alterations to present patterns of circulation or movement of people and/or goods? (TRPA 13d)				X

5.4.19-9. Alterations to waterborne, rail or air traffic? (TRPA 13e)				X
5.4.19-10. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians? (TRPA 13f)				X

5.4.19-1. Would the Project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? (CEQA XVIIa)

The TCAP, City General Plan, City Code, TRPA Linking Tahoe Regional Transportation Plan, TRPA Regional Plan, and TRPA Code of Ordinances contain traffic goals, policies, implementation measures, and mitigation requirements applicable to the amendment area. Performance levels are established through level of service (LOS) criteria, which is set at LOS C for rural recreation roads, and D on rural and urban developed roads and signalized intersections, and may be LOS E during peak hours in urban hours of less than four hours per day (TRPA Regional Plan Transportation Element Policy 4.6). Likewise, the standard in General Plan Policy TC-1.2 and TCAP Policy T-1.2 is LOS D on all streets and intersections, with up to 4 hours of LOS E acceptable during peak periods. Other policies seek to increase multi-modal and non-motorized travel, although there is no performance threshold for these policies.

The amendments do not propose to alter or revise, and would not conflict with, an applicable plan, ordinance or policy establishing the measures of effectiveness for the performance of the circulation system. Existing plans, ordinances, and policies would continue to be applicable and implemented in the project area. The amendment would not increase vehicle trips so as to conflict with LOS standards because the traffic impacts of the allowed uses, and small increase in multi-family density applicable to the amendment area are the same or similar to what is already allowed through PAS 085/092. As stated in the traffic memo prepared for the project (Appendix A), redevelopment of the amendment area and two adjacent parcels already located in the TCAP has the potential to result in an increase of 78 daily vehicle trip ends and up to seven PM peak hour trips compared to the existing zoning, which is considered an insignificant increase as described in Section 65.2.3.C of the TRPA Code of Ordinances and would not be expected to cause an exceedance of the traffic operational thresholds. Future projects proposed within the amendment area would be required to complete a traffic analysis under TRPA rules if they may generate an increase in daily trips of 100 or more. The amendment area would be subject to the policies in the TCAP rather than the older PAS 085/092 policies. New projects would be required to meet current transportation policies and ordinances regarding LOS, transit, and non-motorized travel, which would also improve non-auto transportation systems.

The amendments would continue to implement policies of the adopted TRPA Regional Plan and City General Plan, which encourages a land use pattern that promotes the use of alternative modes of transportation. These policies currently apply to the amendment area and would continue to apply regardless of its location within the TCAP or PAS 085/092. Increasing multi-family density within a mixed-use area already served by transit, bicycle, and pedestrian facilities would support existing transportation goals and policies, and would increase the potential to replace individual vehicle trips with transit or non-motorized trips. The amendment area is located on Transit Route 55 with bus stops located at Ski Run Blvd. and Willow Ave and at Pioneer Trail and Sonora Ave. with daily service provide from 6:00 AM to 7:00 PM. There is also a Class I bike path (shared use path) along Ski Run Blvd. and a Class II bike lane on Pioneer Trail. The TCAP policies regarding transit, bicycle and pedestrian facilities would apply to the amendment area. The existing TCAP goals include promoting the area as a pedestrian and transit oriented center and seek to establish development and design standards that improve the pedestrian and transit environment

through complete streets. Recent improvements in the vicinity include enhanced pedestrian sidewalks and bike lanes along Ski Run Blvd and additional improvements are being considered for Pioneer Trail. No adverse change to the existing facilities is proposed. Future redevelopment projects would be subject to review to ensure a decrease in performance or safety of transit, bicycle, or pedestrian facilities would not result.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.19-2. Would the Project conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? (CEQA XVIIb)

The proposed amendments would not alter, revise or conflict with an applicable congestion management program including but not limited to, level of service standards and travel demand measures, or other standards established by the congestion management agency for designated roads or highways.

TRPA is the designated Regional Transportation Planning Agency in the Lake Tahoe Region and has established Level of Service (LOS) standards for roadways and intersections and Vehicle Miles of Travel (VMT) standards. TRPA and TMPO administer regional programs to reduce Vehicle Miles Travelled (VMT) and achieve regional VMT standards in the Tahoe Basin. The effect of daily trip generation is important as it relates to region-wide VMT. VMT is dependent on the origin and destination of persons traveling to and from uses within the TCAP boundary and the net increase in region-wide trips after accounting for transferred development. VMT is a measure of automobile travel within the transportation system, and an indicator of the degree of integration between the transportation system and planned uses (i.e., a lower VMT indicates greater beneficial integration of transportation systems and land uses to reduce personal vehicle travel). VMT is also a proxy for regional traffic congestion, as well as for air quality. TRPA adopted a VMT Threshold Standard of 2,067,600 VMT for air quality purposes, which represents a 10 percent reduction from the 1981 VMT level. The most recent estimate of annual VMT provided by TRPA is 1,937,070 (Linking Tahoe: Regional Transportation Plan, 2017).

With the proposed amendment, greater building height limits and land use densities in the TCAP TSC-MUC would be applicable to the amendment parcels. However, due to the small size of the area and the small increase in applicable height and density, an insignificant number of new units could be developed over the existing allowed density, and no notable transportation impacts are identified. Increasing multi-family dwelling density adjacent to existing transit and bicycle facilities and commercial uses would be expected to result in beneficial transportation impacts.

