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1.0 INTRODUCTION

1.1 INITIAL STUDY/INITIAL ENVIRONMENTAL CHECKLIST

This Initial Study/Initial Environmental Checklist (IS/EIC) has been prepared to address the potential environmental effects of amendments to the Tourist Core Area Plan in South Lake Tahoe, California. The proposed project is an update to the Tourist Core Area Plan in which current goals, policies and implementation strategies for providing specific land use guidance within the plan's boundary are contained. The proposed amendments would expand the Area Plan boundary to incorporate two parcels (APNs 029-352-010 and 029-371-016) that front Pioneer Trail, both developed with existing tourist accommodation uses. The addition of these parcels as is intended to increase opportunity for redeveloping the sites (previously located in PAS 092). In addition to the boundary amendments, other changes to permissible land use, density, etc. are proposed as documented in Chapter 2.

An IS is a preliminary environmental analysis that is used by the lead agency as a basis for determining whether an EIR, a Mitigated Negative Declaration, or a Negative Declaration is required for a project under CEQA guidelines. An IEC is a preliminary environmental analysis that is used for determining whether an EIS, a Mitigated Finding of No Significant Effect, or a Finding of Significant Effect is required for a project under TRPA guidelines. The IS and the IEC contain a project description, description of environmental setting, identification of environmental effects by checklist or other similar form, explanation of environmental effects, discussion of mitigation for significant environmental effects, evaluation of the project's consistency with existing, applicable land use controls, and the name of persons who prepared the study.

This IS/ND has been prepared pursuant to the California Environmental Quality Act (CEQA) of 1970, Cal. Pub. Res. Code §2100 et seq. The CEQA lead agency for this project is the City of South Lake Tahoe.

This document also serves as an IEC/FONSE prepared pursuant to the requirements of Article VI of the TRPA Rules of Procedures and Chapter 3 of TRPA's Code of Ordinances. TRPA serves as lead agency pursuant to its own regulations.

The Tourist Core Area Plan was adopted in 2013 by the City of South Lake pursuant to Chapter 13 of the Tahoe Regional Planning Agency (TRPA) Code of Ordinances, which allows local governments to adopt conforming Area Plans that contain policies and development ordinances that are consistent with and further the goals and policies of the TRPA Regional Plan. Chapter 13 established a conformity process that:

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

1.2 TIERING PROCESS

CEQA

The CEQA concept of "tiering" refers to the evaluation of general environmental matters in a broad program-level EIR, with subsequent focused environmental documents for individual projects that implement the program. This environmental document is specific to the 2023 updates of the Tourist Core Area Plan. This environmental document incorporates by reference the discussions in the 2010 General Plan EIR (the Program EIR) and the 2013 Tourist Core Area Plan IS/IEC which was created for the area plan's initial adoption. CEQA and the CEQA Guidelines encourage the use of tiered environmental documents to reduce delays and excessive paperwork in the environmental review process. This is accomplished in tiered documents by eliminating repetitive analyses of issues that were adequately addressed in the Program EIR and by incorporating those analyses by reference.

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

This Initial Study is tiered from the City of South Lake Tahoe 2010 General Plan EIR and the 2013 Tourist Core Area Plan IS/IEC in accordance with Sections 15152 and 15168 of the CEQA Guidelines and Public Resources Code Section 21094. The 2010 General Plan EIR is a Program EIR that was prepared pursuant to Section 15168 of the CEQA Guidelines. The 2011 General Plan is a comprehensive land use plan that guides physical development within the City of South Lake Tahoe through 2030. The 2010 General Plan EIR analyzes full implementation of uses and physical development proposed under the 2011 General Plan, and it identifies measures to mitigate the significant adverse program-level and cumulative impacts associated with that growth. The Tourist Core Area Plan is an element of change that was anticipated in the 2011 General Plan and evaluated in the 2010 General Plan EIR. By tiering from the 2010 General Plan EIR, this Initial Study will rely on the 2010 General Plan EIR for the following aspects that have remained consistent through these amendments:

- a discussion of general background and setting information for environmental topic areas;
- overall growth-related issues;
- issues that were evaluated in sufficient detail in the 2010 General Plan EIR for which there is no significant new information or change in circumstances that would require further analysis; and
- assessment of cumulative impacts.

