

# DRAFT MITIGATED NEGATIVE DECLARATION

SCH No. *(Insert SCH No.)*

City of South Lake Tahoe  
El Dorado County

## MITIGATED NEGATIVE DECLARATION

Pursuant to: Title 14. California Code of Regulations  
Chapter 3. Guidelines for Implementation of the  
California Environmental Quality Act

**Project Name:** South Lake Tahoe Parks, Trails & Recreation Master Plan

**Project Location:** The Master Plan area includes area within the City limits and the portion of El Dorado County within the Tahoe Basin. See map included in the attached Initial Study.

**Project Description:** The City of South Lake Tahoe (City) and El Dorado County (County) have created a new Parks, Trails & Recreation Master Plan for the Lake Tahoe South Shore area. The Master Plan represents a coordinated effort to align recreation resources and obtain community support to enhance recreation facilities and services. The Master Plan provides direction for enhancing recreation opportunities for residents and visitors by increasing collaborative efforts and focusing resources where they are most needed. The Master Plan contains recommendations and strategies to improve existing operations, services, and infrastructure, as well as to acquire and develop new parks and facilities when funding allows.

**Findings:** It is hereby determined that, based on the information contained in the attached Initial Study, the project would not have a significant adverse effect on the environment. Mitigation measures necessary to avoid the potentially significant effects on the environment are included in the attached Initial Study, which is hereby incorporated and fully made part of this Mitigated Negative Declaration.

---

Name  
Title

---

Date

CEQA Initial Study Environmental Checklist

**PROJECT DESCRIPTION AND BACKGROUND**

Project Title:	South Lake Tahoe Parks, Trails & Recreation Master Plan	
Lead agency name and address:	City of South Lake Tahoe 1052 Tata Lane South Lake Tahoe, CA 96150	
Contact person and phone number:	Hilary Roverud, (530) 542-6024	
Project Location:	City of South Lake Tahoe/Tahoe Basin portion of El Dorado County	
Project sponsor's name and address:	City of South Lake Tahoe 1052 Tata Lane South Lake Tahoe, CA 96150	El Dorado County 2850 Fairlane Court Placerville, CA 95667
General plan description:	City-wide master plan involves all land use categories.	
Zoning:	City-wide master plan involves all zoning districts.	
Description of project:		

El Dorado County (County) and the City of South Lake Tahoe (City) have joined forces to create a new Parks, Trails & Recreation Master Plan (Master Plan) for the South Shore. This Master Plan represents a coordinated effort to align recreation resources and obtain community support to enhance recreation facilities and services for the Eastern Slope of El Dorado County (South Shore). The plan provides direction for enhancing recreation opportunities for residents and visitors by increasing collaborative efforts and focusing resources where they are most needed.

Recommendations were developed to address community needs, but also to help achieve the community's vision for the future. Through the public involvement process, the following vision emerged:

"We envision an accessible, interconnected, and sustainable system of diverse, year-round recreation opportunities for residents and visitors. Our world-class parks, facilities, trails, and programs inspire and engage recreation enthusiasts, shape our community, connect us to our natural environment and support our shared future in the South Shore."

**Key Recommendations:**

The Master Plan contains recommendations and strategies to improve existing operations, services, and infrastructure, as well as to acquire and develop new parks and facilities when funding allows. Recommendations are organized in five categories:

- A. Regional Coordination and Collaboration: Create a recreation consortium and/or collaborative partnerships to coordinate the management, marketing, planning and development of parks, recreation and tourism services among different jurisdictions to support South Shore goals and maximize recreation and economic benefits.
- B. Park & Facility Maintenance, Renovations and Improvements: Maintain, renew and renovate parks, recreation facilities, trails and other existing infrastructure to protect current recreation assets, enhance recreation safety and accessibility, support recreation programs and events, maximize efficiency and protect revenue-generating resources for the long-term.
- C. New Park, Facility and Trail Development: Acquire land and/or build new parks, recreation

facilities and trails to provide an accessible, safe, interconnected and attractive recreation system that provides opportunities for residents and visitors, enhances economic vitality, and supports the South Shore as a destination for outdoor recreation and tourism.

- D. Recreation Activities, Programs and Events: Activate parks, recreation facilities and trails with special events, programs, and self-directed recreation opportunities to enhance the quality of life of residents, attract visitors, generate revenue, and promote economic development.
- E. Operations and Management: Ensure that needed staffing, resources, systems, and policies are in place to successfully plan, administer, manage, steward, and make strategic decisions for parks, recreation facilities, trails, and services.

Priority Projects:

Tables 6-1 and 6-2 in the Master Plan summarize priority capital and operations project recommendations. These include projects that may be completed as “quick wins” (in 1 year), in the short term (2-5 years), and in the long term (6-10 years). To respond quickly to community needs, several projects are already in motion or are intended to be initiated or completed in the first year. These “quick wins” illustrate the City, County and entire community’s commitment to improving parks and facilities.

Environmental review on several projects on the Priority Capital Projects list has already occurred and CEQA documents adopted. These include the following:

- Bijou Bike Park – Determined to be categorically exempt from CEQA and approved by the City Planning Commission on October 9, 2014. Construction expected in summer 2015.
- Trail Resurfacing and signage improvements– Determined to be categorically exempt from CEQA. 1.9 miles of multi-use trails resurfaced and Bikeway signage installed in the City during summer 2014.
- Joint Use Sports Field Improvements – Al Tahoe sports fields improved by the Lake Tahoe School District in summer 2014.
- South Tahoe Greenway – Mitigated Negative Declaration adopted by City Planning Commission on November 10, 2011. Project approved October 9, 2014. Construction of Phase 1A expected in summer 2015.
- Sawmill Bike Path Extension—The 1.2 mile, Class 1 bicycle and multi-use path connecting to the existing bicycle path at the intersection of Sawmill Road and US Highway 50/State Route 89/Emerald Bay Road is currently under construction.
- Tahoe Blvd Enhancement – El Dorado County constructed a multi-use Class 1 bike path along Lake Tahoe Blvd from from Viking Way to Sawmill Rd Sawmill Road. There will be a second phase completed Summer 2015 to include a Class 2 path from Sawmill Road to Clear View Drive where the existing Class 2 path ends.
- El Dorado Beach to Ski Run Bike Path – Mitigated Negative Declaration adopted by City Planning Commission in June 2011. Addendum to the Mitigated Negative Declaration adopted by City Planning Commission in February 2012. Construction expected in summer 2016.

Table 6-1: Priority Capital Projects

Reference #	CAPITAL PROJECTS							Lead Implementer(s)	STAFFING & OPERATIONS REQUIREMENTS			
	PROJECT NAME	PROJECT DESCRIPTION	Acquisition	Planning <sup>1</sup>	Development	Renovation / Restoration	Added Facility		Other	Maintenance	Management/Admin.	Programming
	<b>Quick Wins (Year 1)</b>											
B.1.a	South Lake Tahoe Recreation Area campground upgrades	Provide water/electrical hookups, renovate restrooms/showers.				•			City	✓	<input type="checkbox"/>	
B.1.a	South Lake Tahoe Recreation Area shop relocation	Proceed with relocating maintenance shop facility.						•	City	✓	✓	
B.1.b	Recreation & Swim Complex renovation	Initiate financial feasibility analysis and design for renovations.		•					City	<input type="checkbox"/>		<input type="checkbox"/>
B.2.a	Trail resurfacing	Resurface and repair City trails.				•			City & Recreation JPA	✓		
B.2.b	Trail signage improvements	Provide trail identification and directional signage at trailheads and key locations.						•	City & Recreation JPA	✓		
B.2.b	Lake Tahoe Water Trail Signage	Provide trail identification and directional signage for Lake Tahoe Water Trail						•	City & CTC	✓		
B.3.a	Bijou Park development	Develop a multi-use Bike Park.		•		•	•		City & Bike Park Association	✓	✓	✓
B.4.b	Regan Beach restoration	Update site master plan for renovations and revenue-generation.		•					City	<input type="checkbox"/>	✓	

B.4.d	Joint-use sport fields improvements	Improve the AI Tahoe sports fields.									City & Recreation JPA	✓		✓
C.3.a	South Tahoe Greenway	Support the CTC in extending the greenway.	•	•	•						CTC, City, County	✓	<input type="checkbox"/>	
C.3.a	Sawmill Bike Path extension	Extend the path from Echo View Drive to US 50/State Route 89 intersection.	•	•	•						County	✓	<input type="checkbox"/>	
C.3.a	Tahoe Boulevard Enhancement	Provide a trail from Sawmill Road to Viking Road/D Street Intersection	•	•	•						County	✓	<input type="checkbox"/>	
C.3.a	El Dorado Beach-Ski Run Bike Path	Support the CTC in completing project as per the Regional Bike and Pedestrian Master Plan		•	•						City & CTC	✓	<input type="checkbox"/>	
<b>Short Term Projects (2-5 Years)</b>														
B.1.a	South Lake Tahoe Recreation Area improvements - Phase 1	Create a site master plan. Implement Phase 1 improvements, such as developing a front entry with joint City/County sign, event plaza and thematic playground, internal pathway system.		•		•	•				City & County	✓	✓	✓
B.1.a	Lakeview Commons at El Dorado Beach - Phase 2	Implement Phase 2 improvements for Lakeview Commons at El Dorado Beach.		•		•	•				City & County	✓	✓	
B.1.b	Recreation & Swim Complex renovation - Phase 1	Initiate Phase 1 improvements as per master plan.				•					City	✓	✓	✓
B.3.a	Bijou Park development	Renovate/add facilities to Bijou Park. Improve concessions, restrooms and site circulation. Work with partners to improve disc golf course, expand skate park, and add petanque/bocce courts.		•		•	•				City	✓	✓	✓
B.3.b	Tahoe Paradise Park	If requested, support the TPRID Board in creating a new master plan for operations and improvements.		•							TPRID & County	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
B.4.a	South Lake Tahoe Community Playing Field improvements	Partner with LTCC for field improvements and turf replacement. Add second field; place season bubble over field for winter use.				•	•				City, LTCC, Recreation JPA	✓		✓



		partners to renovate and potentially expand the ice rink.							operator, partner			
C.6.a	County park	Evaluate opportunities to address the recreation needs of County residents either through partnership, collaboration or the acquisition and development of new parkland.	•	•	•	•	•		County	✓	✓	✓
B.5.a	Natural areas	Evaluate options to develop low impact recreation at nature parks; develop natural area management plans.		•	•	•			City	✓	✓	
C.2.a	Events venue partnership	Consider a partnership to develop an outdoor amphitheater and events venue. Develop a feasibility study; establish partnership; acquire and develop facility.	•	•	•				City, partners		✓	
C.3.a	Bike and pedestrian crossings	Improve bicycle and pedestrian crossings at major roadways, considering underpasses, overpasses, and signaled crosswalks.	•	•	•		•		City, partners	✓		
C.3.a	Trailhead development	Work with neighbors to identify and develop a trailhead to minimize unsafe roadside parking and disturbance to local neighborhoods.	•	•	•		•		City & County	✓		
C.3.a	Bike and pedestrian crossings	Improve bicycle and pedestrian crossings at major roadways, considering underpasses, overpasses, and signaled crosswalks at select locations.		•	•		•		City, partners	✓		
C.6.d	Winter recreation facilities	Develop facilities to support recreation in winter and the shoulder season.	•	•	•				City & County	✓	☐	✓
E.3.a	Asset replacement and deferred maintenance fund	Repair and replace old or worn amenities and facilities.					•		City		✓	
E.3.b	Equipment fund	Repair and replace old or worn equipment.					•		City		✓	

<sup>1</sup> Site master plan, open space management plan, or financial feasibility and market analysis.

Table 6-2: Priority Tasks for Operations and Management

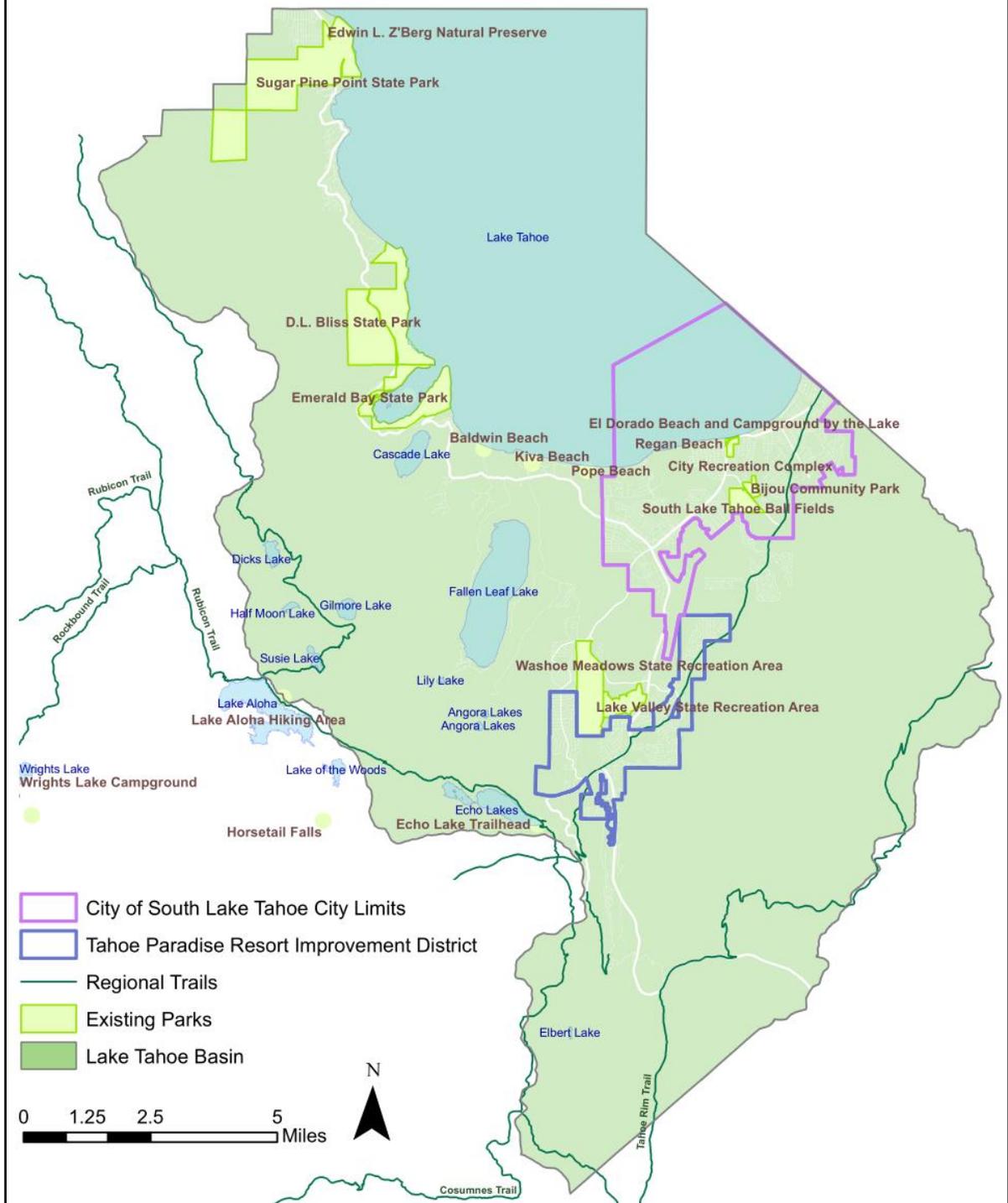
Reference #	PROJECT NAME	PROJECT DESCRIPTION	Non-capital Project	Lead Implementer(s)	STAFFING & OPERATIONS REQUIREMENT		
					Maintenance	Management/Admin.	Programming
	<b>Quick Wins (Year 1)</b>						
A.1.a	Consortium organization	Investigate interest to organize a bi-state multi-jurisdictional consortium.	•	MPAC & City		✓	
A.1.b	Consortium services	Identify services to be provided by the consortium.	•	Consortium		✓	
A.1.c	Consortium participation model	Determine organizational structure. Identify funding and staffing (if any).	•	Consortium		✓	
B.1.b	Recreation & Swim Complex renovation	Host community meetings; conduct a financial feasibility analysis and master plan for renovation.	•	City	<input type="checkbox"/>	✓	<input type="checkbox"/>
B.2.c	Trail maintenance	Improve maintenance to increase trails access. Expand snow removal.	•	City, County, others	✓		
B.3.a	Bijou Park development	Authorize Bike Park to proceed. Strengthen operations agreements with concessionaire and partners.	•	City	<input type="checkbox"/>	✓	<input type="checkbox"/>
B.4.b	Regan Beach restoration	Host community meetings as part of the master planning process.	•	City	<input type="checkbox"/>	✓	
C.1.a	Park standards update	Amend park classifications, park standards, and facility guidelines.	•	City & County		✓	
D.1.b	Online reservation system	Implement online reservation system. Track costs, revenue and participation to inform program decisions.	•	City		✓	
E.1.a	City staff increase	Evaluate and hiring necessary staffing.	•	City		✓	

E.1.b	County staff increase	Hire a Senior Engineering Technician.	•	County		✓	
E.4.a	Park modification proposal process	Adopt and apply the standardized process for community-built facilities in parks.	•	City			
<b>Short Term Initiatives (2-5 Years)</b>							
A.1.c	Consortium participation model	Continue consortium meetings and organization formation.	•	Consortium		✓	
A.1.d	Consortium service implementation	Establish an annual allowance. Implement agreed-upon services.	•	Consortium		✓	
A.1.e	Performance measures	Identify measures to track consortium performance.	•	Consortium		✓	
A.2.a	Consortium website	Develop a shared website with an online facility reservation system.	•	Consortium		✓	
A.2.b	Consolidated information	Consolidate and produce recreation information (i.e., brochures, maps, trail guides).	•	Consortium		✓	
A.2.f	Wayfinding system	Develop a signage template and regional wayfinding maps.	•	Consortium		✓	
<b>Short Term Initiatives (Continued)</b>							
B.2.a	Trail inventory	Update the trail inventory and assess the condition existing trails.	•	City	☐	✓	
C.1.b	Design guidelines	Create park design and development guidelines to ensure quality construction.	•	City		✓	
C.1.d	Large facility management	Bring in outside experts when needed to plan, develop and manage of large revenue-generating facilities.	•	City		✓	
C.1.e	Water efficiency program	Implement a water efficiency program in compliance with best practices and State water conservation mandates.	•	City & County		✓	
C.1.f	Sustainability/best practices	Incorporate sustainability measures and environmental best practices in park improvements.	•	City & County		✓	
D.1.a	Cost recovery improvements	Set customized cost recovery goals for program and event services.	•	City		✓	
D.2.a/b	Recreation Center program expansion	Increase indoor recreation and aquatics programming and events, in conjunction with Recreation & Swim Complex renovation.	•	City			✓
D.2.c	Special events policy revisions	Identify the City and consortium's roles in providing events. Increase event cost recovery.	•	City & Consortium		✓	✓

D.4.a	Customer service for diverse populations	Provide recreation signage and information in English and Spanish. Add visual cues.	•	City		✓	
D.4.b	Program enhancement for diverse populations	Provide programs for targeting different ages and cultural groups.	•	City			✓
E.1.a	City staff increase	Increase administrative, supervisory and maintenance and programming staff now and as new facilities are added.	•	City		✓	
E.1.b	County staff increase	Hire a dedicated Eastern Slopes park manager.	•	County		✓	
E.2.a	Tiered maintenance system	Establish tiered maintenance classifications considering revenue generation, visitation levels, nature value and recreation value.	•	City		✓	
E.2.b	Maintenance funding targets	Increase maintenance funding for high-use sites; decrease maintenance at other sites.	•	City		✓	
E.3.a	Asset replacement and deferred maintenance fund	Establish a fund and schedule to address deferred maintenance, asset preservation and capital replacement.	•	City		✓	
E.3.b	Equipment replacement fund	Establish a fund and schedule to repair and replace old or worn equipment.	•	City		✓	
E.3.c	Facility use fees	Add a surcharge to cover asset repair and replacement in all event and program fees.	•	City		✓	
E.5.a	Business plan development	Develop a business plan for park and facility administration, management and operations.	•	City		✓	
E.4.b	Community-built facilities MOUs	Create memorandums of understanding, addressing improvements, maintenance, operations, and programming.	•	City	☐	✓	☐
<b>Long Term Initiatives (6-10 Years)</b>							
A.3.a	Recreation brand development	Work with partners and LTVA to re-brand the South Shore.	•	LTVA & Consortium		✓	
A.3.b	Marketing materials	Create marketing materials with new brand.	•	LTVA & Consortium		✓	
A.3.c	International marketing	Craft a marketing approach to reach the international market.	•	LTVA & Consortium		✓	
B.5.a	Natural area reclassification and management	Develop natural site management plans for Lake Christopher Meadow and Highland Woods; reclassify other existing sites.	•	City & partner	☐	✓	

C.2.a	Events venue partnership	Seek out potential partners for an outdoor amphitheater/ events venue. Establish a partnership agreement.	•	City		✓	
D.1.c	Strategic programs partnership	Continue to partner in recreation programs and events where there is a return on the investment.	•	City			✓
D.1.c	Core program areas	Increase and improve programs and events in core areas.	•	City			✓
D.2.a/b	Recreation Center program expansion	Increase indoor recreation and aquatics programming and events, in conjunction with Recreation & Swim Complex renovation.	•	City			✓
D.2.d	Outdoor recreation expansion	Expand youth and adult, seasonal and year-round outdoor recreation nature, interpretive and trail programs	•	City & partners			✓
D.3.a	Indoor and outdoor programs expansion	Increase programs that serve a range of skill levels and support skill development.	•	City & partners			✓
E.4.c	County community-built policies	Determine if the County needs a procedure to approve community-built parks and trails at County parks.	•	County		✓	

# South Lake Tahoe Parks, Trails & Recreation Master Plan



The Planning Area includes the City of South Lake Tahoe and the portion of El Dorado County that lies within the Tahoe Basin. This area contains a mixture of uses, including residential, commercial, public-quasi public (including the Lake Tahoe Airport), tourism, transportation, recreation, vacant land and open space. Major roadways in the Planning Area consist of State Route 89 (SR 89) and US Highway 50 (US 50). Existing commercial development and tourist accommodations (i.e., hotels and motels) are primarily located along the US 50 corridor, while residential, recreation, and public land uses are spread throughout the Planning Area. The natural features in the Planning Area include Lake Tahoe, Upper Truckee River, Trout Creek, and major vegetation communities consisting of Jeffrey pine forest, sagebrush, perennial grasslands, wetland, and riparian areas

Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements): Adoption of the Master Plan will require approval only from the City and County. Implementation of projects recommended in the Master Plan may require approval from:

Tahoe Regional Planning Agency

Lake Tahoe Unified School District

California Department of Transportation (Caltrans)

US Forest Service

California Tahoe Conservancy

State Water Resources Control Board

Regional Water Quality Control Board – Lahontan

California Department of Fish & Wildlife

U.S. Army Corps of Engineers

U.S. Fish and Wildlife Service

Area service districts (e.g., South Tahoe Public Utility District, Liberty Energy, Southwest Gas)

Tahoe Paradise Park Association

El Dorado County Air Quality Management District

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 3 for additional information.