No measurable VMT increase is anticipated, even with the increase in use density that would be applicable to the amended parcels. Increases in trip generation and VMT are not expected to exceed thresholds or conflict with applicable congestion management plans, as redevelopment is anticipated to result in up to 78 additional daily trips with only seven of those trips occurring in the PM peak hour. Measures and policies to address VMT and vehicle trips included in the existing TCAP would be applicable to the amendment area. A future redevelopment project in the amendment area would be required to complete a traffic analysis under TRPA rules if it may generate an increase in daily trips of 100 or more. Therefore, potential impacts related to the VMT standard are considered to be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.19-3. Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (CEQA XVIIc)

Consistent with the TRPA Regional Plan and City General Plan, implementation of the proposed amendment does not increase hazards. The amendment area includes a dirt driveway and no roadway design changes are proposed. A future redevelopment project would be required to comply with appropriate federal state, and local roadway, sidewalk, and intersection design standards (e.g., AASHTO, MUTCD, Caltrans Highway Design Manual and City Public Improvement and Engineering Standards) for public health and safety reasons. The uses allowed in the amendment area under the TCAP amendment are the same or similar to the existing allowed uses and no incompatible uses are allowed.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.19-4. Would the Project result in inadequate emergency access? (CEQA XVIIId)

See discussion and analysis for Questions 5.4.11-6, 5.4.11-9, and 5.4.17-1 above that conclude that implementation of the proposed boundary amendments will not impact emergency evacuation plans or access. The amendments do not include changes to roadways that would impair access and does not propose new public roadways. Likewise, the amendment does not propose new land uses or developments that would impair existing access. Redevelopment projects would be required to meet state and/or local requirements for roadway design (e.g., South Lake Tahoe City Code Article VII. Parking, Driveway and Loading Spaces) to ensure emergency vehicles have appropriate access and turning radius for emergency response.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.19-5. Will the Project result in generation of 100 or more new Daily Vehicle Trip Ends (DVTE)? (TRPA 13a)

As discussed in Question 5.4.19-2 and Appendix A, no increase in traffic above the 100 DVTE threshold would occur as a result of the proposed boundary amendment. A new project within the amendment area would not generate more than 100 trips due to the small size of the amendment area and the limited increase in multi-family density that could be applied to the amendment area. Up to 78 additional daily vehicle trip ends are anticipated with buildout of the amendment area. Given that this is considered an insignificant impact as described in Section 65.2.3.C of the TRPA Code of Ordinances, the potential to exceed the threshold does not increase with implementation of the amendments.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.19-6. Will the Project result in changes to existing parking facilities, or demand for new parking? (TRPA 13b)

Future redevelopment projects would be subject to the existing parking requirements in the TCAP, City parking ordinance (e.g., South Lake Tahoe City Code Article VII. Parking, Driveway and Loading Spaces), and TRPA Code, and would be reviewed by the City and/or TRPA prior to issuance of permits. Consistent

with existing conditions, permit applicants would be required to demonstrate that adequate parking would be provided for any new parking demand that is created and for any changes in parking facilities, in accordance with the City Code. It is anticipated that new projects would have no significant increase in trip generation, and have the potential to promote pedestrian and non-auto access, potentially resulting in beneficial impacts.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.19-7. Will the Project result in substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities? (TRPA 13c)

See discussions and analyses for Questions 5.4.19-3, 5.4.19-5, 5.4.19-6, 5.4.19-8, 5.4.19-9 and 5.4.19-10.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.19-8. Will the Project result in alterations to present patterns of circulation or movement of people and/or goods? (TRPA 13d)

As discussed in Question 5.4.19-2 and Appendix A, no significant increase in trip generation over existing thresholds is anticipated. The list of allowed land uses is the same or similar to the existing range of allowed uses, and no change would occur that would significantly alter the circulation pattern or movement of people or goods. As discussed above, new projects allowable under the amendment would not generate more than 100 trips and therefore would not exceed the threshold.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.19-9. Will the Project result in alterations to waterborne, rail or air traffic? (TRPA 13e)

No alterations to waterborne, rail or air traffic are proposed.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.19-10. Will the Project result in increase in traffic hazards to motor vehicles, bicyclists, or pedestrians? (TRPA 13f)

See Questions 5.4.19-1, 5.4.19-3, and 5.4.19-4. The proposed amendments would not alter existing policies or requirements in regard to traffic safety or the provision of bicycle and pedestrian facilities. The existing TCAP, City, and TRPA policies regarding traffic safety would continue to be applied to the amendment area. By placing the amendment area within the TCAP TSC-MUC District, as opposed to PAS 085/092, the enhanced pedestrian and bicycle facilities proposed in the TCAP would apply, potentially resulting in improvements. No changes to the existing roadway system within the amendment area is proposed. Future redevelopment projects would be subject to review to ensure traffic hazards would not result.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.20 Tribal Cultural Resources (CEQA) and Archaeological/Historical (TRPA)

This section presents the analyses for potential impacts to tribal cultural, archaeological and historical resources, discussing the Project impacts on tribal cultural resources related to the disturbance of archaeological, historical, and Native American/traditional heritage resources. Table 5-20 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 5-20: Tribal Cultural Resources and Archaeological/Historical				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
Has a California Native American Tribe requested consultation in accordance with Public Resources Code section 21080.3.1(b)? Yes: X No:				
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
5.4.20-1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? (CEQA XVIIIa)				X
5.4.20-2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (CEQA XVIIIb)				X
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
5.4.20-3. Does the proposal have the potential to cause a physical change which would affect unique				X

ethnic cultural values? (TRPA 20d)				
5.4.20-4. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area? (TRPA 20e)				X

5.4.20-1. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? (CEQA XVIIIa)?

The proposed amendment does not alter regulations pertaining to cultural resources.

There is no evidence of intact, potentially significant Washoe cultural sites within the existing TCAP or proposed amendment area. Pursuant to AB 52, the City of South Lake Tahoe contacted the Ione Band of Miwok Indians and the United Auburn Indian Community on November 2, 2019. No response has been received to date from the Ione Band of Miwok Indians and the United Auburn Indian Community responded that they are deferring to the local Washoe tribe in their email correspondence dated December 3, 2019. Since the timeline for response established in AB 52 (30 days) has been exceeded, no further consultation action is required.