This Initial Study will evaluate the potential environmental impacts of the proposed changes to the Tourist Core Area Plan with respect to the 2010 General Plan EIR and 2013 Tourist Core Area Plan IS/IEC to determine what level of additional environmental review, if any, is appropriate. As shown in the Determination in Section 5.2 of this document, and based on the analysis contained in this Initial Study, it has been determined that the proposed amendments to the Tourist Core Area Plan would not have significant effects on the environment that were not adequately addressed in the 2010 General Plan EIR, 2013 Tourist Core Area Plan IS/IEC or cannot be mitigated to a level of insignificance; therefore, a Negative Declaration will be prepared.

This Initial Study concludes that that many potentially significant impacts are addressed by the measures that have been adopted as part of the approval of the 2011 General Plan and subsequent approval of the 2013 Tourist Core Area Plan. Therefore, those 2010 General Plan EIR mitigation measures and Area Plan IS/IEC mitigation measures will reduce the impacts to a less than significant level. Since these mitigation measures are already being carried out as part of implementation of the 2011 General Plan and 2013 Area Plan, they will not be readopted. The impact analysis herein assumes implementation of the 2011 General Plan and 2013 Area Plan for purposes of determining the significance of any impact. The benefits of these mitigation measures will be achieved independently of considering them as specific mitigation measures of this Tourist Core Area Plan. Nothing in this Initial Study in any way alters the obligations of the City to implement the General Plan mitigation measures. Additional environmental review may be necessary as specific development projects and improvements are proposed for construction if potentially significant impacts associated with the construction of those projects have not been adequately addressed in this document.

TRPA

The TRPA concept of "tiering" refers to the coverage of general matters in broader EISs (Program EIS) and subsequent narrow environmental documents incorporating by reference the general discussions and concentrating solely on the issues specific to the document subsequently prepared. Therefore, when an EIS has been certified for a project or matter, TRPA should limit the analysis on a later related or consistent project or matter to effects which were not examined as significant effects in the prior EIS or which are susceptible to substantial reduction or avoidance by revisions in the project or matter through conditions of approval or mitigation. Tiering is limited to situations where a later project or matter is consistent with a program, plan, policy or ordinance for which an EIS was prepared, is consistent with applicable TRPA plans, and a supplemental EIS is not required. This Initial Environmental Checklist is tiered from the TRPA 2012 Regional Plan Update ("RPU") Environmental Impact Statement ("EIS") and 2020 Linking Tahoe: Regional Transportation Plan and Sustainable Communities Strategy Initial Environmental Checklist and Mitigated Finding of No Significant Effect in accordance with Section 6.12 of the TRPA Rules of Procedure. The 2012 RPU EIS is a Program EIS that was prepared pursuant to Article VI of TRPA Rules of Procedure and Chapter 3 of the TRPA Code of Ordinances. The Regional Transportation Plan identifies a broad range of projects, programs, and strategies needed to comprehensively improve Tahoe's transportation system over the next 25 years. The 2012 RPU is a comprehensive land use plan that guides physical development within the Lake Tahoe Region through 2035. The 2012 RPU EIS analyzes full implementation of uses and physical development proposed under the 2012 RPU, and it identifies measures to mitigate the significant adverse program-level and cumulative impacts associated with that growth. The proposed project is an element of the growth that was anticipated in the 2012 RPU and evaluated in the 2012 RPU EIS. By tiering from the 2012 RPU EIS, this Initial Environmental Checklist will rely on the 2012 RPU EIS for the following:

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

This Initial Environmental Checklist will evaluate the potential environmental impacts of the proposed project with respect to the 2012 RPU EIS to determine what level of additional environmental review, if any, is appropriate. As shown in the Determination in Section 5.3 of this document, and based on the analysis contained in this Initial Environmental Checklist, it has been determined that the proposed project

would not have a significant effects on the environment that were not previously addressed or adequately addressed in the 2012 RPU EIS, therefore, a Finding of Significant Effect will be prepared.

This Initial Environmental Checklist concludes that that many potentially significant project impacts are addressed by the measures that have been adopted as part of the approval of the 2012 RPU. Therefore, those 2012 RPU EIS mitigation measures that are related to, and may reduce the impacts of, this project will be identified in this Initial Environmental Checklist. Since these mitigation measures are already being carried out as part of implementation of the 2012 RPU, they will not be readopted, but rather are incorporated as part of the project and the impact analysis assumes implementation for purposes of determining the significance of any project impact. The benefits of these mitigation measures will be achieved independently of considering them as specific mitigation measures of this project. Nothing in this Initial Environmental Checklist in any way alters the obligations of the City to implement the RPU mitigation measures.