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

**DETERMINATION:**

On the basis of this initial evaluation:

<input type="checkbox"/>	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/>	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.
<input type="checkbox"/>	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
<input type="checkbox"/>	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.
<input type="checkbox"/>	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature:	Date:
Printed Name:	For:

**CEQA Environmental Checklist**

This checklist identifies physical, biological, social and economic factors that might be affected by the proposed project. In many cases, background studies performed in connection with the projects indicate no impacts. A NO IMPACT answer in the last column reflects this determination. Where there is a need for clarifying discussion, the discussion is included either following the applicable section of the checklist or is within the body of the environmental document itself. The words "significant" and "significance" used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>I. AESTHETICS: Would the project:</b>				
a) Have a substantial adverse effect on a scenic vista	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**REGULATORY FRAMEWORK**

California's Scenic Highway Program

The State of California has designated SR 89 and US 50 located within the Master Plan area as California Scenic Highways.

TRPA Lake Tahoe Basin Regional Plan

The Lake Tahoe Basin Regional Plan (Regional Plan), developed by TRPA, establishes environmental threshold carrying capacities while providing opportunities for orderly growth and development. TRPA has established thresholds associated with scenic resources. Thresholds are established for roadways, Lake Tahoe shoreline, bike paths, outdoor recreation areas, and community design. The Scenic Quality Improvement Program (SQIP) has been developed as a part of the Regional Plan to provide a program for implementing physical improvements to the built environment in the basin in order to assist in the attainment of scenic quality thresholds. The program specifically addresses scenic resources for the 23 roadway and 4 shoreline landscape units that do not meet scenic quality thresholds. This includes roadway units 1 (Tahoe Valley), 7 (Meeks Bay), 32 (Casino Area), 33 (The Strip), 35 (Al Tahoe), 36A (Airport Area) 36C (Meyers), and 45 (Pioneer Trail North) that are within the Planning Area. It also includes one Shoreline Unit, Unit 9 (Rubicon Bay). TRPA has also adopted development and design standards to ensure that development is designed and constructed consistent with the provisions of the Regional Plan regarding scenic resources. This includes standards for height, tree removal, site design, building design, landscaping, exterior lighting, signage, scenic quality, scenic highways, soil and vegetation protection, and scenic quality review for shoreland areas.

### City Municipal Code

The City has adopted development and design standards, which also replace those applicable standards in the TRPA Code of Ordinances. The purpose of the City standards is to protect the visual quality of the natural landscape while accommodating sensitive development and land uses. The standards in the City Code include site design, building design, setbacks for buildings and structures, snow storage, landscaping, exterior lighting, and street right-of-way improvements,

### El Dorado County

The County has several standards and ordinances that address issues relating to visual resources. Many of these can be found in the County Zoning Ordinance (Title 130 of the County Code). The Zoning Ordinance consists of descriptions of the zoning districts, including identification of uses allowed by right or requiring a special-use permit and specific development standards that apply in particular districts based on parcel size and land use density. These development standards often involve limits on the allowable size of structures, required setbacks, and design guidelines. Included are requirements for setbacks and allowable exceptions, the location of public utility distribution and transmission lines, architectural supervision of structures facing a state highway, height limitations on structures and fences, outdoor lighting, and wireless communication facilities. Scenic views and resources of significance in El Dorado County include Highway 50 east of Placerville (state-designated scenic highway) including Sierra Nevada ridgelines and peaks, Horsetail falls, and Christmas Valley and Lake Tahoe from Echo Summit.

### **IMPACT ANALYSIS**

- a. The Master Plan provides recommendations that are intended to enhance existing parks and recreation facilities as well as provide new park and recreation facilities in the Plan area. New facilities identified in the Master Plan could maintain open and natural settings, such as trail improvements, or require the development or expansion of buildings, such as Recreation Center improvements, expansion of the ice rink, or an event venue. New or expanded facilities are expected to be low-rise in character and no specific facilities are expected to require tall structures that would interrupt or block views. Because of the low-rise character of recreational facilities, scenic vistas would continue to be available from important viewpoints. In addition, new and expanded facilities would be widely dispersed throughout the Plan area and would not all be visible within a single field of view. New structures would be required to comply with TRPA regulations for the protection of scenic vistas as well as City and County design standards. Because new or expanded facilities would be generally low-rise, widely dispersed and subject to TRPA scenic protection regulations and local design standards, impacts with respect to scenic vistas would be less than significant.
- b. The majority of existing park and recreation facilities identified in the Master Plan as needing upgrades or expansion are not visible from Hwy 89 or Hwy 50. However, the Campground and Lakeview Commons are adjacent to Hwy 50 as it goes through the City. New facilities where a specific location has not been identified, such as a County park and an event venue, could potentially be visible from these scenic highways as well. Implementation of the Master Plan may require tree removal for new or expanded facilities or for renovation of existing parks.

As described in Question a), improvements to existing facilities and new development would be subject to scenic standards of the TRPA as well as City or County design standards. The TRPA Code of Ordinances specifically regulates tree removal, requires a permit review for removing trees larger than 14 inches dbh and prohibits removal of trees 30 inches dbh unless no alternative is feasible. TRPA Code also requires the preservation of trees that provide screening of structures from views of Lake Tahoe and requires re-vegetation of areas disturbed during construction activities. Development of new facilities or modification of existing facilities would require compliance with TRPA regulations that minimize scenic and tree removal impacts with respect to scenic highways. However, due to the unknown amount of tree removal required for implementation of this Plan, Mitigation Measure AES-1 is proposed.

**Mitigation Measure AES-1: Retain trees and shrubs to the maximum extent feasible. Where a project requires the removal of trees a tree survey and tree removal plan shall be prepared. The tree removal plan and project site plan shall be analyzed to retain at least 15% of the existing trees greater than 14 inches dbh within 50 feet of Hwy 89 or Hwy 50.**

- c. Future development and/or expansion of individual facilities have the potential to change the visual quality or character of development sites and their surroundings. See responses to Questions a) and b) for a discussion of scenic vistas, tree removal, and re-vegetation. New or expanded facilities would be subject to City, County, and TRPA permitting and plan review requirements and required to comply with design and development standards adopted to minimize impacts of development on the visual character of the area. Compliance with these regulations would prevent significant impacts to the visual character of the area.
- d. The master Plan includes recommendations that could include the installation of new light sources such as an event venue, bike park, sports field improvements, and a new County Park. These uses may require lighting for security, way-finding, or night time use. New lighting has the potential to create glare and affect nighttime views in the area. TRPA, City and County regulations require all new light fixtures to be directed downwards, have light cutoff design or cutoff shields, and minimize light spray off-site, with the exception of lights for the illumination of public roads in the County. Permitting and project review requirements will ensure that new development and expansion or modification of existing facilities would comply with these regulations and impacts would remain less than significant.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
--------------------------------	---------------------------------------	------------------------------	-----------

II. AGRICULTURE AND FOREST RESOURCES: In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?
- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- |  |                          |                                     |                          |                                     |
|--|--------------------------|-------------------------------------|--------------------------|-------------------------------------|
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            |

**REGULATORY FRAMEWORK**

Although both agriculture and forestry are regarded as fundamental components of El Dorado County's rural character and way of life, neither agriculture nor timber production is extensively practiced in the Lake Tahoe Basin. There is little agricultural activity within the basin with the exception of minor grazing activity, which is permitted under the TRPA Code of Ordinances. Timber production is generally not permitted in the Lake Tahoe Basin, as TRPA regulations are directed at restoring the health and vitality of the basin's forest resources, which had become degraded by historic logging activities (18.3 TRPA Code of Ordinances).

Because of the ecological significance and sensitivity of lands in the region, both the State of California and the USFS have conducted land acquisition programs in the basin. Approximately 87% of the land in the Lake Tahoe Basin is owned by state or federal governments, and the majority is managed by the USFS and is undeveloped.

State of California

The Farmland Mapping and Monitoring Program (FMMP) was established in 1982 in response to a critical need for assessing the location, quality, and quantity of agricultural lands and conversion of these lands over time. The FMMP produces maps and statistical data used for analyzing impacts on California's agricultural resources. Agricultural land is rated according to soil quality and irrigation status; the best quality land is called Prime Farmland.

The California Land Conservation Act of 1965--commonly referred to as the Williamson Act--enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments which are much lower than normal because they are based upon farming and open space uses as opposed to full market value.

Logging on private and corporate land in California is regulated by the 1973 Z'berg-Nejedly Forest Practice Act. This Act established the Forest Practice Rules (FPRs) and a politically-appointed Board of Forestry to oversee their implementation. The California Department of Forestry (CALFIRE) works under the direction of the Board of Forestry and is the lead government agency responsible for approving logging plans and for enforcing the FPRs.

Tahoe Regional Planning Agency

The TRPA Regional Plan land use designations include Conservation areas. Conservation areas are defined as:

“...non-urban areas with value as primitive or natural areas, with strong environmental limitations on use, and with a potential for dispersed recreation or low intensity resource management. Conservation areas include (1) public lands already set aside for this purpose, (2) high-hazard lands, stream environment zones, and other fragile areas, without substantial existing improvements, (3) isolated areas which do not contain the necessary infrastructure for development, (4) areas capable of sustaining only passive recreation or non-intensive agriculture, and (5) areas suitable for low-to moderate resource management.”

TRPA Code Chapter 61 regulates the removal of trees in the Tahoe Basin with the purpose of regulating the management of forest resources to achieve and maintain the environmental threshold standards for species and structural diversity, to promote the long-term health of natural resources, to restore and maintain suitable habitats for native wildlife species, and to reduce accumulations of hazardous fuels in order to decrease the likelihood of catastrophic wildfire events.

### **IMPACT ANALYSIS**

- a. The Planning Area primarily consist of already developed land 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.
- b. Within the El Dorado County portion of the Planning Area there are two properties identified on the 2013/2014 Land Conservation Act map published by the California Natural Resources Agency. One property consists of four parcels, totaling 211 acres, located along the Upper Truckee River north of the Lake Tahoe Airport (APNs 031-02-048, -046, -023, and 03209014) and is in a Farmland Security Zone status. This land is enrolled in the Williamson Act program with a 20 year contract. The second parcel is 500 acres and is located in the Cold Creek and High Meadow Road area. This parcel has a non-renewal status. All of these parcels have the TRPA land use designation of Conservation. The proposed Master Plan includes recommendations to enhance trail based recreation opportunities, including mountain biking and backcountry skiing which could affect rural properties in the plan area. Mitigation Measure AG-1 described below would ensure that the potential for conflict with Williamson Act contracts would not occur.

**Mitigation Measure AG-1. Any recreation uses proposed on properties under Williamson Act Contract is subject to the County finding that the proposed use would be consistent with the allowed use of the land as described in the associated Contract.**

- c. No unincorporated land within the Tahoe Basin of the County is designated a Timber Preserve Zone (TPZ), a zone designation that allows growing, harvesting and processing of forest products. No land located within the City limits is currently classified as forest land, timberland, or timberland zoned for production.

TRPA policies limit harvesting of timber and are directed at restoring the health and vitality of forest resources. The focus on preserving natural and aesthetic resources and prohibition on subdivision in the basin reduces the risk that the small number of existing agricultural lands would be converted to other uses. Any parks or recreation facilities would be required to comply with the TRPA code. In addition, although some facilities may impact small amounts of agricultural or forest land, the appeal of these facilities would likely center heavily on the natural surroundings, forests, and open spaces. Therefore, any trails or parks would help to preserve surrounding areas rather than having any immediate or cumulative effect of rezoning these areas.

- d & e) There is potential that the development of new parks and trails on vacant land could result in the removal of trees. However, project implementation is anticipated to be implemented in a manner that would avoid or strictly limit removal of individual trees, avoiding significant loss or conversion of forest land. Tree removal on private property in the Tahoe Basin is regulated by the TRPA and Calfire where there are specific requirements for tree preservation and compliance with forest

practice rules. Mitigation Measure AES-1 requires that trees be retained on any project site associated with implementation of the Master Plan. Therefore, the Master Plan would have a less than significant impact with respect to forest land, timberland, or timberland zoned for production.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
--------------------------------	---------------------------------------	------------------------------	-----------

III. AIR QUALITY: Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- |   |                          |                                     |                                     |                          |
|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Conflict with or obstruct implementation of the applicable air quality plan?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| d) Expose sensitive receptors to substantial pollutant concentrations?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**REGULATORY FRAMEWORK**

The Lake Tahoe Air Basin comprises the surface of Lake Tahoe and land up to the surrounding rim of mountain ridges. The Master Plan area is located in the southwestern portion of the air basin. Sources of pollutants in the County are vehicle emissions, residential wood-burning stoves, and construction activities that periodically take place in developed areas. Excess wintertime concentrations of CO occur in the more congested/populated areas of the Tahoe basin, primarily at South Lake Tahoe, from vehicles and residential wood stoves and fireplaces.

Air quality in the project area is regulated by the El Dorado County Air Quality Management District and the Tahoe Regional Planning Agency. California Air Resources Board and local air districts are responsible for overseeing stationary source emissions, approving permits, maintaining emissions inventories, maintaining air quality stations, overseeing agricultural burning permits, and reviewing air quality-related sections of environmental documents required to comply with CEQA. The AQMD regulates air quality through the federal and state Clean Air Acts, district rules, and its permit authority. National and state ambient air quality standards (AAQS) have been adopted by the Environmental Protection Agency and State of California, respectively, for each criteria pollutant: ozone, particulate matter, carbon monoxide, nitrogen dioxide, and sulfur dioxide. In the Lake Tahoe Air Basin portion of the county, the Tahoe Regional Planning Agency (TRPA) takes air quality into consideration in its planning and permitting activities. Because the TRPA’s authority is granted directly from Congress, the TRPA has the authority to adopt air quality and other environmental quality thresholds, and to enforce ordinances designed to achieve the thresholds.

The Environmental Protection Agency and State also designate regions as “attainment” (within standards) or “nonattainment” (exceeds standards) based on the ambient air quality. The County is in nonattainment status for both federal and state ozone standards and for the state PM10 standard, and is in attainment or

unclassified status for other pollutants. The air quality monitoring station is located in South Lake Tahoe and measures both PM 2.5 and PM 10. The Lake Tahoe Air Basin currently violates the State 24-hour PM10 standard, but does not violate the annual average standard. The entire air basin is designated as non-attainment-transitional for ozone, non-attainment for PM10, and attainment for carbon monoxide, nitrogen dioxide, sulfur dioxide, sulfates, lead, and PM2.5 (California Air Resources Board 2013). Both County and TRPA thresholds are included in the chart below.

Criteria Pollutant	El Dorado County Threshold		Tahoe Regional Planning Agency Threshold	
Reactive Organic Gasses (ROG)	82 lbs/day		82 lbs/day	
Nitrogen Oxides (NOx)	82 lbs/day		82 lbs/day	
Carbon Monoxide (CO) (Lake Tahoe Basin)	8-hour average: 6 parts per million (ppm)	1-hour average: 20 ppm	8-hour average: 6 parts per million (ppm)	1-hour average: 20 ppm
Particulate Matter (PM10):	Annual geometric mean: 30 µg/m3	24-hour average: 50 µg/m3	Annual arithmetic mean: 20 µg/m3	24-hour average: 50 µg/m3
Particulate Matter (PM2.5):	Annual arithmetic mean: 15 µg/m3	24-hour average: 65 µg/m3	Annual arithmetic mean: 12 µg/m3	24-hour average: 65 µg/m3
Ozone	8-hour average: 0.12 ppm	1-hour average: .09	8-hour average: .07 ppm	1-hour average: .08

The El Dorado County AQMD Guide to Air Quality Assessment (2002) specifies significance criteria and quantitative thresholds for daily emissions resulting from construction and project operations. If emissions exceed 82 pounds per day for ROG or NOx, they have the potential to result in a significant air quality impact. The guide includes a Table (Table 5.2) listing project types with potentially significant emissions, though there is no listing for parks, trail heads, or recreational facilities. ROG and NOx Emissions may be assumed to not be significant if:

- The project encompasses 12 acres or less of ground that is being worked at one time during construction;
- At least one of the recommended mitigation measures related to such pollutants is incorporated into the construction of the project; or
- The project proponent commits to pay mitigation fees in accordance with the provisions of an established mitigation fee program in the district (or such program in another air pollution control district that is acceptable to District)
- Daily average fuel use is less than 337 gallons per day for equipment from 1995 or earlier, or 402 gallons per day for equipment from 1996 or later

If the project meets one of the conditions above, APCD assumed that exhaust emissions of other air pollutants from the operation of equipment and vehicles are also assumed to not be significant. For Fugitive dust (PM10), if dust suppression measures will prevent visible emissions beyond the boundaries of the project, further calculations to determine PM emissions are not necessary. For the other criteria pollutants, including CO, PM10, SO2, NO2, sulfates, lead, and H2S, a project is considered to have a significant impact on air quality if it will cause or contribute significantly to a violation of the applicable national or state ambient air quality standard(s). The determination of whether emissions of these pollutants will cause or contribute to a violation of an applicable AAQS, with applicable mitigation measures, is to be completed on a project-specific basis.

Construction of the parks, trails, or recreational facilities may also be subject to mandatory AQMD rules. These include Rule 223 regarding fugitive dust, Rule 215 regarding the application of architectural coatings, and Rule 224 regarding cutback and emulsified asphalt paving materials. Projects in the County also analyze potential air quality impacts through the use of the El Dorado County AQMD Guide to Air Quality Assessment: Determining Significance of Air Quality Impacts Under the California Environmental Quality Act (APCD CEQA Guide).

Naturally occurring asbestos (NOA) is also a concern in El Dorado County because it is known to be present in certain soils and can pose a health risk if released into the air. The AQMD has adopted an El Dorado County Naturally Occurring Asbestos Review Area Map that identifies those areas more likely to contain NOA (El Dorado County 2005). However, NOA Areas are concentrated in the western part of the county and do not occur in the Lake Tahoe Area.

Best Management Practices (BMPs) related to air quality from the TRPA Handbook of Best Management Practices and BMPs to address fugitive dust are described in the EDCAQMD Rule 223. Compliance with the TRPA Air Quality Plan will lead to the attainment of the TRPA threshold standards and, therefore, federal and state air quality standards.

## **IMPACT ANALYSIS**

a & b) The majority of the projects listed in the Master Plan would consist largely of outdoor activities like parks, play areas, trails, and sports facilities. These projects may have ancillary uses associated with them that could produce small quantities of criteria pollutants, such as barbecues or public restrooms. Details for individual projects will be determined as part of individual project plans, but are not anticipated to violate standards or contribute substantially to a violation. An exception may be the amphitheater or events venue, which could produce substantial emissions. The size and scope of this facility is yet to be determined. Individual projects will require compliance with EDCAQMD and TRPA regulations through the permitting process to ensure that the project will not conflict with or obstruct implementation of the air quality plans, will not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Although no site-specific projects are approved with adoption of the Master Plan, adoption would result in the eventual development of parks, trails, and recreation facilities throughout the Tahoe Basin. According to the APCD CEQA Guide, common construction activities generate emissions from the use of combustion engines (ROG, NOx, CO, Sox, PM10) from mobile heavy-duty diesel and gasoline-powered equipment, and worker commuter trips; fugitive dust (PM10) from soil disturbance or demolition; and evaporative emissions (ROG) from asphalt paving and agricultural coating applications. Future construction activities would result in short-term increases in emissions from the use of heavy equipment that generates soil disturbance, dust, exhaust, and construction traffic. These activities would create short-term increases in particulate matter (PM10 and PM2.5) and would generate both reactive organic compounds (ROG) and nitrogen oxides (NOx) emissions from vehicle and equipment operation. The AQMD rules would apply to these individual projects, including Rule 223, which regulates fugitive dust in general and during construction. In compliance with Rule 223-1, a fugitive dust plan will be prepared and submitted to the County AQMD for approval prior to construction of any project. The temporary increase in air pollutant emissions associated with construction activities could result in significant

contributions to cumulative pollutant levels in the region. Future projects associated with the Master Plan would be required to be consistent with applicable air quality plans, which would reduce the risk of air quality impacts. Additionally, the following mitigation measures would reduce the impacts to a less-than-significant level.