Federal and state regulations, the TRPA Code (Chapter 67) and City General Plan policies address protection of cultural resources and provide processes to avoid or minimize impacts to such resources. Redevelopment within the amendment area would be required to comply with federal and state regulations, TRPA Code and General Plan policies during project specific review, and therefore, would not alter or adversely affect tribal cultural resources.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

5.4.20-2. Would the Project cause a substantial adverse change in the significance of a tribal cultural resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (CEQA XVIIIb)

See discussion and analysis for Question 5.4.20-1 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

5.4.20-3. Does the Project have the potential to cause a physical change which would affect unique ethnic cultural values? (TRPA 20d)

See discussions and analyses for Questions 5.4.7-1, 5.4.7-4, and 5.4.7-5 above. Implementation of, federal and state regulations, TRPA Code (Chapter 67) and General Plan policies address protection of historic, cultural, archaeological and paleontological resources and provide processes to avoid or mitigate impacts to these resources. Therefore, any development associated with the amendment would not result in a physical change that would affect unique ethnic cultural values.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.20-4. Will the Project restrict historic or pre-historic religious or sacred uses within the potential impact area? (TRPA 20e)

See discussion and analysis for Questions 5.4.7-1, 5.4.7-4, and 5.4.7-5 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.21 Utilities and Service Systems (CEQA) and Utilities (TRPA)

This section presents the analysis for potential impacts to utilities and service systems. Table 5-21 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 5-21: Utilities and Service Systems				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
5.4.21-1. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects? (CEQA XIXa)				X
5.4.21-2. Have sufficient water supplies available to serve the and reasonably foreseeable future development during normal, dry, and multiple dry years? (CEQA XIXb)				X
5.4.21-3. Result in a determination by the wastewater treatment provider that serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to				X

the provider's existing commitments? (CEQA XIXc)				
5.4.21-4. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? (CEQA XIXd)			X	
5.4.21-5. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (CEQA XIXe)				X
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:				
5.4.21-6. Power or natural gas? (TRPA 16a)				X
5.4.21-7. Communication systems? (TRPA 16b)				X
5.4.21-8. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider? (TRPA 16c)				X
5.4.21-9. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider? (TRPA 16d)				X
5.4.21-10. Storm water drainage? (TRPA 16e)				X
5.4.21-11. Solid waste and disposal? (TRPA 16f)				X

5.4.21-1. Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects? (CEQA XIXa)

Amendment of the project area and amendment of the TCAP and PAS 085/092 would not require additional wastewater conveyance or treatment capacity. In the South Tahoe Public Utility District, existing average wastewater flow rates are little more than half of the total export capacity (see Table 5-22 below).

Additionally, the area to be amended is already developed and connected to/served by the wastewater treatment system. Although density could increase with redevelopment, the redevelopment would not double wastewater flow rates, thus, it is reasonable to assume that sufficient capacity would be available.

Furthermore, all development permitted by the TCAP would be required to comply with Section 32.5 (Waste Water Treatment Service) of the TRPA Code of Ordinances, which requires that all projects be served by facilities that provide treatment and export of wastewater from the Tahoe Region. Section 50.5.1(C.4) of the TRPA Code of Ordinances prohibits distribution of allocations to jurisdictions with insufficient wastewater capacity to support residential development.

Additionally, any project proposing construction, reconstruction, or expansion of a structure would be required to meet the Basic Services and Facilities Standards contained in the TRPA Code of Ordinances. Therefore, implementation of the amendment would not cause sewage treatment capacity to exceed the permitted capacity of the service provider.

Table 5-22: Average Flow Rates and Total Capacity			
Export District	Average Flow (mgd)	Total Capacity (mgd)	Average Remaining Capacity (mgd)
South Tahoe Public Utility District	4.0	7.7	3.7
Source: STPUD 2015			

All redevelopment permitted through the TCAP would be required to meet TRPA BMP standards to reduce runoff and pollutant loading from impervious cover. As specified in Section 60.4.6 (Standard BMP Requirements) of the TRPA Code of Ordinances, except where special conditions exist and are approved by TRPA, infiltration facilities designed to accommodate the volume of runoff generated by a 20-year, one-hour storm are required for approval of all projects. Therefore, there would be no unplanned alterations or improvements to existing stormwater drainage systems associated with the TCAP amendment.

See Question 5.4.8-3 above that concludes that the available capacity would far exceed the demand generated at build-out of the TRPA Regional Plan; therefore, demand created by implementation of the amendments would not result in a need for new or altered power or natural gas systems.

The amendment area is currently served by telecommunications systems. The City Code requires any communication wires to be installed underground (Chapter 6.15 SLTCC). Any development or redevelopment permitted through the TCAP would be located within existing service areas for communication systems providers, and each project would be responsible for any elected connection or subscription to communication systems within the region.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.21-2. Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? (CEQA XIXb)

Implementation of the TCAP and PAS 085/092 boundary amendments could result in some increased demand for water supply if new or redevelopment occurs in the amendment area. However current surface water allocation to the Tahoe Region pursuant to the Truckee River Operating Agreement (TROA) is 34,000 acre feet/year (afy), and current Region-wide demand is approximately 28,079 afy (TRPA 2012, page 3.13.-11). Additional demand generated by the TRPA Regional Plan is approximately 1,725 afy which, given remaining water supply availability, could be accommodated with existing supplies. The increased density associated with this amendment is consistent with the Regional Plan. Thus, it is reasonable to assume that sufficient capacity would be available to accommodate redevelopment at the higher densities proposed for the TCAP amendment area.

Furthermore, all redevelopment permitted by the TCAP would be required to comply with Section 32.4 (Water Service) of the TRPA Code of Ordinances, which requires that a project applicant demonstrate the availability of adequate water quantity and quality for both domestic consumption and fire protection prior to project approval. This is demonstrated at a project-level through the acquisition of a Will Serve Letter from the applicable water purveyor.