**Mitigation Measure AQ-1:** In accordance with County AQMD standards, All mass grading operations shall provide a plan for approval by the County AQMD demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, will achieve a project-wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most recent CARB fleet average at the time of construction. Acceptable options for reducing emissions include the use of late-model engines, low-emission diesel products, alternative fuels, particulate matter traps, engine retrofit technology, after-treatment products, and/or other options as become available.

**Mitigation Measure AQ-2:** In accordance with County AQMD standards, any mass grading operations shall ensure that emissions from off-road diesel powered equipment used on the project site do not exceed 40% opacity for more than 3 minutes in any one hour. Any equipment found to exceed 40% opacity (or Ringlemann 2.0) shall be repaired immediately, and the County AQMD shall be notified within 48 hours of identification of noncompliant equipment. The above recommendations shall not supersede other County AQMD or state rules and regulations.

**Mitigation Measure AQ-3:** In accordance with County AQMD standards, the primary contractor shall be responsible for ensuring that all heavy-duty equipment is properly tuned and maintained, in accordance with manufacturers' specifications.

- c) As discussed under item a & b) above, future project construction activities would likely cause short-term air quality impacts. However, it would not result in long-term or cumulatively considerable increases in air quality pollutant emissions for which El Dorado County is currently in nonattainment (ozone precursors and PM10). The Master Plan includes several potential parks, trails, and other recreational destinations to serve visitors and residents of the area. Although these potential destinations may generate additional trips or increase vehicle miles traveled (VMT) in some cases, an enhanced network of trails will also provide an alternate mode of transit which will allow users to travel without using their automobiles. The addition of parks and recreational facilities could draw more users to the area, and the added vehicle or airplane travel would have an impact which could be significant. Master Plan project implementation may also bring recreation and entertainment opportunities closer to residential areas, reducing the distances traveled. Trip generation will be included in project-specific impact analysis. Campground upgrades in the area may include campfire areas, which have the potential to impact air quality when in use. However, as is common throughout California, campground fire pit use can be limited to certain days or times of day so as to not contribute to unhealthy pollution levels. As discussed in item a) above all future projects would be evaluated on a project-specific basis, include detailed control or mitigation measures, and be required to comply with air quality standards. Compliance with EDCAQMD and TRPA regulations through the permitting process will ensure that the Project will not result in a cumulatively considerable net increase of any criteria for which the Project region is in non-attainment. With the incorporation of mitigation measures, the impact would be less than significant.

**Mitigation Measure AQ-4:** A Traffic Study, as required by Mitigation Measure TT-1, shall be used to determine the number a vehicle trips to calculate mobile source emissions to ensure that daily operation emissions do not exceed significance thresholds as determined by AQMD standards.

**Mitigation Measure AQ-4:** A Wood Burning Management Plan shall be developed for all projects associated with the implementation of the Master Plan that include new campfires or wood burning appliances. The Wood Burning Management Plan shall include limitations on the use of campfires or wood burning appliances during high fire danger and poor air quality conditions.

- d) Dust during construction, sensitive receptors for air pollutants include residences, schools, parks, hospitals, and other land uses where children or the elderly congregate, or other outdoor activities. Residents and recreationists near potential future project construction sites could be exposed to temporary air pollutants from construction activities, such as fugitive dust, ROG, NOx, and carbon monoxide. Construction activities would be temporary, and compliance with AQMD Rules would also ensure fugitive dust from construction activities remains within the project area or within 50 feet of disturbed areas. This impact would be less than significant.
- e) Construction of future projects may involve the use of gasoline or diesel-powered equipment that emits exhaust fumes. Trail or other project construction could also involve asphalt paving, which has a distinctive odor during application. These activities would take place intermittently throughout the construction process, and persons near the construction work area may find these odors objectionable. However, the associated odors would dissipate within the immediate vicinity of the work area. No potential projects included in the Master Plan would result in sources of objectionable odors that would occur outside the construction period. The infrequency of the emissions, rapid dissipation of the exhaust into the air, and short-term nature of the construction activities would result in less than significant odor impacts.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

IV. BIOLOGICAL RESOURCES: Would the project:

- |  |                          |                                     |                                     |                                     |
|--|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

The eight major coniferous forest habitats in the Plan Area are Douglas-fir, Jeffrey pine, lodgepole pine, red fir, sierra mixed conifer, subalpine conifer, and white fir. The Plan Area also includes aspen habitat. Shrub-dominated habitats are found at scattered locations throughout the Plan Area and include sagebrush, manzanita, ceanothus, alpine dwarf-shrub, montane chaparral, chamise chaparral, and mixed chaparral. There are also areas of wet meadow, lacustrine, sphagnum bog, and riparian vegetative communities.

Important wildlife habitat is found throughout the Plan Area. Coniferous forest and other high-elevation habitats provide important habitat for many wildlife species, both resident and migratory. The black bear is a common visitor to the Plan Area. Common resident birds found at higher elevations in the county include Clark's nutcracker, mountain chickadee, American robin, stellar's jay, mourning dove, northern flicker, dark-eyed junco, warbleing vireo, yellow rumped warbler, red-breasted nuthatch, brown creeper, and Williamson's sapsucker. Common migratory birds found in coniferous forest habitats at high elevations include mountain chickadee, purple finch, northern flicker, Cooper's hawk, sharp-shinned hawk, northern goshawk, and American peregrine falcon, white-crowned sparrow, Hammond's flycatcher, and Lincoln's sparrow. California gulls, mallards and common ravens commonly rest and forage along the shore of Lake Tahoe and other wetland habitats. Bald eagles, Golden eagles, and Osprey also forage in these areas. Song sparrows, Wilson's warblers, ruby-crowned kinglets and barn swallows typify the avifauna of riparian habitat in the undeveloped portions of the Plan Area. Waterfowl in the Plan Area include ducks, geese, shorebirds, loons, grebes, mergansers, rails, gulls, terns and herons. Mammals in the upper montane and subalpine regions include golden-mantled ground squirrel, western gray squirrel, Beldings ground squirrel, alpine chipmunk, and yellow-bellied marmot.

Wildlife diversity is generally high in the lower montane coniferous forest types. Amphibians and reptiles found in lower montane forest and woodlands include Pacific treefrog and rubber boa. Migratory species that use these forests for breeding during summer months include western tanager, Nashville warbler, and black-headed grosbeak. Common mammals in lower montane coniferous forests include mule deer and Douglas' squirrel.

## **REGULATORY FRAMEWORK**

Federal Endangered Species Act (ESA) - The Federal Endangered Species Act (FESA) of 1973 serves to protect species endangered or threatened with extinction. The Act is intended to operate in conjunction with the National Environmental Policy Act (NEPA) to prohibit the "take" of endangered or threatened wildlife species and protect the ecosystems upon which endangered and threatened species depend. "Take" is defined to include harassing, harming, pursuing, hunting, shooting, wounding, killing, trapping, capturing, or collecting wildlife species or any attempt to engage in such conduct (FESA Section 3 [(3)(19)]). Harm is further defined to include significant habitat modification or degradation that results in death or injury to listed species by significantly impairing behavioral patterns (50 CFR §17.3). Harassment is defined as actions that create the likelihood of injury to listed species to such an extent as to significantly disrupt normal behavior patterns (50 CFR 17.3).

Section 404 of the Clean Water Act - Clean Water Act (CWA) §404 guidelines prohibit the issuance of wetland permits for projects that jeopardize the continued existence of any endangered or threatened species or result in the destruction or adverse modification of critical habitat of such species. The U.S. Army Corps of Engineers (Corps) must consult with the U.S. Fish and Wildlife Service (USFWS) when threatened or endangered species may be affected by a proposed project. In the context of the proposed project, FESA would be initiated if development resulted in take of a threatened or endangered species or if issuance of a S404 permit or other federal agency action could result in take of an endangered species or adversely modify critical habitat of such a species.

Bald and Golden Eagle Protection Act - The federal Bald and Golden Eagle Protection Act (16 U.S.C. 668-668c), first enacted in 1940, prohibits "taking" bald eagles, including their parts, nests, or eggs. The Act provides criminal penalties for persons who "take, possess, sell, purchase, barter, offer to sell, purchase or barter, transport, export or import, at any time or any manner, any bald eagle ... [or any golden eagle], alive or dead, or any part, nest, or egg thereof." The Act defines "take" as "pursue, shoot,

shoot at, poison, wound, kill, capture, trap, collect, molest or disturb." The definition for "Disturb" includes injury to an eagle, a decrease in its productivity, or nest abandonment, by substantially interfering with normal breeding, feeding, or sheltering behavior. In addition to immediate impacts, this definition also covers impacts that result from human-induced alterations initiated around a previously used nest site during a time when eagles are not present.

Migratory Bird Act - Raptors (birds of prey), migratory birds, and other avian species are protected by a number of state and federal laws. The Migratory Bird Treaty Act (MBTA) prohibits the killing, possessing, or trading of migratory birds except in accordance with regulations prescribed by the Secretary of Interior.

California Endangered Species Act - The California Endangered Species Act (CESA) was enacted in 1984. CESA is similar to FESA but pertains to state-listed endangered and threatened species. CESA requires state agencies to consult with the California Department of Fish and Game (CDFG) when preparing CEQA documents to ensure that lead agency actions do not jeopardize the continued existence of a listed species or result in the destruction, or adverse modification of critical habitat essential to the continued existence of those species, if there are reasonable and prudent alternatives available (CDFG Code §2080). CESA directs agencies to consult with CDFG on projects or actions that could affect listed species, directs CDFG to determine whether jeopardy would occur and allows CDFG to identify "reasonable and prudent alternatives" consistent with conserving the species. CESA allows CDFG to authorize exceptions to the state's prohibition against take of a listed species if the "take" of a listed species is incidental to carrying out an otherwise lawful project that has been approved under CEQA (DFG Code § 2081). In addition to formal listing under FESA and CESA, species receive additional consideration by CDFG and local lead agencies during the CEQA process. Species that may be considered for review are included on a list of "Species of Concern," developed by CDFG. The list tracks species in California whose numbers, reproductive success, or habitat may be threatened or declining.

Section 401 of the Clean Water Act of 1977 - Section 401 of the Clean Water Act requires any applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into waters of the United States to obtain a certification that the discharge will comply with the applicable effluent limitations and water quality standards.

Streambed Alteration Agreement - Sections 1601 to 1606 of the California Fish and Game Code require that a Streambed Alteration Application be submitted to CDFG for any activity that may substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake. As a general rule, this requirement applies to any work undertaken within the 100-year floodplain of a stream or river containing fish or wildlife resources.

California Native Plant Protection Act - The California Native Plant Protection Act (California Fish and Game Code Section 1900–1913) prohibits the taking, possessing, or sale of any plants with a state designation of rare, threatened, or endangered (as defined by CDFG). The California Native Plant Society (CNPS) maintains a list of plant species native to California that has low population numbers, limited distribution, or are otherwise threatened with extinction. This information is published in the Inventory of Rare and Endangered Plants of California (CNPS 2001). Potential impacts to populations of CNPS-listed plants receive consideration under CEQA review.

Section 3503.5 of the California Fish and Game Code - it is unlawful to take, possess, or destroy any birds in the orders of Falconiformes or Strigiformes (birds of prey) or to take, possess, or destroy the nest or eggs of any such bird except as otherwise provided by this code or any regulation adopted pursuant thereto. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered taking by CDFG.

Fully Protected Species - California statutes also accord fully protected status to a number of specifically identified birds, mammals, reptiles, and amphibians. These species cannot be taken, under any circumstances.

Forest Practice Act - Logging on private and corporate land in California is regulated by the Z'Berg-Nejedly Forest Practices Act (FPA), which took effect January 1, 1974. The act established the Forest Practice Rules (FPRs) and a politically-appointed Board of Forestry to oversee their implementation. The California Department of Forestry (CALFIRE) works under the direction of the Board of Forestry and is the lead government agency responsible for approving logging plans and for enforcing the FPRs. A Timber Harvest Plan (THP) must be prepared by a Registered Professional Forester (RPF) for timber harvest on virtually all non-federal land. The FPA also established the requirement that all non-federal forests cut in the State be regenerated with at least three hundred stems per acre on high site lands, and one hundred fifty trees per acre on low site lands.

TRPA - The Conservation Element, of the TRPA Regional Plan for the Lake Tahoe Basin includes goals and policies for the identification and protection of natural resources. TRPA requires the protection and maintenance of all native vegetation types, regulates the management of forest resources in the Lake Tahoe Basin, sets standards for the preservation and management of wildlife habitats, and requires TRPA approval for tree removal. Specific habitats that are protected include SEZs, movement and migration corridors, critical habitat for any species of concern, snags, and coarse woody debris. In addition, special-interest species, which are locally important because of rarity or other public interest, and threatened, endangered, or rare species designated under state or federal endangered species acts, are protected from habitat disturbance from conflicting land uses. Locally important species of special interest include northern goshawk (*Accipiter gentilis*), osprey (*Pandion haliaetus*), bald eagle, golden eagle, peregrine falcon (*Falco peregrinus anatum*), waterfowl, and mule deer (*Odocoileus hemionus*).

The City and County General Plans also include policies that contain specific, enforceable requirements and/or restrictions and corresponding performance standards that address potential impacts on special-status plant species or create opportunities for habitat improvement.

## IMPACT ANALYSIS

- a. Special-status plant species with the potential to occur in the Master Plan area include broad-nerved hump-moss (CNPS List 2, LBTMU-S), water bulrush (CNPS List 2), and marsh skullcap (CNPS List 2). A majority of the Master Plan projects are anticipated to occur in on existing developed and disturbed areas, and not in SEZs, which these species are associated with. However, there is still limited potential for these species to be impacted.

Special-status wildlife species with the potential to occur in the Master Plan area include Bald Eagle, Little Willow Flycatcher, and Sierra Nevada Red Fox. Bald eagles may be impacted if construction activities occur within 500 feet of the nest (though no active nests have been identified in the area). The little willow flycatcher nests and forages in riparian habitat. Riparian areas occur throughout the Master Plan area. This species may be directly impacted if construction activities occur within 100 feet of the nest or if riparian habitat is disturbed or removed.

The Sierra Nevada red fox may be directly impacted by subsequent development, if this species is found within or adjacent to construction activities. During the breeding season or during hibernation, the species may be rearing young or otherwise unable to relocate from the den, burrow, or other shelter where they are currently residing. If the species is present within a construction zone, construction activities could result in direct mortality of this species. Implementation of projects identified in the Master Plan could directly impact these species by direct take during construction or destruction or degradation of these species' habitat(s).

During project-level planning and evaluation, impacts on species with potential to be affected 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 significant effects on special-status species as a condition of project approval.

The following TRPA regulatory measures would be applicable to any project proposed in the plan area. Chapter 33 of the TRPA Code (Vegetation Protection During Construction) outlines measures that must be taken during construction to protect vegetation. In addition, Chapter 61 of the TRPA Code (Vegetation Protection and Management) further protects vegetation by managing and maintaining vegetation health and diversity including common, rare and sensitive plant species. Chapter 61 of the TRPA Code (Sensitive and Uncommon Plant Protection and Fire Hazard Reduction) also sets forth standards to preserve and manage sensitive plant species and specifically projects and activities that may impact sensitive plants to fully mitigate their significant adverse effects. Section 61.4.5 of the TRPA Code (Revegetation) sets forth standards for revegetation. Chapter 62 (Wildlife Resources) of the TRPA Code contains regulations to protect and enhance the existing diverse wildlife habitats, with special emphasis on protecting or increasing habitats of special significance, such as deciduous trees, wetlands, meadows, and riparian areas.

The City and County General Plans also include policies that contain specific, enforceable requirements and/or restrictions and corresponding performance standards that address potential impacts on special-status plant species or create opportunities for habitat improvement.

The exact locations of new facilities or extent of expansion of existing facilities is not detailed in the Master Plan. Therefore, impacts to special status species or habitat is not possible in this program level analysis. Mitigation Measure BIO-1 is proposed to ensure that potential impacts associated with specific implementing projects are addressed.

**Mitigation Measure BIO-1: Pre-construction surveys, to determine the potential to adversely impact special status species or their habitats, shall be conducted prior to approval of any new facilities identified in the Master Plan. If the results of the survey identify the potential to impact any special status species mitigation measures specified for that particular species shall be adopted and implemented.**

- b. Implementation of construction projects recommended in the Master Plan may result in the loss or degradation of sensitive natural communities, such as riparian habitat and wetland features, and tree removal. Since the exact nature and location of development is not known at this time, the exact amount of acreage lost cannot be verified.

The TRPA Code of Ordinances Chapter 62 (Wildlife Resources) protects and enhances the existing diverse wildlife habitats, with special emphasis on protecting or increasing habitats of special significance, such as deciduous trees, wetlands, meadows, and riparian areas. Section 61.1 (Tree Removal) of the TRPA Code of Ordinances outlines measures to protect existing trees. In addition, Section 33.6 (Vegetation Protection During Construction) and Chapter 61 (Vegetation and Forest Health) of the TRPA Code of Ordinances would further mitigate impacts to sensitive natural communities. Mitigation Measure BIO-1 would address site specific potential impacts to special status species and their habitat, while Mitigation Measure AES-1 will ensure preservation of trees; therefore, impacts to vegetation and habitat from subsequent development would be less than significant.

- c. Habitats within the Plan Area include stream environment zones (SEZs), riparian habitat, and potential jurisdictional wetlands and waters of the U.S., as regulated under Section 404 of the CWA.

SEZs and related hydrologic zones are a sensitive resource that is protected pursuant to TRPA's Regional Plan and the Code of Ordinances. These areas consist of the natural marsh and meadowlands, watercourses and drainage ways, and floodplains which provide surface water conveyance from upland areas into Lake Tahoe and its tributaries. SEZs are determined by the

presence of riparian vegetation, alluvial soil, minimum buffer strips, water influence areas, and floodplains (TRPA, 1986).

Riparian habitat is considered a sensitive natural community by CDFW and TRPA. Wet meadow and aspen are CDFW-designated sensitive natural communities that occur in the region. Aspen groves occur in moist habitats within the plan area.

Any projects implemented under the Master Plan would be required to comply with existing TRPA, federal, and state regulations, permitting requirements, and environmental review procedures that protect SEZs, wetlands, and other sensitive habitats. These regulations and procedures address potential construction-related impacts to SEZs and other sensitive habitats through site-specific environmental review; require development and implementation of project-specific measures to minimize or avoid impacts through the design and permitting process; and require compensatory or other mitigation for any significant effects as a condition of project approval and permitting. Specifically, existing regulations and permitting requirements would minimize the loss of sensitive habitats during construction and provide habitat compensation for the loss of riparian, wetland, and other sensitive habitats through CWA Section 404, TRPA, and other permitting/review processes.

Moreover, the City General Plan includes policies listed in Question a) that contain specific, enforceable requirements and/or restrictions and corresponding performance standards that address potential impacts on wetlands and riparian habitat.

- d. Wildlife movement corridors are routes frequently utilized by wildlife that provide shelter and sufficient food supplies to support wildlife species during migration. Movement corridors generally consist of riparian, woodland, or forested habitats that span contiguous acres of undisturbed habitat. Wildlife movement corridors are an important element of resident species home ranges, including black bear, deer, and coyote.

Because of the historic urban and recreational use of the plan area, including past and on-going motorized and non-motorized use of existing trails and dirt roads, potentially significant impacts to wildlife movement is not expected to result from any of the recommended projects in the Master Plan. Currently, recreational activities including hiking, biking, climbing and riding are taking place throughout the plan area. Thus, any wildlife movement that is occurring today through these areas does so in the presence of humans and their recreational activities, and is expected to continue uninterrupted.

- e. As discussed under Question a) above, implementation of the Master Plan would be required to comply with TRPA, City and County regulations that protect biological resources, including trees. The proposed Master Plan would not conflict with these regulations.
- f. There are no adopted Habitat Conservation Plans or conservation plans in the vicinity of the plan area; therefore, the proposed project would not conflict with such plans. There are no impacts.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
--------------------------------	---------------------------------------	------------------------------	-----------

V. CULTURAL RESOURCES: Would the project:

- |   |                          |                                     |                                     |                          |
|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?    | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |

- c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?
- d) Disturb any human remains, including those interred outside of formal cemeteries?

### REGULATORY FRAMEWORK

The National Register of Historic Places (NRHP) is the nation's master inventory of known historic resources. The NRHP is administered by the National Park Service and includes listings of buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archaeological, or cultural significance at the national, state, or local level. The criteria for listing in the NRHP include resources that:

- A. Are associated with events that have made a significant contribution to the broad patterns of history (events);
- B. Are associated with the lives of persons significant in our past (persons);
- C. Embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction (architecture); or
- D. Have yielded or may likely yield information important in prehistory or history (information potential).

The California Register of Historic Places (CRHP) program encourages public recognition and protection of resources of architectural, historical, archeological and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for state historic preservation grant funding and affords certain protections under the California Environmental Quality Act. The criteria for listing in the CRHP include resources that:

- A. Are associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
- B. Are associated with the lives of persons important to local, California or national history.
- C. Embody the distinctive characteristics of a type, period, region or method of construction or represents the work of a master or possesses high artistic values.
- D. Have yielded, or have the potential to yield, information important to the prehistory or history of the local area, California or the nation.

The State Office of Historic Preservation sponsors the California Historical Resources Information System (CHRIS), a statewide system for managing information on the full range of historical resources identified in California. CHRIS provides an integrated database of site-specific archaeological and historical resources information. The State Office of Historic Preservation also maintains the California Register of Historical Resources (CRHR), which identifies the State's architectural, historical, archeological and cultural resources. The CRHR includes properties listed in or formally determined eligible for the National Register and lists selected California Registered Historical Landmarks.

The Conservation Element of the TRPA Regional Plan provides for the identification and protection of cultural resources. The Code of Ordinances also includes guidelines for the recognition, protection, and preservation of the region's significant historical, archaeological, and paleontological resources. Section 67.3.2 of the TRPA Code of Ordinances requires a site survey to be performed by a qualified archaeologist within a project area of known or newly discovered sites of cultural and/or historic

significance prior to TRPA project approval. The standard also requires consultation with the Washoe Tribe of California and Nevada for the presence of Washoe sites. If resources are discovered and deemed significant, then soil disturbance activity is prohibited until a resource protection plan is prepared that includes measures to protect the resource.

Public Resources Code (Section 5024.1[B]) states that any agency proposing a project that could potentially impact a resource listed on the CRHR must first notify the State Historic Preservation Officer, and must work with the officer to ensure that the project incorporates “prudent and feasible measures that will eliminate or mitigate the adverse effects.”

California Health and Safety Code Section 7050.5 requires that, in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the human remains are discovered has determined that the remains are not subject to the provisions of Section 27491 of the Government Code or any other related provisions of law concerning investigation of the circumstances, manner and cause of any death. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the human remains to be those of a Native American, or has reason to believe that they are those of a Native American, he or she shall contact, by telephone within 24 hours, the Native American Heritage Commission.

Section 5097.98 of the California Public Resources Code stipulates that whenever the commission receives notification of a discovery of Native American human remains from a county coroner pursuant to subdivision (c) of Section 7050.5 of the Health and Safety Code, it shall immediately notify those persons it believes to be most likely descended from the deceased Native American. The decedents may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American remains and may recommend to the owner or the person responsible for the excavation work means for treating or disposing, with appropriate dignity, the human remains and any associated grave goods. The descendants shall complete their inspection and make their recommendation within 24 hours of their notification by the Native American Heritage Commission. The recommendation may include the scientific removal and nondestructive analysis of human remains and items associated with Native American burials.

According to CEQA Guideline Section 15064.5, a “historical resource” is an object, building, structure, site, area, place, record, or manuscript which:

- A. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- B. Is associated with the lives of persons important to our past;
- C. Embodies the distinctive characteristics of a type, period, region or method of construction, or represents the work of an important creative individual, or possesses high artistic value; or
- D. Has yielded, or may be likely to yield, information important in prehistory or history.

The City and County General Plans contain policies describing specific, enforceable measures to protect cultural resources and the treatment of resources when found.

## **IMPACT ANALYSIS**

- a. The proposed Master Plan contains recommendations that involve the reconstruction and expansion of existing facilities as well as new facilities. Previous cultural resources studies completed within the Plan Area indicate that there are areas with the potential for the presence of undiscovered prehistoric sites, historic sites, and historic buildings and structures. Therefore, known and undiscovered prehistoric and historic resources and human remains could be

impacted by the Master Plan. As described above, the City, County and TRPA have historic resource protection policies and standards in place that are designed to ensure that known and undiscovered prehistoric resources, historic resources and human remains are not impacted as a result of a project, activity, or soil disturbance. Compliance with these policies and standards will ensure that potential impacts are less than significant.

- b. The Master Plan contains recommendations for facility improvements and new facilities that would require grading to occur. Project components that include excavations into heavily disturbed soils or fill would have no impact to archaeological resources because resources have likely been displaced from previous disturbances and the potential to encounter resources in fill soils would not be likely. All construction activities that include excavations into native soils would require additional analyses to identify any potential archaeological impacts. For subsequent projects that require excavation activity (e.g., grading, trenching or boring) into native soil, mitigation measure CR-1 is applicable.

**MITIGATION MEASURE CR-1 - An archeological investigation shall be required for all Master Plan projects that require excavation activity into native soil, in accordance with CEQA regulations, for areas not previously surveyed and/or that are determined sensitive for archaeological resources (e.g., undeveloped areas near water features). The preservation of discovered archeologically-significant resources (as determined based on TRPA, State, and Federal standards by a qualified professional) shall be required in place if feasible, or mitigation (avoidance, excavation, documentation, curation, data recovery, or other appropriate measures) shall be required prior to further disturbance.**

- c. Similar to archaeological resources, paleontological resources may be discovered during excavation and grading in native soils. Mitigation Measure CR-1 will ensure that these potential impacts remain less than significant.
- d. Implementation of projects identified in the Master Plan would not disturb any known burial sites. However, if unknown sites of human remains are accidentally encountered during project implementation, mitigation measure CR-2 would reduce potentially significant impacts to human remains to a less than significant level.

**MITIGATION MEASURE CR-2 - If human remains are encountered unexpectedly during construction excavation and grading activities, pursuant to California Health and Safety Code Section 7050.5, ground disturbing activities shall be halted within the area of the human remains and the County Coroner shall be notified. If the remains are determined to be of Native American descent, the coroner shall have 24 hours to notify the California Native American Heritage Commission (NAHC). The NAHC shall identify the person(s) thought to be the Most Likely Descendant of the deceased Native American, who shall have 48 hours from notification by the NAHC to inspect the site of the discovery of Native American remains and to recommend means for treating and disposition, with appropriate dignity, the human remains and any associated grave goods. The remains and associated grave goods shall be reinterred with appropriate dignity on the property in a location not subject to further disturbance. If the remains are determined to be of Native American descent and are located on National Forest lands, the coroner has 24 hours to notify the NAHC and the Lake Tahoe Basin Management Unit (LTBMU) of the discovery. The LTBMU shall take the appropriate steps to comply with the federal Native American Graves Protection and Repatriation Act (NAGPRA).**

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

VI. GEOLOGY AND SOILS: Would the project:

a) Expose people or structures to 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?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

ii) Strong seismic ground shaking?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

iii) Seismic-related ground failure, including liquefaction?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

iv) Landslides?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

b) Result in substantial soil erosion or the loss of topsoil?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

d) 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?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

**REGULATORY FRAMEWORK**

El Dorado County is in the Sierra Nevada geomorphic province of California (El Dorado County 2003). The Sierra Nevada province consists of Pliocene and older deposits that have been uplifted as a result of plate tectonics, granitic intrusion, and volcanic activity. Subsequent glaciation and additional volcanic activity led to the general east-west orientation of stream channels.

Uniform Building Code (UBC) and California Building Code (CBC) - The State regulations protecting the public from geo-seismic hazards, other than surface faulting, are contained in California CR, Title 24, Part 2, the California Building Code and California Public Resources Code, Division 2, Chapter 7.8, the Seismic Hazards Mapping Act. These regulations apply to public buildings and a large percentage of private buildings intended for human occupancy. The California Building Code (CBC) is based on the Uniform Building Code (UBC). The CBC has been modified for California conditions with numerous more detailed and/or more stringent regulations. California Health and Safety Code 19100 et seq., the State Earthquake Protection Law, requires that structures be designed to resist stresses produced by lateral forces caused by wind and earthquakes.

Alquist-Priolo Earthquake Fault Zoning Act of 1972 - Historical seismic activity and fault and seismic hazards mapping in the Plan Area indicate that the area has relatively low potential for seismic activity (El Dorado County 2003). No active faults have been mapped in the Plan Area, and none of the known faults

have been designated as an Alquist-Priolo Earthquake Fault Zone. Several isolated known faults are located in the Lake Tahoe Basin.

The Basin is in the high mountains between the Sierra-Nevada and the Carson Range. Elevation ranges from about 6,200 to 11,000 feet. The area is dominated by steep mountainsides. Small areas of less steep land occur in riparian corridors and meadows and on alluvial flats and outwash plains. There are two main types of geology in the Tahoe Basin. These are igneous intrusive rocks (typically granodiorite) and igneous extrusive rocks (typically andesitic lahar). Small amounts of metamorphic rock occur in the Desolation Wilderness area.

The Seismic Hazards Mapping Act of 1990 (Public Resources Code, Chapter 7.8, Sections 2690–2699.6) - The Seismic Hazards Mapping Act (SHMA) of 1990 (California Public Resources Code, Chapter 7.8, Section 2690-2699.6) provides a statewide seismic hazard mapping and technical advisory program to assist cities and counties in fulfilling their responsibilities for protecting the public health and safety from the effects of strong ground shaking, liquefaction, landslides, or other ground failure, and other seismic hazards caused by earthquakes. Mapping and other information generated pursuant to the SHMA is to be made available to local governments for planning and development purposes. The State requires: (1) local governments to incorporate site-specific geotechnical hazard investigations and associated hazard mitigation, as part of the local construction permit approval process; and (2) the agent for a property seller or the seller if acting without an agent, must disclose to any prospective buyer if the property is located within a Seismic Hazard Zone.

TRPA Initial Environmental Checklist - The proposed Project is within the jurisdiction of the Tahoe Regional Planning Agency (TRPA). TRPA generally requires completion of an Initial Environmental Checklist to identify the various environmental impacts or adverse effects and whether additional environmental review is required. As such, TRPA environmental checklist items are not analyzed below. As individual parks, trails, and recreation projects are proposed for construction, TRPA will have review applications for areas under its jurisdiction.

## **IMPACT ANALYSIS**

a.i) The purpose of the Alquist-Priolo Earthquake Fault Zoning Act (PRC Section 2621-2630) is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. There are two known faults that run near the Plan Area including the inactive West Tahoe Fault, which runs along the western edge of Lake Tahoe, and an unnamed inactive fault. The project area is not located within a delineated Alquist-Priolo Earthquake Fault Zone. The closest Fault Zone to the project area is the Genoa fault located southeast of the area and outside the Tahoe Basin. (Division of Mines and Geology Special Publication 42 and the Index to Official Maps of Earthquake Fault Zones, Hart and Bryant 1997). Therefore, potential impacts are less than significant.

a.ii) According to the California Building Code (CBC), the Lake Tahoe Basin 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 in the area must be designed to meet the regulations and standards associated with Zone D hazards. Compliance with these existing regulations would prevent significant public safety risks or property damage in the event of an earthquake.

El Dorado County and the City have adopted California Building Standards Code ensuring that all new or redeveloped structures would be capable of withstanding anticipated ground shaking in the Region. All future projects would be designed and constructed to minimize risks associated with seismic ground shaking and seismic related ground failure. Therefore the risk of fault rupture and ground shaking is a less than significant impact.

- a.iii) Liquefaction is related to the potential for seismic-related ground shaking and can contribute to public safety and property damage risks. Lateral spreading is typically associated with areas where liquefaction occurs.

No portion of El Dorado County is located in a Seismic Hazard Zone, a regulatory zone that encompasses areas prone to liquefaction and earthquake-induced landslides, based on the Seismic Hazards Mapping Program administered by CGS (DOC 2003).

Hazards associated with seismic-related ground failure are regulated by the California Building Standards Code to ensure that structures are properly designed and constructed to withstand anticipated ground failure. Therefore, the risk of injury or property damage from strong ground shaking or resulting ground failure, liquefaction, or lateral spreading would increase substantially through implementation of the plan. Therefore the impact is less than significant.

- a.iv) The varied topography within the Lake Tahoe Region makes many areas susceptible to landslide hazards. The main hazards are associated with areas of alpine granitic terrains in the Basin are rock falls on steep slopes of massive granite and erosion of decomposed granite on both gentle and steep slopes. the El Dorado County Public Health, Safety, and Noise Element Policy 6.3.2.5 of the General Plan, City General Plan Policy HS-5.2, and 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. Therefore the risk of exposing people or structures to potential landslides in the project area is unlikely and is less than a significant impact.

- b - e) Implementation of the Master Plan may involve eventual construction activities including excavation, trenching, grading, and other ground-disturbing activities which would have the potential to result in soil erosion, or the use of septic tanks or alternative methods of wastewater disposal.

Hydrology and Water Quality regulations and standards are meant to protect of water quality from adverse effects related to land development (such as turbidity caused by sedimentation), however, these measures also reduce the potential for erosion. These regulations include, but are not limited to, the National Pollutant Discharge Elimination System (NPDES) program for management of construction and municipal storm water runoff, as part of the federal Clean Water Act and the State Porter-Cologne Water Quality Act. NPDES is implemented at the State and local level through issuance of permits and preparation of site-specific Storm Water Pollution Prevention Plans (SWPPP) as regulated by the RWQCB.

The City and County Grading, Erosion, and Sediment Control Ordinances establish provisions for public safety and environmental protection associated with grading activities on private property. These ordinances regulate site-specific grading and earthwork, including larger projects or those on steep, unstable, or erodible slopes, and sediment control.

The Master Plan sets forth goals, policies and standards to be implemented for each project. The document itself does not approve projects on a site specific basis, and land that is constrained by the presence of or the potential for substantial soil erosion, loss of topsoil, landslides, lateral spreading, subsidence, liquefaction, collapse, expansive soil, or soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems, may not be suitable for park or trail site development. All Improvements and future park facilities are subject to the provisions of the City and County's Grading and Erosion Control Ordinances, as well as all applicable design standards.

Additionally, all improvements are subject to the National Pollutant Discharge Elimination System (NPDES) program for management of construction and municipal storm water runoff, as part of the federal Clean Water Act and the State Porter-Cologne Water Quality Act. NPDES is

implemented at the State and local level through issuance of permits and preparation of site-specific Storm Water Pollution Prevention Plans (SWPPP) as regulated by the RWQCB. Compliance these standards and ordinances would result in less than significant impacts.

VII. GREENHOUSE GAS EMISSIONS: Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?
- b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

**REGULATORY FRAMEWORK**

Greenhouse Gases (GHGs) are recognized by wide consensus among the scientific community to contribute to global warming/climate change and associated environmental impacts. The major GHGs that are released from human activity include carbon dioxide, methane, and nitrous oxide (Governor's Office of Planning and Research 2008). The primary sources of GHGs are vehicles (including planes and trains), energy plants, and industrial and agricultural activities (such as dairies and hog farms).

Assembly Bill 32, adopted in 2006, established the Global Warming Solutions Act of 2006 which requires the State to reduce greenhouse gas (GHG) emissions to 1990 levels by 2020. Senate Bill 97, adopted in 2007, required the Governor's Office of Planning and Research to develop CEQA guidelines for the mitigation of greenhouse gas emissions or the effects of greenhouse gas emissions. ). No project alone would contribute to a noticeable incremental change to the global climate. However, AB 32 and executive order S-3-05 have established a statewide context for GHG emissions, and an enforceable statewide cap on GHG emissions.

Senate Bill (SB) 375, signed in September 2008, supports the State's climate action goals to reduce greenhouse gas (GHG) emissions through regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. In the absence of adopted local or statewide thresholds, OPR recommends the following approach for analyzing greenhouse gas emissions: Identify and quantify the project's greenhouse gas emissions; assess the significance of the impact on climate change; and if the impact is found to be significant, identify alternatives and/or mitigation measures that would reduce the impact to less than significant levels.

SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a Sustainable Communities Strategy (SCS) or Alternative Planning Strategy (APS), which will prescribe land use allocations in that MPO's Regional Transportation Plan (RTP). On December 12, 2012, the Tahoe Metropolitan Planning Organization adopted its Mobility 2035/Regional Transportation Plan and associated SCS to meet the requirements of SB 375. These requirements are region-wide and apply to El Dorado County.

In addition, TRPA requires measures to reduce GHG emissions and increase efficiency on a project-specific basis and through TRPA approved plans, project-permitting, or projects/programs developed in coordination with local or other governments. In December 2012, TRPA adopted an updated Regional Plan, which, through proposed policies and mitigation measures adopted through environmental review, included additional sustainability policies. Mitigation Measure 3.5-1 of the Regional Plan Update EIS requires TRPA to "coordinate implementation of a GHG Emission Reduction Policy through TRPA-approved plans, project permitting, or projects/programs developed in coordination with local or other governments addressing Best Construction Practices and ongoing operational efficiency within twelve months of adoption of an updated Regional Plan."

TRPA requires implementation of measures for the reduction of GHG emissions generated by demolition and construction activity in the Region and by ongoing building and property operations. GHG reduction

measures include those to minimize construction-related and operation-related GHG Emissions, and include:

- Limit equipment idling time to a maximum of five (5) minutes.
- Recycle or reuse construction waste and demolition material to the maximum extent feasible.
- Use electrified or alternative-fueled construction equipment to the maximum extent feasible.
- Use local and sustainable building materials to the extent possible.
- Use on-site renewable energy, such as photovoltaic systems.
- Exceed building code standards for energy efficiency.
- Install energy efficient appliances and equipment in new buildings.
- Retrofit existing buildings to exceed energy efficiency building code standards.
- Construct new development to allow for electric lawn maintenance and snow removal equipment compatibility.
- Require minimum passive solar design standards in new buildings.
- Expand recycling opportunities and increase recycling infrastructure, including food waste diversion into a composting process.
- Implement water conservation standards in new development

The Lake Tahoe Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) was also adopted in December 2012 concurrent with the Regional Plan Update. The plan included transportation and land use strategies involving growth directed toward urban centers, transfer of development rights incentives, and infrastructure for alternative modes (e.g., bike and pedestrian infrastructure and waterborne transit). The analysis of transportation-related sustainability measures has largely been completed through the Regional Plan Update and RTP/SCS processes. Goals listed in the Sustainability Action Plan (December 2013) included:

- Reduce vehicle miles traveled and increase non-vehicle mode share in the Region.
- Provide access to high-quality non-vehicle travel mode choices for mobility in the Region.
- Promote social equity and fair access to resources for all residents of and visitors to the Region.
- Promote human health by increasing access to community resources, such as parks and trails, neighborhood services, and healthy food choices.

Many of the listed goals and implementation strategies in the Sustainability Action Plan emphasize the use of a pedestrian and bicycle network. The Master Plan serves to contribute to achieving these goals through the establishment of trails, parks, and recreation facilities.

## **IMPACT ANALYSIS**

- a. GHG emissions would occur as a result of potential future projects due to materials used in the construction of park facilities and construction-related equipment emissions. For construction activities considered to be a project under CEQA, GHG emissions will be calculated and analyzed on a project-specific basis. Once the scope of the project is clearly defined, the GHG emissions

will be calculable. These emissions would be short-term and would have small incremental GHG contribution within the context of the region. The release of GHG emissions would discontinue following construction. Some recreational sites would include users driving to a parking area to access a trail or a recreation area, which would also contribute to overall GHG emissions. However, the implementation of the Master Plan will also result in the construction of trails and connected recreational locations, which would facilitate forms of active transportation such as biking and walking and result in fewer emissions overall. However, because specific impacts are unknown, the Master Plan overall has the potential to impact GHG emissions. Mitigation measure GHG-1 below will ensure that impacts are less than significant.

**Mitigation Measure GHG-1: Require all subsequent projects to comply with all applicable portions of SACOG Sustainable Communities Strategy, best management practices, and TRPA GHG reduction measures in order to reduce GHG emissions to the extent possible and feasible. When applicable, consider design elements such as energy-efficient lighting (e.g., LEDs), Energy Star® qualified hard-wired fixtures and appliances, occupant sensors and automatic daylighting control devices, the integration of solar power, and native or drought-tolerant plant and tree species.**

- b. Future potential projects may include small releases of GHG emissions into the environment, as described above. However, implementation of the Master Plan would not generate significant emissions of greenhouse gases and would likely reduce GHG emissions over time, as parks and trails are constructed and connected. Subsequent projects would conform to plans, policies, and regulations that aim to reduce or prevent additional GHG emissions, as specified in Mitigation Measure GHG-1. Therefore, the impact would be less than significant.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

VIII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

- |  |                          |                                     |                                     |                          |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous 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?                                   | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

- f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?
- g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
- h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

## REGULATORY FRAMEWORK

### SUMMARY OF HAZARDOUS MATERIAL REGULATORY AUTHORITY

Regulatory Agency	Authority
Federal Agencies	
Department of Transportation (DOT)	Hazardous Materials Transport Act – Code of federal Regulations (CFR) 49
Environmental Protection Agency (EPA)	Federal Water Pollution Control Act Clean Air Act Clean Water Act Resource Conservation and Recovery Act (RCRA) Comprehensive Environmental Response, Compensation and Liability Act (CERCLA) Superfund Amendments and Reauthorization Act (SARA) Federal Insecticide, Fungicide and Rodenticide Act
Occupational Safety and Health Administration (OSHA)	Occupational Safety and Health Act and CFR 29
Federal Motor Carrier Safety Administration (FMCSA)	Highway routing of hazardous materials, Hazardous materials commercial driver's licenses Highway hazardous materials safety permits Financial responsibility requirements for motor carriers of hazardous materials.