Additionally, any project proposing construction, reconstruction, or expansion of a structure would be required to meet the Basic Services and Facilities Standards contained in the TRPA Code of Ordinances. Therefore, implementation of the TCAP amendment would not create water use in excess of the maximum permitted capacity of the service provider.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.21-3. Would the Project result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments? (CEQA XIXc)

Development or redevelopment under the TCAP would be required to comply with Section 32.5 (Waste Water Treatment Service) of the TRPA Code of Ordinances, which requires that all projects be served by facilities that provide treatment and export of wastewater from the Tahoe Region. Section 50.4.1(C) of the TRPA Code of Ordinances prohibits distribution of allocations to jurisdictions with insufficient wastewater capacity to support residential development, and Section 13.10.7 of the TRPA Code of Ordinances requires demonstration of adequate sewer capacity prior to occupancy of a transferred unit (TRPA 2012a, page 3.13-16).

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.21-4. Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? (CEQA XIXd)

As reported in the environmental documentation for the TCAP (2013), South Tahoe Refuse (STR) is under contract with the City to collect solid waste from area households and businesses as well as to process and

transfer all solid waste for disposal or recycling. STR's main facility, which consists of a transfer station and materials recovery facility located at the transfer station, has a total permitted capacity of 370 tons per day, but currently receives approximately 275 tons per day. The remaining capacity of 95 tons per day is sufficient to serve the potential growth within the area proposed for amendment. Any additional staffing or equipment required to increase service to the area would be funded through the additional service rates that would be collected by STR from the new development. Solid waste is disposed of at the Lockwood Regional Landfill in Sparks, Nevada. This landfill has a total capacity of approximately 302 million cubic yards as a result of recent expansion, currently contains 32.8 million cubic yards of waste and is not expected to reach capacity for over 100 years, with implementation of approved expansions (NDEP, 2013 and Washoe County, 2016).

Both the STR main facility and the Lockwood Regional Landfill have sufficient capacity to manage additional growth. Therefore, this impact is considered to be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.21-5. Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (CEQA XIXe)

The Lockwood Regional Landfill receives solid waste generated within the City and has sufficient capacity to serve the needs as discussed in 5.4.21-4 above. Existing resource recovery operations provide recycling of various materials, including green waste and construction material, which further reduces the quantity of waste sent to the landfill pursuant to state law. All projects proposed within the TCAP are subject to TRPA Regional Plan Land Use Element Goal 5, Policy 1 Public Services Element Goal 3, Policy 2, requiring the transport of solid waste outside the Basin in compliance with California state laws and the City General Plan Policies PQP-3.3 and PQP-3.4 requiring determination of adequate public utilities and services, including solid waste capacity, prior to development approval. Thus, the proposed amendment complies with federal, state, and local statutes and regulations related to solid waste.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.21-6. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to power or natural gas? (TRPA 16a)

See Question 5.4.8-3 above that concludes that the available capacity would far exceed the demand generated at build-out of the TRPA Regional Plan; therefore, demand created by implementation of the boundary amendment would not result in a need for new or altered power or natural gas systems.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.21-7. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to communication systems? (TRPA 16b)

Communication systems are not listed as a required basic service by TRPA Code of Ordinances; however, the City Code requires any communication wires to be installed underground (Chapter 6.15 SLTCC). Any

redevelopment permitted through the TCAP would be located within existing service areas for communication systems providers, and each project would be responsible for any elected connection or subscription to communication systems within the region.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.21-8. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to utilize additional water which amount will exceed the maximum permitted capacity of the service provider? (TRPA 16c)

See Questions 5.4.21-1 and 5.4.21-2 above that conclude additional capacity exists in the Tahoe Region and therefore a need for new systems, or substantial alterations to utilize additional water would not occur.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.21-9. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider? (TRPA 16d)

See Questions 5.4.21-1 and 5.4.21-3 above, which conclude additional sewage capacity exists in the Tahoe Region and therefore a need for new systems, or substantial alterations to utilize additional treatment capacity would not occur.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.21-10. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to storm water drainage? (TRPA 16e)

See discussion and analysis for Question 5.4.21-1 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.21-11. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to solid waste and disposal? (TRPA 16f)

See discussion for Question 5.4.21-4, above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.22 Wildfire (CEQA)

This section presents the analysis for potential impacts related to wildfire. Table 5-23 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 5-23: Wildfire				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
Is the Project located in or near state responsibility areas or lands classified as high fire hazard severity zones? Yes: X No:				
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
5.4.22-1. Substantially impair an adopted emergency response plan or emergency evacuation plan? (CEQA XXa)				X
5.4.22-2. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? (CEQA XXb)			X	
5.4.22-3. Require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? (CEQA XXc)				X
5.4.22-4. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? (CEQA XXd)				X

5.4.22-1. Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan? (CEQA XXa)

The project area is located entirely within the very high fire hazard severity zone as mapped by CAL FIRE in 2008 (https://osfm.fire.ca.gov/media/5788/south_lake_tahoe.pdf).

See discussion and analysis for Questions 5.4.11-6, 5.4.11-9, and 5.4.17-1 above that conclude that implementation of the TCAP and PAS 085/092 amendments will not impact emergency evacuation plans or access. The amendment does not include changes to roadways that would impair access and does not propose new public roadways. Likewise, the amendment does not propose new land uses or developments that would impair existing access. Redevelopment projects would be required to meet state and/or local requirements for roadway design to ensure emergency vehicles have appropriate access and turning radius for emergency response.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.22-2. Due to slope, prevailing winds, and other factors, would the Project exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? (CEQA XXb)