State Agencies	
Department of Toxic Substances Control (DTSC)	California Code of Regulations
Department of Industrial Relations (CAL-OSHA)	California Occupational Safety and Health Act, CCR Title 8
State Water Resources Control Board and Regional Water Quality Control Board	Porter-Cologne Water Quality Act  Underground Storage Tank Law and Oversight of Leaking  Underground Fuel Tank Law
Health and Welfare Agency	Safe Drinking Water and Toxic Enforcement Act
Air Resources Board and Air Pollution Control District	Air Resources Act
Office of Emergency Services	Hazardous Materials Release Response Plans/Inventory Law
Department of Food and Agriculture	Food and Agriculture Code
State Fire Marshal	Uniform Fire Code, CR Title 19

### Fire Hazards

The National Fire Plan provides direction allowing for the identification of communities at risk. Communities at risk are communities in the vicinity of Federal lands where fuel reduction projects are planned or ongoing. Communities at risk were identified to assist with planning fuel reduction projects on Federal lands and increase awareness of wildfire threats in those communities. The City of South Lake Tahoe has been designated as a community-at-risk.

In 1991 the State of California passed legislation authorizing the State's Office of Emergency Services (OES) to prepare a Standard Emergency Management System (SEMS) program which sets forth measures by which a jurisdiction handles emergency disasters. Government Code Sections 8607 and 8607.2 describe disaster preparedness requirements for the State and local agencies; Title 19, Chapters 1 of the California Code of Regulations describes SEMS requirements. The City of South Lake Tahoe and El Dorado County's Emergency Operations Plan currently (2014) complies with OES standards.

The Healthy Forest Restoration Act H.R. 1904 (December 2003) allowed communities to designate their wildlife-urban interface (WUI), authorized fuel reduction projects on Federal lands in the WUI, required Federal agencies to consider recommendations made by communities at risk that have developed Community Wildfire Protection Plans (CWPPs), and gave funding priority to communities that have adopted CWPPs.

California Public Resources Code 4291 (PRC 4291) requires homeowners to address wildland fire hazards through creation of defensible space and other building construction mitigation measures.

On September 20, 2007, the California Building Standards Commission approved the Office of the State Fire Marshal's emergency regulations amending the 2007 California Building Code. The broad objective of the Wildland-Urban Interface Fire Area Building Standards is to establish minimum standards for

materials and material assemblies and provide a reasonable level of exterior wildfire exposure protection for buildings in Wildland-Urban Interface Fire Areas.

### City

In January 2008 the City adopted the new California Fire Code based on the International Fire Code instead of the Uniform Fire Code. The City modified some of its municipal fire codes and ordinances to reflect the State's newly adopted fire protection building standards and defensible space requirements as they apply specifically to the City's fire hazard conditions as identified in CAL-FIRE's Fire Hazard Severity Map.

### County

A map of the fuel loading in the County (General Plan Figure HS-1) shows the fire hazard severity classifications of the SRAs in El Dorado County, as established by CDF. The classification system provides three classes of fire hazards: Moderate, High, and Very High. Fire Hazard Ordinance (Chapter 8.08) requires defensible space as described by the State Public Resources Code, including the incorporation and maintenance of a 30-foot fire break or vegetation fuel clearance around structures in fire hazard zones. The County's requirements on emergency access, signing and numbering, and emergency water are more stringent than those required by state law (Patton 2002). The Fire Hazard Ordinance also establishes limits on campfires, fireworks, smoking, and incinerators for all discretionary and ministerial developments.

### TRPA

In the Tahoe Region, TRPA's natural hazard policies include restrictions on the replacement of structures in identified hazard areas and public education regarding wildfire and fuel management. TRPA has not adopted thresholds related to natural hazards, but TRPA's Regional Plan contains the goal of minimizing the risks from fire and through wildfire hazards management.

### Airport Related Hazards

The purpose of the Airport Land Use Commission (ALUC) Law (Chapter 4, Article 3.5, California Public Utilities Code) is to:

- Protect public health, safety, and welfare through adoption of land use standards that minimize the public's exposure to safety hazards and excessive levels of noise; and
- Prevent the encroachment of incompatible land uses around public-use airports, thereby preserving the utility of these airports into the future.

The City of South Lake Tahoe adopted a Comprehensive Land Use Plan (CLUP) for the Lake Tahoe Airport in July 1990. It has been revised several times, including the most recent revision in May 2007. The CLUP was prepared under the authority of the Airport Land Use Commission law in the California Public Utilities Code. The Lake Tahoe Airport Comprehensive Land Use Plan (CLUP) provides for the orderly growth of the area surrounding the airport while safeguarding the general welfare of the inhabitants within the vicinity of the airport and the public in general. The CLUP does this by encouraging compatible land uses surrounding the airport and regulating structure height and airport related noise exposure.

### **IMPACT ANALYSIS**

- a. Facilities identified for improvement or new construction in the Master Plan would not result in the routine use or generation of hazardous materials that would require transport or disposal. Hazardous materials may be used or encountered during the construction phase of various facilities. These may include, but are not limited to, fuels (gasoline and diesel), paints and paint

thinners, asbestos, and lead. Generally fuels, paints and paint thinners would be used in concentrations that would not pose significant threats during the transport, use and storage of such materials. Furthermore, it is assumed that potentially hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with applicable standards and regulations. Transport of hazardous material would occur on public roads and be subject to Occupational Safety and Health Administration requirements as well as the Department of Toxic Substances Control. Unless specifically exempt, hazardous waste transporters must comply with the California Highway Patrol Regulations, the California State Fire Marshal Regulations, and the US Department of Transportation Regulations. Handling of hazardous materials is also regulated by Title 8 and 22 of the Code of California Regulations.

The types of facilities discussed in the Master Plan may use relatively small quantities of hazardous materials, such as landscape and automotive products, pool chemicals, etc. during operations. However, with proper use and disposal, these materials are not expected to create hazardous or unhealthful conditions.

Given anticipated compliance with applicable standards and regulations and the limited use or exposure to hazardous materials associated with the Master Plan, impacts related to the transport, use or disposal of hazardous materials is considered less than significant.

- b. As discussed in Question a) above, the Master Plan does not include facilities or land uses typically associated with significant amounts of hazardous materials use, storage and disposal. Given the limited use of hazardous materials associated with the Master Plan and anticipated compliance with associated federal and State regulations, impacts related to the accidental release of hazardous materials is considered less than significant.
- c. As discussed in Question a) above, the Master Plan does not include facilities or land uses typically associated with significant amounts of hazardous materials use, storage and disposal. Given the limited use of hazardous materials associated with the Master Plan and anticipated compliance with associated federal and State regulations, impacts related to the exposure of school sites to hazardous materials or emissions is considered less than significant.
- d. No sites within the Plan area have been included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 (Cortese List). Implementation of the Master Plan would not be subject to existing hazards from such a site. However, there are areas within the Plan area that have been affected by leaking underground storage tanks or other sources of hazardous material disposal. These areas may be subject to groundwater and/or soils remediation and monitoring as required by the Regional Water Quality Control Board. Depending on the nature of the site and type of development on these sites, there could be risks to humans and the environment. Several recommended projects in the Master Plan do not have specific sites identified, therefore, there is potential that they could be proposed on sites affected by soils and/or groundwater contamination. Implementation of Mitigation Measure HAZ-1 would ensure that the potential impact would be less than significant.

**Mitigation Measure HAZ-1. Require all subsequent projects that would be located on sites suspected or known to contain hazardous materials and/or are identified in a hazardous material/waste search to be reviewed, tested, and remediated for potential hazardous materials in accordance with all local, state, and federal regulations. The City and County shall require written confirmation from applicable local, regional, state, and federal agencies that known contaminated sites have been deemed remediated to a level appropriate for land uses proposed prior to approving site development or provide an approved remediation plan that demonstrates how contamination will be remediated prior to site occupancy. This documentation will specify the extent of development allowed on the remediated site as well as any special conditions and/or restrictions on future land uses.**

- e. Portions of the Plan area are within the Airport Influence Area (AIA) of the Lake Tahoe Airport. The Lake Tahoe Airport CLUP contains limitations on the establishment of new incompatible uses and structures. The types of uses and existing facility upgrades proposed by the Master Plan within the AIA include bike paths, road crossings and existing intersections which are not identified as incompatible uses in the CLUP. The event venue and County park discussed in the Master Plan do not have proposed locations. If they are proposed to be located within the AIA in the future, their development would be evaluated for consistency with the CLUP to ensure that exposure to safety hazards associated with airport operations are minimized. The regulations and review process contained in the CLUP would ensure that safety impacts associated with land uses in the vicinity of the Airport would be less than significant.
- f. There is not a private airstrip in the vicinity of the Plan Area.
- g. Proposed new facilities and existing facility upgrades would be subject to compliance with emergency access standards specified by the California Fire and Building Codes. In addition, the City and County maintain Emergency Operations Plans that include the identification of critical areas that represent hazards, areas for meeting and staging in an emergency event, communications, and emergency evacuation. The County's Office of Emergency Services collaborates with fire districts, emergency medical services agency, hospitals, schools, and public and private agencies to implement preparedness programs and develop emergency response plans. The Multi-Hazard Functional Emergency Operations Plan (MHFEOP) provides guidance for the County's response to large-scale emergency situations such as natural disasters, technological incidents and natural security emergencies response (EDCOES 1994). The facilities and facility improvements identified in the Master Plan would not impede the implementation of either the City or County Emergency Operations Plans. However, during construction activities, there is the potential that roadways and site access could be affected. Therefore, with implementation of Mitigation Measures HAZ-2 and HAZ-3, impacts would be less than significant.

**Mitigation Measure HAZ-2. Subsequent projects shall incorporate all fire protection and design provisions identified by the South Lake Tahoe and Lake Valley Fire Departments intended to improve access point(s) and circulation of the subsequent project sites and the overall area in combination with other fire protection requirements (defensible space, fire flow improvements, fire resistant building materials, landscape treatments, placement of hydrants, and installation of sprinklers). The South Lake Tahoe or Lake Valley Fire Department shall review and approve the subsequent project site design prior to commencement of project construction.**

**Mitigation Measure HAZ-3. Subsequent projects shall be required to prepare and receive approval of a Traffic Management Plan (TMP) in accordance with local and state guidelines and standards, including Caltrans Guidelines for Projects Located on the California State Highways in the Lake Tahoe Basin (as applicable). Approval of the TMP shall be obtained from the City, County and/or Caltrans (if TMP impacts US 50 or SR 89) prior to site disturbance. Provisions in the TMP shall include, but are not limited to:**

- **Reduction, to the extent feasible, the number of vehicles (construction and other) on the roadways adjacent to construction sites during project construction.**
- **Reduction, to the extent feasible, the interaction between construction equipment and other vehicles.**
- **Improvement and maintenance of public safety aimed at driver and roadway safety.**
- **Establishment and/or maintenance of safe routes through the project area for bicycles and pedestrians.**

- **Establishment and/or maintenance of adequate emergency access for police, fire, ambulance, and other emergency service vehicles – as determined through direct consultation with those service providers.**
- h. The Plan area has a significant amount of forested land and is rated as having a very high fire potential. The location relative to National Forest lands and the large areas of urban interface with forest vegetation increase the susceptibility of the area to wildland fire. The combination of highly flammable fuel, long dry summers, and steep slopes create the potential for wildland fires in the Plan area. Wildland fires in the National Forest are most often attributed to lightning strikes or human activity.

Following the Angora Fire, several efforts have been undertaken that will improve both land management (fuel reduction) and fire response within the Plan area. Application and enforcement of City and Lake Valley Fire Department permitting processes, local fire codes and guidelines and required consistency with the Lake Tahoe Basin Wildland Urban Interface Plan, and various other plans and requirements already enforced within the Plan area will further reduce the risk of wildland fire to residents, employees, visitors, and structures within the area.

This impact, however, is potentially significant due to the potential to place more recreational human activity in forested areas. Post-construction, the use of camping facilities has the potential to place the public and neighboring properties at risk of wildfires caused by inadvertent or natural ignition from within, as well as from outside, the Park. Mitigation Measure HAZ-4 below is recommended to reduce this impact to a less than significant level. With the implementation of this mitigation measure, potentially significant impacts with respect to fire hazard would be reduced to a less than significant level.

**Mitigation Measure HAZ - 4. As individual projects are implemented under the Master Plan, the following actions shall be undertaken, when applicable, to reduce the risk of wildfires: 1) maintain and incorporate adequate emergency access in project areas; 2) provide signage at day use areas, parks, and trail heads related to fire prevention (i.e. fire or smoking bans); 3) provide fuel modification and other fuel treatment applications within project areas where appropriate; 4) ensure the maintenance of open recreational areas; 5) allow campfires in designated areas, and patrol the area regularly to prevent fires in unauthorized locations; and 5) enforce curfews or other rules to limit unwanted activity in project areas.**

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
--------------------------------	---------------------------------------	------------------------------	-----------

IX. HYDROLOGY AND WATER QUALITY: Would the project:

- |   |                          |                                     |                                     |                          |
|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Violate any water quality standards or waste discharge requirements?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |

- |   |                          |                                     |                                     |                                     |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) 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?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| f) Otherwise substantially degrade water quality?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| j) Inundation by seiche, tsunami, or mudflow  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

## REGULATORY FRAMEWORK

The Porter-Cologne Water Quality Act governs the coordination and control of water quality in the state and includes provisions relating to non-point source pollution.

The Clean Water Act (CWA), administered in part through the Regulatory Program of the U.S. Army Corps of Engineers (USACE), regulates the water quality of all discharges into waters of the United States including wetlands and intermittent stream channels. Section 401, Title 33, Section 1341 of the CWA sets forth water-quality certification requirements for “any applicant applying for a federal license or permit to conduct any activity including, but not limited to, the construction or operation of facilities, which may result in any discharge into the navigable waters.” The California State Water Resources Control Board and Lahontan Regional Water Quality Control Board (LRWQCB) enforce State of California statutes equivalent to or more stringent than the federal statutes.

Section 208 of the federal Clean Water Act sets forth a program whereby state and local planning agencies analyzed nonpoint source pollution and developed water quality management programs aimed at controlling those sources. Ultimately, Section 208 is a planning provision. It required the governor of each state to identify, based on published EPA guidelines, the boundaries of each area of the state subject to substantial water quality control problems and to designate a planning agency to develop an area-wide waste management plan, or Water Quality Management Plan, for each area. At the heart of the Water Quality Management Plan is the development of best management practices aimed at controlling the sources of nonpoint pollution that have been identified under Section 208 as significant sources of concern.

TRPA was designated by California, Nevada, and the U.S. EPA as the area wide water quality planning agency under Section 208 of the Federal Clean Water Act. TRPA adopted a bi-state plan entitled Water Quality Management Plan (WQMP) for the Lake Tahoe Region (TRPA, 1988), which is referred to as the “208 Plan.” As part of its 1989 conditional certification of TRPA’s 1988 revision to the 208 Plan

(Resolution 89-32), the State Board directed the Lahontan Regional Board to incorporate the most appropriate provisions of the 208 Plan and the Lake Tahoe Basin Water Quality Plan into the Water Quality Control Plan for the North Lahontan Basin.

The National Pollutant Discharge Elimination System (NPDES) permit system was established in the Clean Water Act (CWA) to regulate municipal and industrial discharge to surface waters of the U.S. Permits require the municipal authority to evaluate the quality of its storm water discharge and receiving waters, identify areas of pollutant loading, and implement a program of Best Management Practices (BMPs) to control pollutant discharges.

Discharges from municipal separate storm sewer systems (“MS4s”) are regulated because of concern over the high concentration of pollutants found in those discharges. The MS4 permits require the discharger to develop and implement a Storm Water Management Plan/Program (SWMP) with the goal of reducing the discharge of pollutants. The City of South Lake Tahoe, El Dorado and Placer counties are co-permittees of a Phase I joint NPDES Permit/Waste Discharge Requirement for storm water/urban runoff (NPDES No. CAG616001, Order No. R6T-2005-11101A1). According to the permit, the primary pollutants of concern for storm water treatment in the Lake Tahoe Hydrologic Unit (LTHU) are very fine sediment particles (less than 106 microns) and the nutrients that support algal growth (i.e. nitrogen and phosphorus).

In accordance with NPDES regulations, the State requires that any construction activity within the Tahoe Basins affecting one acre or more must obtain coverage under the Construction Storm Water NPDES Permit for the Tahoe Basin, NPDES No. CAG616002 Order Mo. R6T-2011-0019 (Tahoe General Construction Permit) to minimize the potential effects of construction runoff on receiving water quality.

El Dorado County is covered under two SWRCB Regional Boards. The West Slope Phase II Municipal Separate Storm Sewer Systems (MS4) NPDES Permit is administered by the Central Valley Regional Water Quality Control Board (RWQCB) (Region Five). The Lake Tahoe Phase I MS4 NPDES Permit is administered by the Lahontan RWQCB (Region Six).

As a provision of the NPDES permit under which the City is a co-permittee, along with Placer County and El Dorado County, the City and County have prepared Storm Water Management Plans (SWMP) for the Lake Tahoe Basin as part of each jurisdiction’s integrated strategy for stormwater management. The County maintains two SWMPs, one which documents for and will be implemented within the jurisdictional limits of the County of El Dorado that fall within the Lake Tahoe Hydrologic Unit. The SWMPs outline a comprehensive set of priorities and activities that constitute the components required in the NPDES permit.

The Water Quality Control Plan for the Lahontan Region North and South Basins (Basin Plan) serves as the basis for the Lahontan Regional Water Quality Control Board’s (Lahontan) regulatory program. Because the Plan Area is located within LRWQCB’s jurisdiction, all discharges to surface water or groundwater are subject to the Basin Plan requirements.

Section 303(d) of the Clean Water Act requires states to compile a list of impaired water bodies that do not meet water quality standards and to develop a total maximum daily load (TMDL) for impaired water bodies to determine the key pollutants and contributing sources to the impairment. California’s Lake Tahoe TMDL (dated November 2010 and approved by EPA in 2011) requires attainment of the California transparency objective for Lake Tahoe over a 65 year implementation period. Based on California law, LRWQCB has the obligation to implement and enforce the Lake Tahoe TMDL through NPDES permits (over which EPA has jurisdiction) issued to California local government entities. In November 2010, Lahontan modified their Water Quality Control Plan for the Lahontan Region (Basin Plan) to establish a Total Maximum Daily Load for Sediment and Nutrients (Tahoe TMDL). The Tahoe TMDL identified a long-term goal to restore deep water transparency to 1967-1971 levels (97.4 feet from current 68 feet) within 65 years. The first 20-year Lake Tahoe TMDL implementation phase requires roughly one-half of the required 65% reduction in average annual fine sediment particle load to occur by 2026.

In December 2011, Lahontan incorporated the first five-year Tahoe TMDL pollutant load reduction milestones into the updated Tahoe Municipal Stormwater Permit - Board Order R6T-2011-0101 (MS4 permit). The MS4 permit requires permittees (City, Placer County and El Dorado County) to reduce the estimated 2004 baseline jurisdictional pollutant loads for fine sediment particles by 10%, total nitrogen by 8%, and total phosphorus by 7% by September 30, 2016. The MS4 permit requires the City to "prepare a detailed plan describing how it expects to meet the pollutant load reduction requirements" outlined in the MS4 permit. The Pollutant Load Reduction Plan (PLRP) estimates the City's pollutant load reduction from water quality projects and enhanced operations and maintenance activities by using the same Pollutant Load Reduction Model (PLRM) which was used in establishing the City's 2004 baseline pollutant load. The City's PLRP identifies projects and actions that could result in as much as a 13.1 % fine sediment particle load reduction by 2016. The City is required to submit a preliminary updated PLRP on July 5, 2016 indicating how the City will meet the ten year pollutant load reduction milestone (reductions in fine sediment particles of 21%, total nitrogen reductions of 14% and total phosphorus reductions of 14%).

TRPA also regulates water quality and development in Stream Environment Zones (SEZs). Section 60.4 of TRPA Code sets forth requirements for installation of BMPs for the protection or restoration of water quality and attainment of minimum discharge standards. TRPA mandates that all municipal, public, and private land uses institute BMPs. TRPA's BMP Retrofit Program is part of the Lake Tahoe Environmental Improvement Program (EIP) and requires all property owners to implement BMPs, whether they own residential, multi-family, commercial, or industrial properties. The primary goal of the BMP Retrofit Program is to reduce the amount of runoff generated by the developed impervious surfaces located on private properties before it discharges to public rights-of-way. It is also a goal to stabilize unstable slopes, thereby reducing the potential for sediment inputs into storm water.

TRPA Code Chapter 60 establishes standards for water discharge from properties in the Basin as well as regulations for discharge of domestic, municipal, and industrial wastewaters. Standards are established for both surface runoff and discharge to groundwater.

In 2007, the STPUD updated its Urban Water Management Plan (UWMP) in accordance with the Urban Water Management Planning Act (Water Code Sections 10610 - 10656). The UWMP describes the characteristics of the climate, demographics and service connections within the STPUD's service area.