The amendment area is currently partially developed with residential cabins and a dirt road. The remainder of the area is undeveloped and contains trees, some shrubs, and forest debris. Although amending the area into the TCAP would allow for increased residential density, future redevelopment would not increase the risk of exposing people and structures to hazards involving wildland fires in wildland-urban interface areas due to applicable regulatory standards. Redevelopment is required to be consistent with and will implement state, regional, and local regulations designed to reduce the risk of wildfire. All new structures are required to comply with the California Fire Code, which establishes minimum standards for materials and material assemblies to provide a reasonable level of exterior wildfire exposure protection for buildings in wildland-urban interface areas. Chapter 5.05 of the City Code contains fire regulations adopted to safeguard life and property from fire and explosion hazards. City General Plan policies require the use of fire resistant materials, installation and maintenance of defensible space, and meeting fire flow requirements in new or rehabilitated structures. Implementation of these policies, in conjunction with the existing California Fire Code and City Code requirements would reduce impacts associated with wildland fires to a less than significant level.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.22-3. Would the Project require the installation of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? (CEQA XXc)

See discussion and analysis for Question 5.4.22-2 above. The amendment area is currently partially developed and is surrounded by existing development, including infrastructure. Development or redevelopment of the area could occur; therefore, extension of existing driveways, fuel breaks, utility lines, and water could be constructed; however, such infrastructure would not be new, but an extension to or connection to existing infrastructure. Utilities are required to be located below ground, and no increased fire risk would occur.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.22-4. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? (CEQA XXd)

See discussion and analysis for Questions 5.4.9-1, 5.4.9-8, 5.4.9-11, 5.4.9-13, and 5.4.12-3 above. As discussed above, the amendment area has a mild slope within an urbanized area. Downstream flooding or landslides following a fire would not occur. The TCAP and PAS 085/092 amendments would not affect wildfire risk.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.23 Mandatory Findings of Significance

This section presents the analyses for mandatory findings of significance. Table 5-24 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 5-24: Mandatory Findings of Significance				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
5.4.23-1. Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory? (CEQA XXIa)			X	
5.4.23-2. Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? (CEQA XXIb)			X	
5.4.23-3. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (CEQA XXIc)			X	
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
5.4.23-4. Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish				X

population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory? (TRPA 21a)				
5.4.23-5. Does the Project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.) (TRPA 21b)				X
5.4.23-6. Does the Project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?) (TRPA 21c)				X
5.4.23-7. Does the Project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly? (TRPA 21d)				X

5.4.23-1. Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory? (CEQA XXIa)

Fish and Aquatic Habitat

The TCAP and PAS 085/092 amendments would not affect, alter, or revise any TRPA Regional Plan or City General Plan policies pertaining to the Shorezone and Lakezone, management of aquatic resources, or permitting of projects affecting these habitats. The TCAP amendment would permit development and redevelopment only in accordance with the TRPA Regional Plan and City General Plan, and any projects proposed within the plan area that could affect aquatic habitats would be subject to TRPA's existing regulations requiring project-specific environmental review and development and implementation of project-specific measures for any significant effects on fish habitat as a condition of project approval. This potential impact was analyzed in the RPU EIS and, with implementation of TRPA's existing policies and code provisions, found to be less than significant (TRPA 2012a). Construction activities could result in temporary increases in sedimentation and the release and exposure of construction-related contaminants. As under existing conditions, these impacts would be minimized and mitigated through construction BMPs and compensatory mitigation requirements as specified in TRPA and City policies and code provisions, and other applicable federal and state regulations.

Rare, Threatened, or Endangered Species and Communities

The TCAP and PAS 085/092 amendments would not affect, alter, or revise TRPA Regional Plan policies regarding the protection of rare, endangered, or sensitive plant and animal communities. Compliance with all provisions in Chapter 67 of the TRPA Code of Ordinances is still required for all project review. Future development or redevelopment could only occur in accordance with the TRPA Regional Plan, City General Plan, and the existing TCAP, and any projects proposed within the amendment area that could affect sensitive plant or animal communities would be subject to TRPA's existing regulations requiring project-specific environmental review and development and implementation of project-specific measures for any significant effects on habitat as a condition of project approval. This potential impact was analyzed in the RPU EIS and, with implementation of TRPA's existing code provisions and requirements, found to be less than significant (TRPA 2012a, page 3.10-50). During project-level environmental review, potential impacts to protected plant or animal communities would be identified and minimized through design and/or mitigation, as required under TRPA, federal, and state regulations.

Cultural, Historical, and Archeological Resources

The TCAP and PAS 085/092 amendments would not affect, alter, or revise TRPA Regional Plan policies regarding the protection of cultural, historical, or archeological resources. Compliance with Chapter 67 of the TRPA Code of Ordinances is still required for all project review. In addition, federal and state regulations address protection of these resources and provide mechanisms to minimize impacts. The amendment area is partially developed, leaving some potential for resources to persist in the area. The TCAP amendment would permit development or redevelopment only in accordance with the TRPA Regional Plan and the City General Plan, some of which could occur on properties with unknown buried resources. During project-level environmental review, on-site cultural, historical, and archeological resources, if any, would be identified, significance determined, and appropriate mitigation implemented in accordance with federal, state, City, and TRPA regulations.

The adopted TCAP is consistent with the TRPA Regional Plan and City General Plan, which achieve environmental improvement and maintain environmental threshold carrying capacities. Since no changes to existing policies regarding habitats, special status plant or animal communities, or to cultural, historical, and archeological resources are proposed by the amendment, and federal, state, and TRPA protections are already in place, implementation of the proposed amendment would not result in the degradation of these resources.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.23-2. Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? (CEQA XXIIb)

The adopted TCAP is a collection of both short- and long-term goals, policies, and measures designed to guide the development of the plan area and support the Region in attaining environmental thresholds and other important objectives. These goals, policies, and measures are inherently cumulative in nature as they are applied over a long-term basis, for the planning area as a whole, and in compliance with City and TRPA goals, policies, measures, and thresholds. The TCAP and PAS 085/092 amendments do not propose new policies or alterations to existing policies that would be cumulatively considerable. The boundary amendment allows for greater flexibility in design (height and coverage with transfer) but essentially maintains the existing range of land uses and is limited to a distinct location, thereby restricting the potential for cumulatively considerable impacts. The area is currently partially developed, resulting in little cumulative impact potential should redevelopment occur in the future. Beneficially, the amendment would allow for slightly more dense affordable housing, helping the City to provide for and meet area housing goals and allocations, with less disturbance. The amendment does not propose any changes to the overall growth allowed in the Basin by the Regional Plan, nor would it cumulatively contribute to changes to the overall growth allowed when other projects or Area Plan amendments are considered.

Cumulative projects contemplated in the RPU EIS (TRPA 2012a) include Environmental Enhancement, Land Management Plans, TTD/TMPO projects and programs, and other development projects. These projects and programs also apply to the TCAP, PAS 085/092, and therefore, the proposed amendment area. Other probable future projects in the south shore vicinity include the TCAP and B/ATCP amendments to amend the TCAP boundary to incorporate the Beach Retreat and Lakeshore Lodge properties, the US 50 South Shore Community Revitalization Project (e.g., Loop Road), and Tahoe Douglas Visitor's Authority Tahoe South Events Center Project. If approved, the Beach Retreat and Lakeshore Lodge TCAP amendment would also increase potential density for multi-family housing as part of a future redevelopment of existing tourist land uses. Construction of the Loop Road project would reduce available housing supply and as such, the Tahoe Transportation District is actively looking for partners such as Pacific Development Group to implement housing development projects in the vicinity of the proposed Loop Road corridor. Construction of the South Tahoe Events Center would create new entertainment opportunities for residents, and visitors to the south shore but would not include any residential development.

Air Quality/GHG Emissions

As discussed in Questions 5.4.10-3 and 5.4.8-1, although development could occur that could increase development density from existing conditions, this is a localized impact and would not contribute to any increase in overall growth or associated greenhouse gas (GHG) emissions beyond what was considered in the Regional Plan or City General Plan. The location of the additional density in the amendment area which

is within close proximity to transit, jobs, and services is likely to result in reduced trips and trips lengths and lowered GHG compared to development occurring further from a Town Center Area. Therefore this new allowable density is consistent with the Regional Plan and City General Plan and is not anticipated to contribute to an increase in overall GHG emission that would cumulatively contribute to global climate change. The City General Plan EIR identified significant GHG emissions impacts and the City adopted mitigation measures to address this issue, which remain in effect. The TCAP amendment would not interfere with implementation of these measures, GHG reduction targets, or GHG emissions reduction strategies. Because development and potential population increases associated with this and other pending amendments (i.e., TCAP Beach Retreat) must be consistent with the regional growth management system allowed by the Regional Plan and focus on bringing additional density to centers where GHG emissions will be lower compared to development allowed outside of centers, it is not anticipated to contribute considerably to global climate change and the impact is less than significant.

Traffic

The boundary amendments would not affect, alter, revise or conflict with applicable plans, ordinances or policies establishing the measures of effectiveness for the performance of the circulation system. Due to the existing development within and surrounding the amendment area, there is no potential for significant traffic increases, particularly with the presence of nearby transit stops. Redevelopment could increase land use density, and thereby increase vehicle trips however, the area is small and the number of units that could be developed is not substantial enough to result in a significant traffic increase. Increases in vehicle trips associated with redevelopment at the proposed density limits would not be significant. Consistent with the Regional Plan, individual redevelopment projects in the TCAP that would generate a net increase of 200 daily vehicle trips or more would be required to prepare a project-level traffic analyses in accordance with Sections 65.2.4.B and 65.2.5.B of the TRPA Code. For any new trips that are generated (regardless of whether a traffic analysis is completed), TRPA requires an applicant to offset the potential regional traffic and air quality effects of the new trips by requiring an applicant either to: (1) contribute to the Air Quality Mitigation Fund, or (2) implement regional and cumulative mitigation measures equivalent or greater in cost than the calculated Air Quality Mitigation Fee. Regional and cumulative mitigation measures may include, but are not limited to transit facility construction; transportation system management measures (such as bicycle and pedestrian facilities and use of alternative fuels in fleet vehicles); or transfer and retirement of offsite development rights. The air quality mitigation fee amount would be assessed in accordance with the current mitigation fee schedule in the TRPA Rules of Procedure. The Beach Retreat amendment, although it allows additional multi-family density, is not anticipated to result in any new increase in daily trips because the new multi-family densities and associated trip rates are no greater than what is currently allowed for tourist uses; while the Event Center is required to mitigate all trips to a less than significant impact. Furthermore, all individual projects would be required to meet all applicable LOS standards for roadways and intersection and Vehicle Miles of Travel (VMT) standards. For these reasons, the proposed amendment would not contribute to an increase in traffic levels that results in cumulatively adverse impacts.

Water Quality

Redevelopment within the area would be required to meet existing BMP standards to control potential increases in stormwater runoff and pollutant loading onsite. Except where special conditions exist and are approved by TRPA, infiltration facilities designed to accommodate the volume of runoff generated by a 20-year 1-hour storm are required for approval of all projects within the Tahoe Basin (TRPA Code Ordinances, Section 60.4.6). Therefore, new development within the TCAP is not expected to cumulatively create or contribute additional runoff that would exceed the capacity of existing or planned stormwater drainage system.

Cultural Resources

Because federal and state regulations, the TRPA Code of Ordinances (Chapter 67), and City General Plan policies address protection of these resources and provide processes to avoid or minimize impacts to historic and archaeological resources, the amendment area is fully disturbed and developed, and any redevelopment would be required to comply with federal and state regulations, TRPA Code of Ordinances and the City General Plan policies during project specific review, the amendments would not contribute to an adverse cumulative effect on archeological or historical resources.