The STPUD prepared a groundwater management plan for the South Lake Tahoe Groundwater Subbasin. The plan was developed to regulate, manage, conserve and protect the groundwater resources available to the District so that the groundwater will remain a viable potable water resource and be available to be put to the most efficient and beneficial use by the District and its customers (STPUD, Groundwater Management Plan).

The City of South Lake Tahoe adopted a Drainage Master Plan (DMP) in February 2008 that identifies the public storm drain improvements necessary to serve a major portion of the City.

The Federal Emergency Management Agency (FEMA) administers the National Flood Insurance Program (NFIP) to provide subsidized flood insurance to communities complying with FEMA regulations that limit development in floodplains. The NFIP regulations permit development within special flood hazard zones provided that residential structures are raised above the base flood elevation of a 100-year flood event. Non-residential structures are required either to provide flood proofing construction techniques for that portion of structures below the 100-year flood elevation or to elevate above the 100-year flood elevation. The regulations also apply to substantial improvements of existing structures.

City Code Chapter 6.65 includes regulations in place to protect humans and minimize property losses due to flood conditions. In order to accomplish its purposes, this chapter includes methods and provisions to restrict or prohibit 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, require that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction, control the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel flood waters, control filling, grading, dredging,

and other development which may increase flood damage, and prevent or regulate the construction of flood barriers which will unnaturally divert flood waters or which may increase flood hazards in other areas.

## IMPACT ANALYSIS

- a. The operation of the Master Plan's future facilities would not cause or generate waste materials or other debris that would be expected to violate waste discharge requirements.

Construction activities, such as grading and excavation, associated with development and/or improvement of facilities identified in the Master Plan, have the potential to expose soils to wind and water erosion. However, the projects identified in the Master Plan would be required to comply with the Tahoe General Construction Permit and TRPA regulations for (1) construction of best management practices and permitting requirements; (2) limited land coverage; and (3) promoting retrofit of existing development with BMPs. Additionally, consistent with existing conditions, all development, redevelopment, and infrastructure improvements would be required to meet the discharge standards of the Lahontan Regional Water Control Board and the City and County's municipal stormwater discharge permit. In addition, all projects that would create more than one acre of disturbance are required to prepare a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the Tahoe General Construction Permit and the City and County's Stormwater Management Plans. Because all existing state and local protections for surface water would remain in place, and water quality BMPs (TRPA Code) would continue to be required for all projects, construction activities would not result in discharges to surface waters or alteration of surface water quality. This impact would be less than significant.

- b. Proposed new facilities and existing facility improvements are not expected to deplete groundwater supplies or interfere substantially with groundwater recharge. All properties in the Tahoe Basin are required to include stormwater Best Management Practices designed to infiltrate the runoff from a 20-year 1-hour storm.

However, the Plan area includes areas of known high groundwater elevations, and areas of existing soils and/or groundwater contamination, that could be intercepted by excavations from subsequent development activities and/or altered through infiltration of surface water into the ground. Interception of groundwater could result in alteration of the direction of groundwater flow, alteration of the rate of flow, and could contaminate groundwater quality.

Groundwater interception or interference is prohibited under Section 33.3.6 of the TRPA Code of Ordinances, except under certain circumstances. In circumstances where groundwater interception is approved, Mitigation Measure HYD-1 will ensure that potential impacts are less than significant.

**Mitigation Measure HYD-1 - The City and County shall consult with the Lahontan Regional Water Quality Control Board and online Geotracker Database to determine the potential for hazardous material releases on property where excavation is proposed prior to issuance of grading or building permits. Where City and/or County staff determines a potential to exist soil/hydrologic investigations must be prepared in order to determine the potential for groundwater to be encountered during excavation. Subsequent project stormwater pollution prevention plans (SWPPP) may include a dewatering program and measures to mitigate potential contamination of groundwater as well as design provisions to allow groundwater to flow through or around underground structures. Measures to control water quality may include use of settling tanks and Active Treatment Systems (ATS) for treatment of dewatering as well as contamination prevention measures such as proper material storage, secondary containment systems, vehicle fluid drip pans, temporary berms or dikes to isolate construction activities, use of vacuum trucks, and other measures to capture contamination releases.**

- c. The Master Plan does not include specific design direction for improvements to existing facilities or specific locations for new facilities, including structures, and pathways. There is the potential that new pathways or park facilities could be constructed near or adjacent to streams or rivers

and have the potential to alter drainage patterns of the site. TRPA regulations protecting Stream Environment Zones and requiring BMPs would minimize potential impacts. Consistent with existing requirements, proposed construction that could alter the course or direction of water movements would be subject to subsequent permitting and environmental review, TRPA Code sections described above as well as all other federal, state, and local regulations pertaining to the course or direction of water movements. In addition, mitigation measure HYD-2 is proposed to ensure less than significant impacts.

**Mitigation Measure HYD -2: No structures, such as foundations, berms, or trails shall be designed or constructed in FEMA designated 100-year flood zones in such a way as to retain, divert or otherwise exacerbate flooding conditions for adjacent properties.**

- d. As discussed in Questions a, b, and c above compliance with TRPA, City and County requirements for BMP installation, SWPPPs, and protection of SEZs would minimize the potential for projects proposed in the Master Plan to substantially alter existing drainage patterns or cause on or off site flooding. Potential impacts related to the alteration of existing drainage patterns are less than significant.
- e. Any additional impervious surfaces created by new facilities or improvements to existing facilities would have the potential to increase surface runoff. However, existing TRPA regulations limit the amount of impervious surface placed on each parcel in the Tahoe Basin. Runoff associated with any allowed impervious surface is required to be treated and infiltrated. Projects must provide infiltration capacity for a 20-year 1-hour storm event. Infiltration could take place on or off site. As part of the TRPA permitting process for construction projects, stormwater BMPs are reviewed to ensure compliance with this regulation, therefore, potential impacts associated with individual projects identified in the Master Plan would be less than significant.
- f. The Master Plan recommends new development or improvements to existing development that could result in an increase in runoff from impervious surfaces or erosion and water runoff during construction. All existing state, regional and local protections for surface water would remain in place, and water quality BMPs during construction would continue to be required for all projects. Projects must provide infiltration capacity for a 20-year 1-hour storm event. Infiltration could take place on or off site. As part of the TRPA permitting process for construction projects, stormwater BMPs are reviewed to ensure compliance with this regulation, therefore, potential impacts associated with individual projects identified in the Master Plan would be less than significant.
- g. The Master Plan does not plan for any new Housing.
- h. The Master Plan does not specifically identify any potential new structures located in a flood hazard zone. However, facilities such as multi-use trails and bicycle paths could be constructed through flood zone areas. The design and construction of these facilities would be subject to compliance with FEMA, County and City Floodplain Management regulations which requires the review of a development permit to ensure the facility includes flood proofing to minimize damage due to flooding and is designed to prevent a change in flood or drainage patterns. With these regulations in place, the potential for impacts related to floodplains will be less than significant.
- i. Implementation of the Master Plan could expose people to the hazards of flooding by placing recreation facilities such as trails, trailheads, winter recreation, and improvements at the Bijou Park within flood zone areas. Mitigation Measure HYD -3 would minimize the potential hazards and alert users to the potential flood hazards during high water conditions.

**Mitigation Measure HYD-3: Placement of trails and trail related facilities in areas subject to flooding depths in excess of one foot shall be avoided to the extent feasible. Where designated areas of flooding in excess of one foot cannot be avoided, signage shall be provided to warn of potential flood hazard.**

- j. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of the sea floor associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity. The Plan area is not subject to tsunami hazards. Potential impacts from mudflows are considered to be negligible given the varying topography and heavily vegetated nature of the Plan area and surrounding area. The Plan area is in a region of active and potentially active faults and is classified by the California Building Code as Seismic Hazard Zone 3, indicating a relatively high risk of earthquake hazard. A study completed in 1999, in which three earthquake scenarios within the Tahoe Basin were modeled, indicated that an earthquake with a magnitude 7 would pose a potential hazard to lakeside communities in both California and Nevada including initial tsunami waves followed by seiche waves as well as inundation of subsided areas (Ichinose, 2000). However, the Master Plan does not propose any habitable structures near the shoreline of Lake Tahoe that would be subject to hazards created by a seiche. Thus, no impacts associated with inundation by seiche, tsunami, or mudflows are anticipated.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
--------------------------------	---------------------------------------	------------------------------	-----------

X. LAND USE AND PLANNING: Would the project:

- |   |                          |                                     |                                     |                                     |
|---|--------------------------|-------------------------------------|-------------------------------------|-------------------------------------|
| a) Physically divide an established community?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            |
| c) Conflict with any applicable habitat conservation plan or natural community conservation plan?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |

**REGULATORY FRAMEWORK**

California State law requires that each city and county adopt a general plan "for the physical development of the City and any land outside its boundaries which bears relation to its planning." Typically, a general plan is designed to address the issues facing the City or County for the next 15-20 years. The general plan expresses the community's development goals and incorporates public policies relative to the distribution of future public and private land uses.

The City adopted an updated comprehensive General Plan in 2011 with the Housing Element subsequently updated in 2014.

The El Dorado County General Plan was adopted in 2004. The 2013-2021 Housing Element was adopted in 2013.

TRPA Regional Plan - The Tahoe Regional Planning Compact charges the Tahoe Regional Planning Agency (TRPA) with attaining and maintaining environmental threshold carrying capacities ("thresholds") in order to protect environmental values in the Tahoe Basin. Specific thresholds have been developed by TRPA in the areas of air quality, water quality, soil conservation, vegetation, fisheries, wildlife, scenic, noise, and recreation. The goal of TRPA is to meet or exceed the standards established by these

thresholds. In order to meet these thresholds, TRPA established regional land use policy and guidance in the form of the Regional Plan for the Lake Tahoe Basin (the “Regional Plan”). An updated Regional Plan was approved in December, 2012. The updates encourage greater private-public partnerships and create incentives for property owners to make improvements to their home or business. The Regional Plan consists of the following components:

- Environmental Threshold Carrying Capacities
- Goals and Policies
- Regional Transportation Plan
- Environmental Improvement Program
- Plan Area Statements/Community Plans and Area Plans
- Policies and Procedures
- Code of Ordinances

The Regional Plan is meant to be updated every four years, in conjunction with an environmental evaluation report, so that the plan can adapt to changing needs, circumstances and emerging threats.

TRPA has further refined regulation of land uses in the Tahoe Basin by the formulation of Plan Area Statements (PAS) for nearly all of the area surrounding Lake Tahoe. PAS establish land use guidance for specific areas by providing specific goals, programs, allowed uses, and a vision for each PAS.

The City of South Lake Tahoe and TRPA have adopted two Community Plans which replaced Plan Area Statements (PAS) for the following areas:

- Bijou/Al Tahoe Community Plan (1995)—Replaced PAS 98
- South “Y” Industrial Tract Community Plan (2003)—Replaced PAS 113

Community Plans use the same land use designations as the PASs but are more detailed. Each of the Community Plans includes land use, transportation, conservation, recreation, public services, and implementation elements. These plans also provide development incentives to concentrate commercial land use and provide a location for the distribution of the TRPA-allocated commercial floor area and bonus tourist units. Plan Area Statements and TRPA Community Plans provide a description of land use for particular areas in the Basin. Under the 2012 Regional Plan updates, Area Plans written by local governments, community groups and other land managers will begin to replace Plan Area Statements and TRPA Community Plans.

Area Plans - To better address issues of regional environmental significance, the 2012 Regional Plan Update initiated a Basin-wide transition to a planning and permitting system where multiple requirements—TRPA, local, state, and federal—are addressed in coordinated Area Plans. Area Plans address specific issues related to the plan area and provide the opportunity for planning to take place at the local level, involving the community and stakeholders. The City has adopted the Tourist Core Area Plan and the Tahoe Valley Area Plan. The County is currently working on the Meyers Area Plan.

## **IMPACT ANALYSIS**

- a. The new facilities and facility upgrades proposed in the Master Plan would be located in various locations throughout the Plan Area and are intended to provide recreational amenities that would encourage residents and community members to interact and participate in recreational activities. Future facilities would not be located on existing, developed residential properties and, as such,

would not have a physical effect on established communities. Given that the proposed facilities are anticipated to increase social interactions among residents as well as visitors and would not cause a physical disruption to established residential neighborhoods, impacts related to the physical division of an established community would be beneficial

- b. Land use plans with jurisdiction over the Plan area include the TRPA Regional Plan, City General Plan, County General Plan, Tourist Core Area Plan, Bijou/Al Tahoe Community Plan, Tahoe Valley Area Plan, South Y Industrial Tract Community Plan and the Lake Tahoe Airport Comprehensive Land Use Plan. The Master Plan states the following vision for the parks and recreation system in the Plan area:

“We envision an accessible, interconnected, and sustainable system of diverse, year-round recreation opportunities for current and future residents and visitors. Our world-class parks, facilities, trails, and programs inspire and engage recreation enthusiasts, shape our community, connect us to our natural environment and support our shared future in the South Shore.”

Planning Priorities identified in the Master Plan are as follows:

- New system of delivery: The City and County will invest in and foster a collaborative relationship with each other, other departments and agencies, businesses, and neighboring communities to coordinate recreation information and services in order to reduce barriers and improve recreation availability and access.
- Connectivity and access: The City and County will play a key role in providing an interconnected system of park and recreation resources, fostering region-wide access and focusing on trail development, transit, and improved non-motorized transportation opportunities to connect residents and visitors to recreation destinations and reduce auto-dependency to support the local environment.
- Recreation diversity: Welcoming, engaging, affordable recreation facilities, programs and events will provide year-round recreation opportunities for diverse participants including residents and visitors of varied interests and all ages, abilities, languages, family compositions and economic and cultural backgrounds.
- Economic prosperity: The City and County recognize that quality recreation services are integral to the economic prosperity of the South Shore. They will strive to implement projects and services that encourage recreation-based tourism to enhance local economic vitality and generate revenues to reinvest in the park and recreation system.
- Quality infrastructure and services: The City and County will invest in infrastructure improvements and the provision of high-quality park land, amenities and facilities that support visitation, beautification, access and the enjoyment of recreation experiences in the South Shore.

The vision, planning priorities, and recommendations of the Master Plan are consistent with the City and County General Plan Goals as well as their associated policies.

City and County community and area plans are determined to be consistent with their respective General Plans upon their adoption, therefore the Master Plan is also found to be consistent with those land use plans.

See the response to Question e) in the Noise impact analysis with respect to consistency with the noise policies of the CLUP. The CLUP also contains policies regarding safety of aircraft and people on the ground. These policies primarily focus on limiting heights of structures and limiting the establishment of new uses found to be incompatible with airport operations. Due to structure

height limitations of the TRPA Code, there is not the potential for new structures associated with the Master Plan to be inconsistent with height policies of the CLUP. The CLUP does identify the following uses as incompatible:

Safety Zone 1 – all entertainment and recreation uses.

Safety Zone 2 – Participant Sport Facilities, Recreation Centers, RV Parks, campgrounds, group facilities, sports assembly, assembly and entertainment.

Safety Zone 3 – Assembly and Entertainment and Sports Assembly.

Existing facilities identified in the Master Plan for expansion and/or improvement are outside of the Airport Influence Area except for several trails, which are considered compatible with airport operations. Potential new facilities identified in the Master Plan do not have specific locations, therefore, there is potential that they would be in conflict with the CLUP if proposed in an area where the use is considered incompatible with airport operations. Implementation of Mitigation Measure LU-1 would ensure that these conflicts would not occur and potential impacts would be less than significant.

**Mitigation Measure LU-1. Projects proposed within the Airport Influence area identified in the Lake Tahoe Airport CLUP shall be consistent with the CLUP prior to approval by the City or County. Uses may be identified as consistent by the CLUP or determined to be consistent by the Lake Tahoe Airport Land Use Commission.**

- c. There are no adopted or on-going region-wide habitat conservation plans in the Plan area. Thus, no impact would occur.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
--------------------------------	---------------------------------------	------------------------------	-----------

XI. MINERAL RESOURCES: Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) 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?                                | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**REGULATORY FRAMEWORK**

El Dorado County in general is considered a mining region capable of producing a wide variety of mineral resources. Metallic mineral deposits, including gold, are considered the most significant extractive mineral resources. The Master Plan Area, however, is not located in a Mineral Resource zone according to the General Plan.

**IMPACT ANALYSIS**

- a & b) There are no known mineral resources that would be of value to the region or the state in the Project area. Therefore, the Proposed Project will have no impact on mineral resources.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XII. NOISE: Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

## REGULATORY FRAMEWORK

The City and County General Plans include policies that contain specific performance standards addressing noise impacts potentially associated with new facilities proposed in the Master Plan. Both General Plans contain policies with specific exterior noise exposure limits

The Tahoe Regional Planning Compact charges the Tahoe Regional Planning Agency (TRPA) with attaining and maintaining environmental threshold carrying capacities (thresholds) in order to protect environmental values in the Tahoe Basin. The following standards have been adopted for noise in the TRPA Regional Plan. It should be noted that these standards are TRPA's thresholds for noise (N-1 Single Event Aircraft Noise, N-2 Single Noise Event Other, and N-3 CNEL).

Goal 1: People can be annoyed by a specific noise source. Thresholds [in Table 4.6-1] were adopted that apply to aircraft, boats, motor vehicles, off-road vehicles, and snowmobiles to reduce impacts associated with single noise events.

**Table 4.6-1  
[From the TRPA Regional Plan]**

SINGLE NOISE EVENTS <sup>5</sup>				
Source	Threshold - dBA			Monitoring Distances
	Overall	Less Than 35 MPH	Greater Than 35 MPH	
Aircraft	80 <sup>1</sup>	--	--	6,500 m-start of takeoff roll 2,000 m-runway threshold approach
	77.1 <sup>2</sup>	--	--	6,500 m-start of takeoff roll 2,000 m-runway threshold approach
Watercraft <sup>3</sup>				
1. Pass-By Test	82 L <sub>max</sub>	--	--	50 ft.-engine at 3,000 rpm
2. Shoreline Test	75 L <sub>max</sub>	--	--	Microphone 5 ft. above water, 2 ft., above curve of shore, dock or platform. Watercraft in Lake, no minimum distance.
3. Stationary Test	88 dBA L <sub>max</sub> for boats manufactured before January 1, 1993;	--	--	Microphone 3.3 feet from exhaust outlet - 5 feet above water.
	90 dBA L <sub>max</sub> for boats manufactured after January 1, 1993	--	--	
Motor Vehicles Less Than 6,000 GVW	--	76	82	50 ft.
Motor Vehicles Greater Than 6,000	--	82	86	50 ft.
Motorcycles	--	77	86	50 ft.
Off-Road Vehicles	--	72	86	50 ft.
Snowmobiles	--	82	--	50 ft.

1. The single event noise standard of 80 dBA L<sub>max</sub> for aircraft departures at Lake Tahoe Airport shall be effective immediately. The single event noise standard of 80 dBA L<sub>max</sub> for aircraft arrivals at Lake Tahoe Airport is not to be effective until ten years after the adoption of an airport master plan by TRPA. The schedule for phasing in the 80 dBA arrival standard shall be based on a review and consideration of the relevant factors, including best available technology and environmental concerns, and shall maximize the reduction in noise impacts caused by aircraft arrivals while allowing for the continuation of general aviation and commercial service. The beginning arrival standard shall not exceed 84 dBA for general aviation and commuter aircraft, and 86 dBA for transport category aircraft.

2. Between the hours of 8 p.m. and 8 a.m.

3. Failure to meet any one of these three test standards exceeds the single noise event threshold for watercraft.

Goal 2: The following CNEL thresholds [Table 4.6-2] were adopted to reduce the annoyance associated with cumulative noise events on people and wildlife. In the Basin, the main sources of noise are attributed to the major transportation corridors and the airport. Therefore, the policies are directed toward reducing the transmission of noise from those sources. The CNEL thresholds will be attained upon implementation of the policies outlined in the TRPA Regional Plan.

**Table 4.6-2**  
**[From the TRPA Regional Plan]**  
**CUMULATIVE NUMERICAL STANDARD – THRESHOLD DBA**

Land Use Category	Average Noise Level or CNEL range (dBA)
High-density residential areas	55
Low-density residential areas	50
Hotel/motel facilities	55
Commercial areas	65
Urban outdoor recreation areas	55
Rural outdoor recreation areas	50
Critical wildlife habitat areas	45
<b>Policy Statement:</b>	
It shall be a policy of the TRPA Governing Body in the development of the Regional Plan to define, locate, and establish CNEL levels for transportation corridors.	
<b>Transportation Corridors<sup>1</sup></b>	
Highway 50 (US 50)	65 <sup>2</sup>
Highway 89 (SR 89)	55 <sup>2</sup>
Lake Tahoe Airport	60 <sup>3</sup>

<sup>1</sup> Recommended CNEL values for transportation corridors.

<sup>2</sup> This recommended threshold overrides the land use CNEL thresholds and is limited to an area within 300 feet from the edge of the road.

<sup>3</sup> This recommended threshold applies to those areas impacted by the approved flight paths.

Note: The above is also TRPA Threshold N-3.