Noise

The TCAP and PAS 085/092 amendments would not alter noise policies and the existing maximum CNEL levels and Regional Plan and General Plan noise policies would continue to be applied. Given the small number of potential additional units or traffic from redevelopment, no notable increase in noise would occur. Redevelopment projects would be required to implement project-specific noise reduction measures established in the Regional Plan EIS, General Plan EIR, and the TCAP. Therefore, the amendment would not create a significant noise level increase. For these reasons, the proposed boundary amendments would not contribute to an adverse cumulative increase in noise levels.

Geologic Hazards

The proposed amendments would not alter any policies regarding geologic resources or hazards. Because existing TRPA and City protections are in place, and project-specific environmental review would be required for all redevelopment projects, implementation of the proposed amendments would not result in increased exposure of people or property to geologic hazards.

Scenic Resources

As discussed in the analysis, the amendment would alter the allowable maximum height standards and density limits for multi-family dwellings within the parcels composing the amendment area; however, the proposed changes would be highly limited and subject to TRPA's findings to ensure the scenic threshold is maintained, if not improved. Roadway Unit 45 is in non-attainment and the amendment area includes no scenic vistas. Redevelopment would not substantially alter the scenic quality of the amendment area. The existing TCAP scenic protections would not be altered, and all permitted projects would still be required to meet the TRPA scenic threshold non-degradation standard. Therefore, the TCAP amendment would not contribute to an adverse cumulative effect on scenic resources. Application of more current TCAP design standards on the amendment area, as compared to the older PAS 085/092 design standards also increases the potential for improvements in the scenic value of the built environment.

Recreation

The TCAP protects existing recreational resources and provides for the development of increased recreation opportunities through the construction of trailheads, bike paths and lanes, and the TCAP and PAS 085/092 amendments would not alter these improvement measures. No restrictions to public access or new limitations on recreational resources is proposed by the amendments.

Implementation of the proposed amendments would be consistent with policies contemplated and analyzed in the General Plan EIR, from which this analysis tiers, including their potential to contribute to cumulative environmental effects. The General Plan EIR identified resources with localized cumulative issues such as traffic, water quality, cultural resources, noise, geologic hazards, and scenic impacts, which were analyzed in the TCAP IS/IEC and this IS/IEC and were not found to have adverse cumulative effects. Therefore,

implementation of the proposed amendments would not result in a considerable contribution to cumulative adverse conditions.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.23-3. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (CEQA XIXc)

As described above, projects permitted under the amendment would require project-level environmental review and would be required to comply with applicable TRPA, federal, state, and City regulations, including protections for human health and safety. The area is urbanized and already partially developed and the potential for new impacts is low. Therefore, implementation of the amendments would not create a substantial direct or indirect adverse effect on human beings.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.4.23-4. Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory? (TRPA 21a)

See analysis in Question 5.4.23-1 that concludes implementation of the proposed amendments would not degrade the quality of the environment, reduce habitat of a fish population, threaten or eliminate a plant or animal community or eliminate important examples of a major period of California or Nevada history or prehistory.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.23-5. Does the Project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (TRPA 21b)

The TCAP implements the TRPA Regional Plan's policies, ordinances, and land use controls designed specifically to achieve long-term environmental goals, and the City's policies, ordinances, and land use controls which are also designed to achieve long-term goals and guide City development over a period of decades. The TCAP implements these policies, which promote concentrating development and redevelopment in urban centers, such as the Mixed-Use Corridor, combined with transfer of land coverage and development rights from sensitive lands and lands more distant from community center, and restoration of those areas (TRPA 2012a). The proposed amendments would not alter this long-term goal, nor does it propose changes to land use or design that would be substantially different from what is currently allowed or that achieve a short-term goal at the expense of long-range planning for the area. While short-term impacts could occur during redevelopment activities, redevelopment projects have the potential to achieve long-term goals, such as increased affordable housing units.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.23-6. Does the Project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?) (TRPA 21c)

See discussion and analysis for Question 5.4.23-2 above for those resources that could result in more localized cumulative effects, including noise, geologic hazards, scenic resources, and recreation, as well as regional cumulative effects such as GHG emissions. Like the Regional Plan, the TCAP is a collection of goals, policies, and measures designed to guide the development of the plan area and support the Region in attaining environmental thresholds and other important objectives. Because these policies are implemented in the TCAP over the long-term (i.e., 20 years) and are applicable to all programs and projects over this period, they are inherently cumulative in nature. The proposed amendments do not propose changes to these goals, policies, and measures, but propose to amend a small area from PAS 085/092, to which the TCAP goals, policies, and measures would be applied, and to which the TRPA Regional Plan and City General Plan goals, policies, and measures would continue to be applied. The amendment would alter the development density allowed for some uses (multiple family dwellings) and would increase the height limit and coverage limits, with development transfer. However, the proposed amendments would not result in a considerable contribution to cumulative adverse conditions.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.23-7. Does the Project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly? (TRPA 21d)

See discussion and analysis for Question 5.4.23-3 above that concludes that future projects permitted through the TCAP would require project-level environmental review and would be required to comply with all applicable TRPA, federal, state, and City regulations, including protections for human health and safety. Therefore, implementation of the proposed amendments would not create a substantial direct or indirect adverse effect on human beings.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.5 CERTIFICATION [TRPA ONLY]

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Tahoe Regional Planning Agency

Date

5.6 REFERENCES

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APPENDIX A LSC TECHNICAL TRAFFIC MEMORANDUM



TRANSPORTATION PLANNING AND TRAFFIC ENGINEERING CONSULTANTS

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TECHNICAL MEMORANDUM

Date: January 7, 2020

TO: Rob Brueck, Hauge Brueck Associates

FROM: Leslie Suen, PE, LSC Transportation Consultants, Inc.