As a form of zoning, TRPA has divided the Lake Tahoe region into more than 175 separate Plan Areas. For each Plan Area, a statement is made as to how that particular area should be regulated to achieve regional environmental and land use objectives. As a part of each statement, an outdoor CNEL standard is established based upon the thresholds. In some areas, a community plan or area plan has been adopted which overrides the underlying Plan Area Statement. Community plans and Area Plans also contain CNEL standards.

Lake Tahoe Airport Comprehensive Land Use Plan (CLUP)

Specific guidelines for noise compatibility are provided in the CLUP for varying land uses. Table 4.6-1 shows the noise compatibility table from the CLUP. As a means of determining potential land use compatibility, noise contours for the Airport were prepared by Brown-Buntin Associates, Inc., as a part of the 1992 Lake Tahoe Airport Master Plan and have been updated since, most recently in 2010 (Figure 7)

**Table 4.6-1 – Noise Compatibility  
[From the Lake Tahoe Airport CLUP]**

T:\CS\Work\South Lake Tahoe City of General Plan Update 27-0220\ASBEP\Figures

LAND USE CATEGORY	CNEL, dBA				
	50-55	55-60	60-65	65-70	70-75
<b>Residential</b>					
single family, nursing homes, mobile homes	+	o	-	--	--
multi-family, apartments, condominiums	++	+	o	--	--
<b>Public</b>					
schools, libraries, hospitals	+	o	-	--	--
churches, auditoriums, concert halls	+	o	o	-	--
transportation, parking, cemeteries	++	++	++	+	o
<b>Commercial and Industrial</b>					
offices, retail trade	++	+	o	o	-
service commercial, wholesale trade, warehousing, light industrial	++	++	+	o	o
general manufacturing, utilities, extractive industry	++	++	++	+	+
<b>Agricultural and Recreational</b>					
cropland	++	++	++	++	+
livestock breeding	++	+	o	o	-
parks, playgrounds, zoos	++	+	+	o	-
golf courses, riding stables, water recreation	++	++	+	o	o
outdoor spectator sports	++	+	+	o	-
amphitheaters	+	o	-	--	--

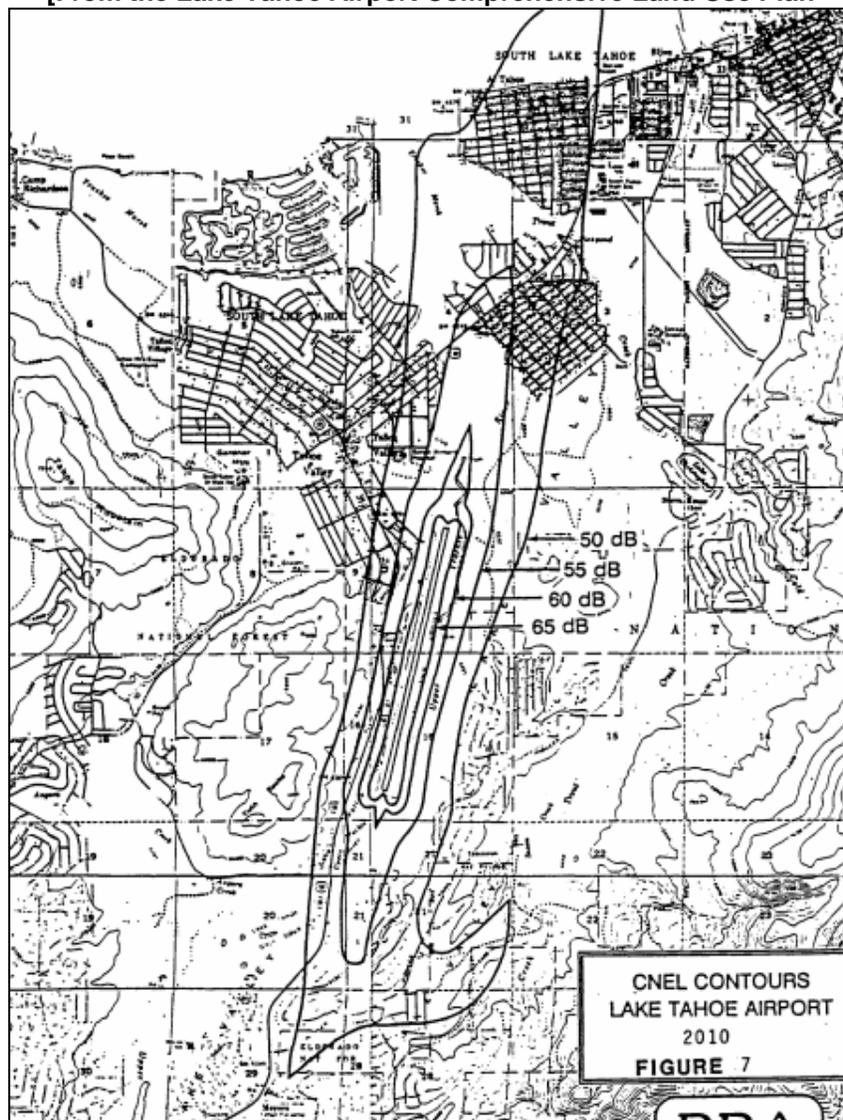
**LAND USE AVAILABILITY**

**INTERPRETATION/COMMENTS**

++	<b>Clearly Acceptable</b>	The activities associated with the specified land use can be carried out with essentially no interference from the noise exposure.
+	<b>Normally Acceptable</b>	Noise is a factor to be considered in that slight interference with outdoor activities may occur. Conventional construction methods will eliminate most noise intrusions upon indoor activities.
o	<b>Marginally Acceptable</b>	The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the conditions that outdoor activities are minimal and construction features which provide sufficient noise attenuation are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged.
-	<b>Normally Unacceptable</b>	Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction. Land uses which have conventionally constructed structures and/or involve outdoor activities which would be disrupted by noise should generally be avoided.
--	<b>Clearly Unacceptable</b>	Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved.

Source: Lake Tahoe Airport Comprehensive Land Use Plan, July 1990, Revised May 10, 2007

**Figure 7**  
**[From the Lake Tahoe Airport Comprehensive Land Use Plan**



## **IMPACT ANALYSIS**

a & c) The Master Plan does not include recommendations for future facilities or activities that would be anticipated to generate a significant amount of noise with the exception of an event venue and new sports fields. Development of these uses would be required to comply with existing TRPA ambient noise standards and implementation of the City and County General Plan policy provisions. In addition, mitigation measure NOISE-1 is proposed to ensure that noise levels would not exceed standards. Thus, this impact would be less than significant.

**Mitigation Measure NOISE -1 – A detailed noise and vibration analysis shall be prepared prior to the development of an event venue or sports fields. The analysis shall specifically assess the potential for the proposed activities to have noise and vibration impacts on residences or other noise sensitive land uses in the vicinity. The analysis shall also include design, construction, and/or operations recommendations that will minimize potential impacts. All feasible recommendations shall be implemented to ensure this potential impact remains less than significant.**

- b) The effects of groundborne vibration can vary from no perceptible effects at the lowest levels, low rumbling sounds and detectable vibrations at moderate levels, and slight damage to nearby structures at the highest levels. At the highest levels of vibration, damage to structures is primarily architectural (e.g., loosening and cracking of plaster or stucco coatings) and rarely results in structural damage. The effects of groundborne vibration are influenced by the duration of the vibration and the distance from the vibration source.

There are no federal, state, or local regulatory standards for vibration. However, various criteria have been established to assist in the evaluation of vibration impacts. For instance, Caltrans has developed vibration criteria based on human perception and structural damage risks. For most structures, Caltrans considers a peak-particle velocity (ppv) threshold of 0.2 inches per second (in/sec) to be the level at which architectural damage (i.e., minor cracking of plaster walls and ceilings) to normal structures may occur. Below 0.10 in/sec there is “virtually no risk of ‘architectural’ damage to normal buildings.” Damage to historic or ancient buildings could occur at levels of 0.08 in/sec ppv. In terms of human annoyance, continuous vibrations in excess of 0.1 in/sec ppv are identified by Caltrans as the minimum level perceptible level for groundborne vibration. Short periods of groundborne vibration in excess of 0.2 in/sec ppv can be expected to result in increased levels of annoyance to people in buildings (Caltrans, 2002). Event venues have the potential to generate groundborne vibration during concerts or events that include low tone bass. Mitigation Measure NOISE-1 is proposed to ensure that specific vibration impacts of an event venue or sports fields remain less than significant.

- d) Noise from construction activities would be generated by vehicles and equipment during various facility construction or improvements identified in the Master Plan. The noise levels created by construction equipment will vary depending on factors such as the type of equipment, the specific model, the operation being performed and the condition of the equipment. Site preparation activities typically involve the use of heavy equipment, such as dozers, tractors, loaders, etc. Trucks would also be used to deliver equipment and building materials, and to haul away landscape and construction debris. Smaller equipment, such as trencher, and forklift could also be used during the construction phases. This equipment would generate both steady state and episodic noise that could be heard both on and off the project site. Individual pieces of construction equipment that would likely be used for construction of the large project would produce maximum noise levels of 77 dBA to 85 dBA at a reference distance of 50 feet from the noise source, as shown in the table below. Construction Equipment Noise, below. These maximum noise levels would occur when equipment is operating under full power conditions.

CONSTRUCTION EQUIPMENT NOISE

Type of Equipment	Maximum Level, dB at 50 feet
Backhoe	78
Compactor	83
Compressor (air)	78
Concrete Saw	90
Dozer	82
Dump Truck	76
Excavator	81
Generator	81
Jackhammer	89
Pneumatic Tools	85

Source: FHWA, 2006

Construction of improvements at recreation nodes is unlikely to simultaneously occur since construction ultimately would be contingent on funding. However, construction noise could be localized, thereby potentially affecting areas immediately within 500 feet from the construction site. Noise levels generated by construction equipment would range from 75 to 85 dBA Leq at a

distance of 50 feet from construction equipment. Noise levels usually diminish at a rate of approximately 6 dBA per doubling of distance.

Construction activities are expected to occur only during daytime hours. Construction activities are not considered to be adverse noise sources due to a limitation on construction hours between 8:00AM and 6:30 PM pursuant to TRPA Code Section 68.9. Thus, this impact is considered less than significant.

- e) The Lake Tahoe Airport CLUP identifies recreation uses as normally acceptable outside of the 65 db CNEL noise contour for the airport. The 65 db CNEL noise contour does not extend beyond the boundary of the airport property and the Master Plan does not include development of any recreation uses on airport property. The CLUP also identifies amphitheatres as marginally acceptable between the 55 and 60 db CNEL contours and unacceptable within the 60 db CNEL contour. The 55 db CNEL contour extends well beyond the boundaries of the airport property. The Master Plan includes the potential development of an event venue which could be in conflict with the CLUP noise policies if proposed to be constructed within the 55 db CNEL contour. However, with implementation of mitigation measure Noise-1 the potential impact would be reduced to a less than significant level and be consistent with the noise policies of the CLUP.

**Mitigation Measure NOISE-1- If an event venue is proposed within the 55 db CNEL noise contour of the CLUP, the City or County shall submit the proposal for review by the Airport Land Use Commission (ALUC). The ALUC shall review the proposal to determine whether appropriate siting, design, and operational measures have been taken to ensure that airport related noise exposure will not be highly disruptive to the venue.**

- f) There are no private airstrips in the vicinity of the Master Plan area.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
--------------------------------	---------------------------------------	------------------------------	-----------

XIII. POPULATION AND HOUSING: Would the project:

- |   |                          |                          |                          |                                     |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Induce substantial 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)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**REGULATORY FRAMEWORK**

The City and County have each adopted a Housing Element of their General Plan. The Housing Elements identify specific housing needs in the respective jurisdiction and goals and policies to direct actions to meet those needs.

**IMPACT ANALYSIS**

- a) Implementation of the proposed plan would not result in the construction of new homes or businesses. No extension of transportation or other infrastructure, except as related to new parks, trails, and recreation facilities, would result. These projects are not considered to be growth inducing. Therefore, no impact would result from implementation of the plan.
- b) The Plan includes future projects in existing parks and recreational sites as well as new sites and trail locations. The Plan would not displace any existing housing as would not necessitate construction of housing in alternate locations. Therefore, the Master Plan will have no impact on existing housing.
- c) Implementation of the proposed plan would not result in the displacement of substantial numbers of people, as no current residential sites have been selected for new facilities or expanded facilities. No construction or replacement housing in any other location would be necessary. No impact would result from implementation of the Master Plan.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
--------------------------------	---------------------------------------	------------------------------	-----------

**XIV. PUBLIC SERVICES:**

a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**IMPACT ANALYSIS**

a) Adoption of the Master Plan would not automatically approve projects on a site specific basis. The project would not result in additional residential development, so no adverse impacts to schools or parks would occur. Parkland per person ratios would be positively affected by implementation, although construction of facilities could result in short term, less than significant impacts as addressed in the air quality, noise, and hydrology sections. The need for park maintenance may also increase as a result of added facilities.

Fire, police and other public facilities may be affected. Larger regional park facilities may offer events that bring in larger groups of people, requiring increased public services. The Master Plan document states that planning, design and appropriate CEQA documentation of any proposed park or trail facilities would be required, and requires that parks and trails are located and designed to ensure adequate access for fire, emergency, and safety vehicles and equipment.

Individual projects will be designed and constructed to comply with permit requirements, including coordination with public service providers to ensure adequate services are available prior to project approval. Impacts to fire, emergency, and safety vehicles are therefore considered a less than significant impact.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
--------------------------------	---------------------------------------	------------------------------	-----------

**XV. RECREATION:**

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?                        | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**REGULATORY FRAMEWORK**

Federal

The National Trails System Act of 1968 authorized The National Trails System (NTS) in order to provide additional outdoor recreation opportunities and to promote the preservation of access to the outdoor areas and historic resources of the nation. The Appalachian and Pacific Crest National Scenic Trails were the first two components, and the System has grown to include 20 national trails.

The National Trails System includes four classes of trails:

National Scenic Trails (NST) provide outdoor recreation and the conservation and enjoyment of significant scenic, historic, natural, or cultural qualities. The Pacific Coast Trail falls under this category. The PCT passes through the Desolation Wilderness area along the western plan area boundary.

National Historic Trails (NHT) follow travel routes of national historic significance. The National Park Service has designated two National Historic Trail (NHT) alignments that pass through El Dorado County, the California National Historic Trail and the Pony Express National Historic Trail. The California Historic Trail is a route of approximately 5,700 miles including multiple routes and cutoffs, extending from Independence and Saint Joseph, Missouri, and Council Bluffs, Iowa, to various points in California and Oregon. The Pony Express NHT commemorates the route used to relay mail via horseback from Missouri to California before the advent of the telegraph.

National Recreation Trails (NRT) are in, or reasonably accessible to, urban areas on federal, state, or private lands. In El Dorado County there are 5 NRTs, of which Hawley Grade, Pope-Baldwin Bicycle, and Tahoe Rim are in the Master Plan area.

Connecting or Side Trails provide access to or among the other classes of trails.

State

The California Parklands Act of 1980 (Public Resources Code Section 5096.141-5096.143) recognizes the public interest for the state to acquire, develop, and restore areas for recreation and to aid local governments to do the same. The California Parklands Act also identifies the necessity of local agencies

to exercise vigilance to see that the parks, recreation areas, and recreational facilities they now have are not lost to other uses.

The California state legislature approved the California Recreational Trail Act of 1974 (Public Resources Code Section 2070-5077.8) requiring that the Department of Parks and Recreation prepare a comprehensive plan for California trails. The California Recreational Trails Plan is produced for all California agencies and recreation providers that manage trails. The Plan includes information on the benefits of trails, how to acquire funding, effective stewardship, and how to encourage cooperation among different trail users.

The 1975 Quimby Act (California Government Code Section 66477) requires residential subdivision developers to help mitigate the impacts of property improvements by requiring them to set aside land, donate conservation easements, or pay fees for park improvements. The Quimby Act gave authority for passage of land dedication ordinances to cities and counties for parkland dedication or in-lieu fees paid to the local jurisdiction. Quimby exactions must be roughly proportional and closely tied (nexus) to a project's impacts as identified through traffic studies required by CEQA. The exactions only apply to the acquisition of new parkland; they do not apply to the physical development of new park facilities or associated operations and maintenance costs.

### TRPA

The TRPA Regional Plan established goals and policies that address the needs for development, utilization and management of recreational resources of the Region that are local-oriented forms of outdoor and indoor recreation in urban areas such parks, riding and hiking trails, beaches, playgrounds, and other recreational facilities. The policies focus on maintaining sufficient capability to accommodate local oriented forms of recreation and located recreation facilities on suitable sites.

The Lake Tahoe Bicycle and Pedestrian Plan (BPP), drafted by The Tahoe Metropolitan Planning Organization (TMPO) and the TRPA, guides the long-term planning of bicycle and pedestrian facilities in Lake Tahoe. The BPP serves as the Bicycle and Pedestrian element to both the TMPO's Regional Transportation Plan (Mobility 2030), and the TRPA Transportation Plan. The plan is intended to provide implementing agencies with the ability to apply for funding for new bicycle paths, lanes, routes, and sidewalks, and to provide the TRPA and local jurisdictions with implementation guidelines for design, development coordination, and programming.

### City

The City General Plan, adopted in 2011, includes a Recreation and Open Space Element containing goals and policies that address maintenance of existing facilities and development of new parkland and facilities throughout the City. The policies focus on maintaining and expanding the public park system to meet the needs of residents, employees, and visitors.

### County

The 2004 El Dorado County General Plan Parks and Recreation Element establishes goals and policies that address needs for the provision and maintenance of parks and recreation facilities in the county, with a focus on providing recreational opportunities and facilities on a regional scale, securing adequate funding sources, and increasing tourism and recreation-based businesses. The Recreation Element describes the need for 1.5 acres of regional parkland, 1.5 acres of community parkland, and 2 acres of neighborhood parkland per 1,000 residents. Another 95 acres of park land are needed to meet the General Plan guidelines.

The County implements the Quimby Act through §16.12.090 of the County Code. The County Code sets standards for the acquisition of land for parks and recreational purposes, or payments of fees in lieu thereof, on any land subdivision. Other projects, such as ministerial residential or commercial

development, could contribute to the demand for park and recreation facilities without providing land or funding for such facilities.

### South Lake Tahoe Parks, Trails, and Recreation Master Plan

As stated in the Master Plan document, the Plan's purpose is to provide direction for enhancing recreation opportunities for residents and visitors by effectively managing and improving City and County parks, recreation facilities, trails, events and programs. Although certain facilities such as existing parks, trailheads, a recreation center, and new regional parks are identified for expansion or construction, detailed planning or design for park or trail resources are not provided. Rather, it is concerned with how the overall system of parks and trails will be developed and managed to reflect the relative priorities and needs of the current and future City and County population. The Plan recommends which parks, trails, and recreation facilities will need additional site-specific planning work, and describes the relative priority of completing these tasks.

Project phasing is emphasized to break large projects into smaller efforts that will provide near-term benefit while utilizing funding as it becomes available. Implementation priorities are expressed in relative terms rather than by specific dates to provide the flexibility to take advantage of focused funding and other resources that may unexpectedly appear. The plan also focuses on collaborative efforts involving the business community, park and trail users, recreation associations, and other significant stakeholders to leverage these resources.

The framework for implementation includes prioritization criteria against which future projects are to be evaluated as they move through from concept to implementation phases. The criteria is based on community priorities during the planning process, and city and county criteria for evaluating annual capital improvement and investment plans. The following prioritization criteria shall be factored into the process for the planning, design, and construction of new park or trail projects, or major enhancements to existing parks and trail.

- Achieves regulatory compliance. Some projects must be implemented as per State, local or national mandates.
- Ensures health and safety. Unsafe or unhealthy conditions must be rectified to reduce liability and ensure the well-being of park and facility users.
- Utilizes available funding. Projects that have potential to be funded through grants, donations, or other funding sources should be considered a high priority.
- Reduces operating costs. Improvements that reduce operating costs, especially those that will result in a payback within five to 10 years, should receive a high priority for available resources.
- Generates revenue/is self-supporting. Priority is given to projects that can generate revenue and recover all direct costs so as to be self-supporting, without relying on General Fund dollars.
- Leverages partner resources. Projects that take advantage of resources or funding provided by other entities should have a high priority, especially if the project also meets other criteria.
- Reinvests in community assets. Reinvesting in existing assets is prudent stewardship of public resources. In addition to being a high priority for the public, reinvestment also contributes to quality of life and stabilizes property values.
- Supports larger economic impacts. Investing in tourism facilities and infrastructure that are programmable to recover costs is a high priority. The City can only attract revenue-generating events/tournaments and provide revenue-generating programs if its event facilities and infrastructure remain attractive to the market.

- Addresses gaps in service. Projects that will serve targeted population groups or provide opportunities in underserved areas should be prioritized.

The purpose of these criteria is to identify project issues and corresponding solutions as early as possible, and make sure the limited available resources are spent wisely. The prioritization criteria were also used to identify priority tasks related to the operations and management of parks, trails and facilities. Similar to capital projects, operations projects are categorized as “quick wins” (initiated or completed in 1 year), short-term (2-5 years), and long-term initiatives (6-10 years).

**IMPACT ANALYSIS**

- a) This project provides a broad foundation for planned increases in recreation facilities to the benefit of residents and visitors. Although it is possible that implementation of the plan would draw more users and increased use of the facilities would result, the project prioritizes upgrades and maintenance of facilities in addition to new projects. It is unlikely that substantial physical deterioration of the facility would occur or be accelerated. Impacts are therefore considered less than significant.
- b) Adoption of the Master Plan document does not automatically approve park, trail, or recreation projects on a site specific basis. Planning, design, and appropriate CEQA documentation of any proposed park facilities would be required to demonstrate consistency with the policies and guidelines set forth within the Master Plan and applicable city or county requirements.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

XVI. TRANSPORTATION/TRAFFIC: Would the project:

- |   |                          |                                     |                                     |                          |
|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| b) 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 county congestion management agency for designated roads or highways?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Result in inadequate emergency access?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

## REGULATORY FRAMEWORK

The El Dorado County roadway network is primarily rural in character, with recreational opportunities at the Lake Tahoe Basin contributing to the travel demand on the transportation system. The Plan Area is served by two main highways: US Route 50 and State Route 89. Visitors primarily come via U.S. Highway 50 from population centers to the west of El Dorado County, such as Sacramento and the San Francisco Bay area.

Tahoe Transportation District (TTD) provides service throughout the Tahoe Basin and connections for travel from the south shore to Tahoe's north shore and the town of Truckee in Placer County. TTD also provides demand response service in El Dorado County and City through its ADA Demand Response Service. Lake Tahoe Airport is one of four in the County and averages 2,300 operations per year, almost all of which are general aviation.

### County

The County Bikeway Master Plan provides for increased non-motorized transportation by outlining bikeways for connectivity between cities and the unincorporated areas, between El Dorado County and adjoining counties, and access to recreational areas, regional parks, and recreational bicycling routes.

According to the transportation element of the County General Plan, Level of Service (LOS) for County-maintained roads and state highways within the unincorporated areas of the county shall not be worse than LOS E in the Community Regions or LOS D in the Rural Centers and Rural Regions. Level of Service is defined in the latest edition of the Highway Capacity Manual (Transportation Research Board, National Research Council). There are some roadway segments that are excepted from these standards and are allowed to operate at LOS F, although none of these are located in the Lake Tahoe Basin. According to Policy TC-Xe, "worsen" is defined as any of the following number of project trips using a road facility at the time of issuance of a use and occupancy permit for the development project:

- A. A two percent increase in traffic during a.m., p.m. peak hour, or daily
- B. The addition of 100 or more daily trips, or
- C. The addition of 10 or more trips during the a.m. or p.m. peak hour.

Other plans include the Hiking & Equestrian Trails Master Plan for the development of recreational trails for walking, hiking, and horseback riding and the El Dorado County Long Range Transit Plan which recommends a focus on commuters traveling to Sacramento County, as well as key markets such as elderly/disabled services and activity center shuttles.

### City

The City General Plan Transportation and Circulation Element contains goals and policies to maintain and develop a transportation network that serves residents and visitors to the area. Policies focus on improving existing roadways and circulation opportunities with complete streets accommodating all travel modes. The General Plan also emphasizes the need to expand the transit network to provide a viable alternative to the private automobile. It is City policy that the minimum Level of Service (LOS) for all City streets and intersections is LOS D with allowance for LOS E up to four hours per day.

### TRPA

The Transportation Division of TRPA is responsible for transportation planning in the Tahoe Basin. As a federal Metropolitan Planning Organization (MPO), TRPA receives additional planning funds through the Federal Highway Administration (FHWA). The Tahoe MPO is responsible for addressing federal

emphasis areas of transportation planning, including development of a Regional Transportation Plan. It is TRPA policy that the minimum Level of Service (LOS) for all urban developed roadways and signalized intersections is LOS D with allowance for LOS E up to four hours per day

The Tahoe Bicycle and Pedestrian Plan (BPP) is a regional plan by the TRPA and the Tahoe Metropolitan Planning Association (TMPO). The purpose of the plan is to connect bicycle paths, sidewalks, and transit to support neighborhoods, commercial districts, and recreation areas. Another goal is to help Lake Tahoe meet Tahoe Regional Planning Agency (TRPA) environmental thresholds and greenhouse gas reduction targets.

## **IMPACT ANALYSIS**

- a) Adoption of the Master Plan document does not automatically approve projects on a site specific basis. Proposed facilities would be required to demonstrate consistency with the County and City General Plans. Some parks or recreation sites may include improvements, amenities, and specialized facilities and public events that would result in use by non-residents and may draw large crowds. Some facilities may have the potential to result in periodic substantial increases in traffic volumes, vehicle trips, and/or congestion. Impacts related to the development of these facilities would be considered less than significant with mitigation incorporated. Compliance with Mitigation Measure TT – 1 would ensure that potential increases in traffic resulting from development of Community and Regional Parks are evaluated, and that feasible mitigation measures are implemented to reduce potentially significant impacts to less than significant levels.

**Mitigation Measure TT – 1: The Planning, Design and CEQA documentation of future proposed Community or Regional Parks shall require the preparation of a Traffic Study by a qualified professional. The Traffic Study shall characterize existing conditions, and shall present a quantitative analysis of the proposed project based on site-specific conditions and shall identify trip generation and trip distribution/assignment based on individually proposed facilities. If potentially significant impacts are identified, the Traffic Study will identify mitigation measures required to reduce all potentially significant impacts to less than significant levels. The recommendations identified within the Traffic Study shall be incorporated into final project design and shall be reviewed and approved by the County Department of Transportation and/or City Public Works Department prior to project approval. If no feasible mitigation measures are identified, an Environmental Impact Report will be required.**

- b) It is not anticipated that development of new facilities or improvements to existing facilities associated with the project would generate volumes of traffic exceeding County or City level of service standards. Traffic associated with parks, trails, and recreational use would be generally associated with local residents and visitors to the area . Many of the proposed parks would encourage walking and bicycling from nearby neighborhoods rather than travel by vehicle trips. However, as described above, development of new regional parks or facilities may include improvements, amenities, and specialized facilities that include sports events and special events drawing large crowds. Development of these sites may have the potential to result in periodic substantial increases in traffic volumes, vehicle trips, or congestion. Impacts would be considered less than significant with mitigation incorporated. Compliance with Mitigation Measure TT – 1 would ensure that potential increases in traffic resulting from development of Community and Regional Parks are evaluated, and that feasible mitigation measures are implemented to reduce potentially significant impacts to less than significant levels.
- c) It is not anticipated that implementation of the plan would result in a change in air traffic patterns, an increase in traffic levels or patterns. The impact would be less than significant.
- d) Proposed recreational facilities may involve street crossings and other features. However, any projects would be required to demonstrate consistency with both the City and County General Plans and undergo review for design and construction standards. Design and construction for safe access and use compatibility would avoid hazards to pedestrians and bicyclists. Proposed or

modified routes of ingress and egress would be verified during development plan review and approval by the County Department of Transportation and/or Caltrans and/or City Public Works Department. Therefore, impacts are considered less than significant.

- e) The Parks, Trails, and Recreation Master Plan does not include construction of any projects at this time, and specific locations for some facilities are currently unknown. Planning, design and appropriate CEQA documentation of any proposed facilities would be required to demonstrate consistency with the County and City General Plans, and subject to compliance with emergency access standards and requirements specified by State Fire Code.

Proposed site design and configuration would be subject to review by the County Department of Transportation and/or City Public Works Department to assure that proposed site configurations, points of ingress and egress, and circulation routes were adequate for the proposed use and emergency access. Similarly, any proposed modifications would require review for compliance with required standards. Therefore, impacts are considered less than significant.

- f) The Tahoe Bicycle and Pedestrian Plan (BPP) goals and policies are similar to those that are part of the proposed project. Both plans focus on improving active recreation for residents and visitors in order to boost livability as well as the economy. The proposed Parks, Trails, and recreation plan will help to implement the BPP in the South Lake Tahoe Area and to meet City, County, and regional transportation goals. Therefore, impacts are positive and are considered less than significant.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
--------------------------------	---------------------------------------	------------------------------	-----------

XVII. UTILITIES AND SERVICE SYSTEMS: Would the project:

- |   |                          |                                     |                                     |                          |
|---|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                            | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?                                     | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?  | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |
| e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?  | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Comply with federal, state, and local statutes and regulations related to solid waste?   | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

## REGULATORY FRAMEWORK

California Water Code (Water Code) Sections 10656 and 10657 restrict state funding for agencies that fail to submit their urban water management plan to the Department of Water Resources. In addition, Water Code Section 10910 describes the water supply assessment that must be undertaken for projects referred under Public Resources Code (PRC) section 21151.9, including an analysis of groundwater supplies. Water agencies are given 90 days from the start of consultation in which to provide a water supply assessment to the CEQA lead agency.

SB 610 (Chapter 643, Statutes of 2001) and SB 221 (Chapter 642, Statutes of 2001) amended state law, effective January 1, 2002, to improve the link between information on water supply availability and certain land use decisions made by cities and counties. SB 610 and SB 221 are companion measures which seek to promote more collaborative planning between local water suppliers and cities and counties. Both statutes require detailed information regarding water availability to be provided to city and county decision-makers prior to approval of specified large development projects. Water Code Section 10910-10915 requires lead agencies to identify the public water system that may supply water for a proposed development project and to request from said public water system a water supply assessment (WSA) for the project. The purpose of the WSA is to demonstrate that the public water system has sufficient water supplies to meet the water demands associated with the proposed project in addition to meeting the existing and planned future water demands projected for the next 20 years.

The U.S. Environmental Protection Agency (EPA) under the authorization of the Federal Safe Drinking Water Act of 1974 sets drinking water standards. The California Department of Health Services (DHS), which can either adopt the EPA standards or establish State standards that are more stringent, enforces EPA mandated drinking water regulations and federal and State Safe Water Drinking Acts via its Drinking Water Program's Field Operation Branches (DWFOBs). The City and El Dorado County are within the jurisdiction of DWFOB District 9, the Sacramento District.

The California's Urban Water Management Planning Act (Act) is codified in California Water Code Sections 10610 through 10656. The Act requires urban water suppliers that have 3,000 or more connections, or that supply at least 3,000 acre-feet per year (AFY) of water, to submit a Urban Water Management Plan (UWMP) to the California Department of Water Resources (DWR) every five years. The Act was modified in 2009 by Senate Bill x7-7 (SBx7-7). SBx7-7 requires a 20 percent statewide reduction in per capita urban water use by the year 2020. The percent reduction required by each water supplier varies by region and includes water savings targets, measured in daily per capita use, to be met by 2020 as well as an interim water savings target to be met by 2015.

In May 2015, with emergency drought conditions persisting throughout California, the State Water Resources Control Board adopted an emergency regulation requiring an immediate 25 percent reduction in overall potable urban water use statewide in accordance with Gov. Jerry Brown's April 1 Executive Order. The Governor's Executive Order calls for saving water, increasing enforcement to prevent wasteful water use, streamlining the state's drought response and investing in new technologies that will make California more drought resilient.

The State Water Resources Control Board (SWRCB) has broad authority over water rights and regulations for the state. The Lahontan Regional Water Quality Control Board has local authority over enforcement of state and federal statutes.

The California Public Utilities Commission (CPUC) regulates privately owned electric, natural gas, telecommunications, water, railroad, rail transit, and passenger transportation companies. The CPUC serves the public interest by protecting consumers and ensuring the provision of safe, reliable utility service and infrastructure at reasonable rates, with a commitment to environmental enhancement and a healthy California economy.

California Title 20 establishes minimum performance standards for “appliances,” including lighting. California Title 24, Part 6 establishes energy requirements for residential and non-residential buildings (new or major retrofit) in California; similar to ASHRAE/IES Standard 90.1 with some differences. Title 20 and Title 24 are both administered by the California Energy Commission (CEC) and are updated periodically through a rulemaking process

The Public Services and Facilities Element of the TRPA Regional Plan includes the following two policies that apply to the Planning Area:

Public Services and Facilities Element, Goal 2, Policy 1 – No additional development requiring water should be allowed in any area unless it can be demonstrated that there is adequate water supply within an existing water right.

Public Services and Facilities Element, Goal 2, Policy 3 – No additional development requiring water shall be allowed in any area unless there exists adequate storage and distribution systems to deliver an adequate quantity and quality of water for domestic consumption and fire protection.

STPUD is a California Special District established in 1950. The 27,000-acre service area encompasses the South Shore area of Lake Tahoe from Emerald Bay on the west, Christmas Valley on the south, the California-Nevada state line on the east, and Lake Tahoe on the north. The population within STPUD’s service area consists of residents in the City of South Lake Tahoe and in the Montgomery Estates, Tahoe Paradise, Meyers, Angora Highlands, Fallen Leaf Lake, and Christmas Valley portions of eastern El Dorado County. STPUD was originally created to provide wastewater collection, treatment, and disposal services in the south part of the Tahoe Region. In the mid-1970s, STPUD began to acquire private water companies and is presently the single largest water purveyor within the Tahoe Region. STPUD provides water to over 14,000 single-family and multi-family accounts and 625 commercial and public accounts. STPUD’s wastewater facilities consist of 330 miles of sewer lines, 42 lift stations and 22 pump stations. The STPUD wastewater treatment plant has a 7.7 mgd capacity.

The 2010 Urban Water Management Plan prepared by STPUD evaluates whether STPUD can meet the water demands of its water customers as projected over a 20-or 25-year planning horizon and under a range of water supply scenarios. This evaluation is accomplished through analysis of current and projected water supply and demand for normal, single-dry and multiple-dry water year conditions.

STPUD has prepared a Groundwater Management Plan (GWMP) for the Tahoe South Subbasin of the Tahoe Valley Groundwater Basin (DWR Groundwater Basin 6-5.01) in accordance with AB 3030, also known as the Groundwater Management Act (CWC Section 10750 et. seq.). The plan was developed to regulate, manage, conserve and protect the groundwater resources available to the District so that the groundwater will remain a viable potable water resource and be available to be put to the most efficient and beneficial use by the District and its customers (STPUD, Groundwater Management Plan, 2014).

Lukins Brothers Water is a private water purveyor established in 1952 and incorporated in 1973 that owns and operates approximately 950 service connections in the northwest portion of the City north of the US50/SR89 “Y” intersection. Lukins is governed by the California Public Utility Commission and has a Public Water Supply Permit (No. 0910007) from the California Department of Health Services, Drinking Water Division. Lukins provides drinking water to both businesses (5 percent), and single-family (75 percent) and multi-family (20 percent) residential dwellings.

The Tahoe Keys Water Company is a private water purveyor that supplies drinking water to the 700-acre Tahoe Keys neighborhood of South Lake Tahoe. Tahoe Keys Water Company services approximately 1,529 service connections, primarily residential, with a few commercial connections. Drinking water is not treated and has met all State drinking water standards. A standby chlorination system is in place if treatment is necessary.

The Lakeside Park Water District is a private water purveyor supplying drinking water to a small area of commercial and residential development along the California-Nevada state line near the shore of Lake Tahoe. Based on maps of water service boundaries, Lakeside's service area is roughly 71 acres. As of 2008, Lakeside services approximately 150 connections, approximately 60 percent motels and hotels, and 40 percent residential.

The California Integrated Waste Management Act of 1989 (AB 939) requires every city and county in the State to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan that identifies how each jurisdiction will meet the mandatory State waste diversion goals. The purpose of AB 939 is to "reduce, recycle, and re-use solid waste generated in the State to the maximum extent feasible." The term "integrated waste management" refers to the use of a variety of waste management practices to safely and effectively handle the municipal solid waste stream with the least adverse impact on human health and the environment.

South Tahoe Refuse (STR) has franchise agreements with the City of South Lake Tahoe, El Dorado County, and Douglas County for the collection and transportation of solid waste to processing and/or disposal facilities. This includes waste from all residential, commercial, and industrial properties. STR operates their main facility within the City at 2140 Ruth Avenue, which includes their administrative offices, a transfer station, a materials recovery facility, resource recovery facility, and the Tahoe Basin Container Service. The State-permitted capacity of this facility is 370 tons per day, and the actual load is between 200 and 250 tons per day. STR also operates a recycling center at 2192 Ruth Avenue. Recyclable material is sorted from the collected solid waste at the materials recovery facility and processed at the recycling center. Green waste and other organics are separated by STR staff and stored. After processing, solid waste is ultimately disposed of outside of the Lake Tahoe Basin in the Lockwood Regional Landfill in Sparks, Nevada, owned by Waste Management, Inc. The landfill has a capacity of approximately 43 million tons. Based on current generation rates, the landfill expects to reach capacity in the year 2025. Large-scale expansions to the facility are expected before capacity is reached. The Resource Recovery Facility processes green waste and organic material. The facility has a capacity of 60 tons per day. Composting material is taken to a facility in Douglas County, Nevada and biomass is taken to a facility in Carson City, Nevada.

Section 4.150 of the City's Code, Garbage and Refuse, contains regulations regarding the collection and disposal of solid waste including authorized personnel, establishment of service rates, vehicles used for collection, refuse containers, frequency of collection, and placement, removal and access to containers as well as regulations related to recycling.

## **IMPACT ANALYSIS**

- a) The Master Plan includes the development of some new facilities that may include restrooms requiring wastewater service. The Master Plan is intended to serve the existing population, visitors, and growth already anticipated under the City and County General Plans and would not, in itself, induce substantial direct or indirect population growth. The planned parks and recreation facilities are not expected to generate wastewater volumes that would require the construction of new wastewater treatment facilities or result in unusual wastewater exceeding the wastewater treatment requirements of STPUD and/or the Lahontan Regional Water Quality Control Board. As such, the Master Plan would not meaningfully change or substantially increase the wastewater generation anticipated in the General Plans. Compliance with the existing regulations described above would ensure that impacts regarding wastewater treatment would be less than significant.
- b) As discussed above, the new facilities that could be developed under the Master Plan would not generate wastewater volumes or demand water volumes that would require the construction or expansion of water and wastewater facilities.
- c) As discussed in the Hydrology section of this Initial Study, compliance with TRPA regulations on land coverage and BMPs to infiltrate stormwater runoff would not require the development or expansion of drainage facilities that would result in significant environmental effects.

- d) New or expanded recreation facilities identified in the Master Plan would be constructed in areas served by the STPUD. The Master Plan does not specifically propose any uses that require significant water. However, parks and play fields have the potential to require continuous irrigation. With implementation of Mitigation Measure PU-1 these water demands will be kept to a minimum and impacts will be less than significant.

**Mitigation Measure PU-1 – New facilities proposed in the Master Plan shall incorporate water-efficient irrigation methods and drought-tolerant landscaping where feasible. New facilities shall not include ornamental grasses or any landscaping that requires substantial amounts of water. The size and type of turf materials for sports fields will be designed to minimize irrigation requirements.**

- e) STPUD currently quantifies expected and current wastewater generation in terms of sewer units. A sewer unit represents a single point source for wastewater, such as a kitchen or bathroom. Each sewer unit is assumed to generate on average 80 gallons per day (gpd) during normal flows. The Master Plan includes the development of some new facilities that may include restrooms requiring wastewater service. The Master Plan is intended to serve the existing population, visitors, and growth already anticipated under the City and County General Plans. Through consultation during the General Plan processes, respective wastewater treatment providers indicated that additional wastewater infrastructure capacity would not be required as a result of potential development anticipated by the General Plans, therefore the impact is considered less than significant.

Expansion of wastewater service to anticipated Master Plan facilities may require the construction of new and expanded conveyance infrastructure to these facilities. The construction and expansion of wastewater conveyance infrastructure commonly involves construction impacts including, but not limited to, surface water quality degradation, air emissions (from exhaust equipment and particulate matter of dust), loss of biological resources, and soil erosion. These specific types of impacts are addressed in aggregate in the appropriate sections of this Initial Study. However, specific engineering and design of potential future wastewater conveyance infrastructure improvements have not been completed. As such, project-specific impacts cannot be analyzed at this time. Individual wastewater infrastructure improvement projects may require further project-specific environmental review and documentation.

- f) The Master Plan includes the development of some new facilities that may generate modest amounts of solid waste typical of recreation facilities. The Master Plan is intended to serve the existing population, visitors, and growth already anticipated under the City and County General Plans. Through consultation during the General Plan processes, STR indicated that additional infrastructure capacity would not be required as a result of potential development anticipated by the General Plans, therefore the impact is considered less than significant.
- g) The Master Plan includes the development of some new facilities that may generate modest amounts of solid waste typical of recreation facilities. Collection and disposal of trash or construction waste will be required to comply with City and County solid waste and recycling ordinances as well as all applicable state and federal laws.

Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) 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 a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

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

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

a) As discussed in Section IV (Biological Resources) and Section V (Cultural Resources) of this Initial Study, the Master Plan has the potential to result in potentially significant impacts on the environment. However, Mitigation Measures AES-1, BIO-1, CR-1, and CR-2 would reduce impacts on biological and cultural resources to less than significant.

b) Construction and improvements to recreation facilities identified in the Master Plan would occur over time and would be dependent on project specific approvals. Therefore, it is not anticipated that cumulative impacts would result from implementation of the Master Plan. Adherence to the mitigation measures identified throughout this document would reduce potential short-term and long-term impacts to less than significant.

c) As stated in various sections of this Initial Study the Master Plan has the potential to result in significant impacts to the environment. However, with implementation of mitigation measures identified throughout this document, impacts would be less than significant. Enhancement of recreation opportunities in the Plan Area will beneficially impact the residents and visitors to the area.