RE: Tourist Core Area Plan Amendment Pioneer Trail Multi-Family Housing
Project – Transportation Analysis

This memorandum presents a limited evaluation of the potential transportation impacts resulting from the land use changes associated with the proposed Tourist Core Area Plan (TCAP) Amendment, located along Pioneer Trail in the City of South Lake Tahoe. The project is located on the southeast corner of the Pioneer Trail/Ski Run Boulevard intersection. This memorandum will evaluate the potential development of 17 additional multi-family dwelling units.

Project Description

The City of South Lake Tahoe (City), Tahoe Regional Planning Agency (TRPA), Tahoe Transportation District (TTD) and Pacific Development Group (PDG) are seeking public scoping comments on a joint proposal to amend the boundaries of the City of South Lake Tahoe Tourist Core Area Plan/Specific Plan (TCAP), the Pioneer/Ski Run Plan Area Statement 092 (PAS 092), and Lakeview Heights Plan Area Statement 085 (PAS 085). The proposed amendment would amend the TCAP boundary to incorporate three parcels located in the PAS 092 and PAS 085. The parcels to be incorporated into the TCAP are APNs 028-081-02, 028-081-04, and 028-081-15. The three parcels total 1.61 acres in size and are located east of the intersection of Ski Run Boulevard and Pioneer Trail and abut the TCAP boundary. The purpose of the proposed amendment is to facilitate the development of higher density community housing, and the amendment would enable an increase in land coverage, height, and density (e.g., from up to 15 units per acre to 25 units per acre) to permit the potential development of approximately seventeen (17) additional units on the subject parcels and a total of seventy-seven (77)

multi-family dwelling units on the subject parcels when combined with two other parcels currently located in the TCAP.

Existing Conditions

Ski Run Boulevard is a two-lane roadway providing access to the Ski Run Marina area to the north and commercial uses, residential uses, and the Heavenly Valley West Ski Area to the south. The posted speed limit on Ski Run Boulevard is 35 miles per hour. Pioneer Trail is a two-lane roadway runs through South Lake Tahoe connecting the Stateline area to Myers. Pioneer Trail has a posted speed limit of 30 miles per hour in the project area. The intersection of Pioneer Trail and Ski Run Boulevard is control by a traffic signal.

The project is located on transit Route 55 with the nearest bus stops located at Ski Run Blvd/Willow Ave and Pioneer Trail/Sonora Ave with daily service provided from 6:00 AM to 7:00 PM. Bicycle and pedestrian facilities exist along Ski Run Boulevard in the form of a Class I bike path (shared use path) and along Pioneer Trail in the form of a Class II bike lane.

Trip Generation

Trip generation rates are provided the *TRPA Trip Table* (2019) for daily rates and the Institute of Transportation Engineers (ITE) *Trip Generation, 10th Edition Manual* (2017) for PM peak hour rates. Additionally, local rates were recently collected and summarized in the memo *Tahoe Trip Generation Rate Analysis* (LSC, October 2019). Five multi-family sites were included. Of these four were restricted to low income households so there is only one data point (Lake Forest Glen condominiums in Tahoe City) that would be applicable to this project. Daily traffic counts were not conducted at that site. The observed PM peak-hour trip rate was about 27 percent lower than the standard ITE rate. However, given that there is only one local data point and that it (Lake Forest Glen) consists of relatively large units (2-, 3- and 4- bedroom), the standard rates are applied in this analysis. The applicable rate is the multi-family mid-rise (since the units will be at least 3 stories in height) land use as shown in Table 1.

The standard trip rates are generally based on data collected at development sites “with little or no public transit service and little or no convenient pedestrian access” (*Trip Generation Handbook, 3rd Edition*, ITE, October 2017, page 6) and the City of South Lake Tahoe has both. Therefore reductions for non-auto travel are warranted. Available survey data was reviewed to identify non-auto travel mode reduction factors. Based on TPRA travel surveys conducted in the summer of 2018, the non-automotive trip percentage in the US 50/Ski Run Boulevard intersection area (the closest survey location) is 39 percent. This data includes 87 surveys. Since the project site is nearly 2/3rds of a mile away from the surveyed location the non-auto rate was lowered to a conservative 15 percent as shown in Table 1.

The resulting daily trip generation is 78 daily vehicle trip ends (DVTE) with 7 peak hour trips (4 entering and 3 exiting) as shown in Table 1.

Vehicle Miles Traveled (VMT)

VMT calculations are required by TRPA as stated in *Guidance for Assessment of Vehicle Miles Traveled (VMT) Impacts of Projects in the Tahoe Basin* (TRPA, April 4, 2019). Based on screening criteria, this project falls into the category of projects producing less than 100 daily trips and are not changing from one major use classification to another. These types of projects do not require a VMT analysis. Additionally, according to the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (Governor's Office of Planning and Research, December 2018) "projects that attract fewer than 110 trips per day generally may be assumed to cause less-than significant transportation impact"

Conclusion

In summary, the trip generation from the proposed TCAP amendment is expected to be less than 100 daily trips and therefore would be expected to result in a less-than-significant transportation impact. Furthermore, the additional 7 PM peak-hour trips associated with the amendment would not be expected to cause an exceedance of the traffic operational thresholds.

Attached: Table 1

Table 1: Trip Generation Analysis

Description	Use	ITE Code	Quantity	Unit	Trip Generation Rates ¹				Raw Project Generated Trips				Reduction for Non-Auto Trips	Project Generated Vehicle Trips at Site Access Points			
					Daily	PM Peak Hour			Daily	PM Peak Hour				Daily (DVTE)	PM Peak Hour		
						In	Out	Total		In	Out	Total			In	Out	Total
Market Rate Multi-family Dwelling Units	Multifamily Housing (mid-rise)	221	17	DU	5.44	0.27	0.17	0.44	92	5	3	8	15%	78	4	3	7

DVTE = Daily Vehicle Trip Ends

DU = Dwelling Units

Note 1: Trip generation rates are based on Trip Generation, 10th Edition (ITE, 2017) and the TRPA Trip Table (2019).

Source: LSC Transportation Consultants, Inc.