1.3 BACKGROUND

All of the land within the Lake Tahoe Basin falls under the jurisdiction of the Tahoe Regional Planning Agency. This includes land under the local jurisdiction of the City. In order to be responsive to the unique needs and opportunities of the Region and local communities, the TRPA Regional Plan encourages and authorizes local jurisdictions to develop and adopt individual Area Plans that provide more specific development objectives and standards that are adapted to the needs of the specified area. Local jurisdictions are permitted to develop, adopt, and implement regulations so long as they are consistent with TRPA's Regional Plan. The 2030 South Lake Tahoe General Plan is the City's primary policy document guiding land use, transportation, infrastructure, community design, environmental, and other decisions in a manner consistent with the planning statutes for the State of California. The adopted Tourist Core Area Plan is designed to supplement the City's General Plan by designating zoning districts and providing specific guidance for the area included within the Area Plan boundaries. The development standards and the specific policies referenced in this Area Plan are the land use standards intended to administer and regulate the land use for the Tourist Core.

The 2013 Tourist Core Area Plan defines a vision for the future of the area of the City that has previously been guided by the Stateline/Ski Run Community Plan which was adopted in March 1994 by the City and the TRPA. This is an area of special attention in the Tahoe Basin for a number of reasons; it is the center of tourist services and recreation access, spanning the Nevada and California Stateline and has traditionally been the area with the highest concentration of services and density.

This Area Plan provides more detailed direction than the City of South Lake Tahoe's General Plan and TRPA's Regional Plan. It addresses land use regulations, development and design standards and environmental improvements for the area. It encourages general improvement and enhancement for the built environment. This Area Plan anticipates a framework that will allow the area to be re-cast, to change the existing conditions into opportunities for redevelopment with a focus on achieving on the ground environmental improvements consistent with the City's General Plan and environmental thresholds goals of the 2012 Regional Plan.

The Tourist Core is a tourist area land use plan that works to implement features of the TRPA's Regional Plan and the City's General Plan. It would provide management direction for all projects proposed within its boundaries. It is an integrated land use plan addressing physical design, redevelopment, commercial and tourist accommodation growth, traffic circulation, the environment and restoration, and public service. The adopted 2013 plan established goals, policies and implementation strategies and programs. Elements of the Area Plan address land use, transportation, recreation, cultural and natural resources, public and quasi-

public facilities, and implementation. The Tourist Core is also designated by TRPA as a Town Center, a Regional Center and a receiving area for the transfer of development rights and existing units of use.

The process of amending the Tourist Core Area Plan was initiated in 2023 with City staff identifying areas out of date and in need of general improvements to reflect the City and State's evolving goals and new laws. The City provided TRPA with an Intent to Amend notice and a general project description on January 17, 2023. At this time staff had not yet begun to draft amendments, as stakeholder, Planning Commission, and City Council input were needed to inform the changes. Stakeholders representing a variety of interest groups in the Tourist Core were invited to a workshop on February 1, 2023, to discuss the potential list of updates. During the months of February 2023 through May 2023, hearings were held to receive input on the proposed updates before the Planning Commission (February 23, 2023), City Council (May 16, 2023), and TRPA Regional Plan Implementation Committee (May 24, 2023). Throughout this process, City and TRPA staff met bimonthly to discuss the potential area plan amendments as well as concurrent changes to TRPA Code of Ordinances that may affect the final list of necessary updates.

1.4 PROJECT LOCATION, SETTING AND SURROUNDING LAND USES

The Tourist Core is located within the City of South Lake Tahoe and is centered on US Highway 50 and Ski Run Boulevard from Fairway Avenue to the California and Nevada Stateline (see **Figure 1**). The Area Plan is approximately two miles along US Highway 50 extending from Fairway Drive to the California and Nevada Stateline and includes Ski Run Boulevard from US Highway 50 to Pioneer Trail. This area functions as the primary visitor and tourist district in the south shore of Lake Tahoe and provides direct access to recreation opportunities such as Heavenly Ski Resort, Edgewood Gold Course, Ski Run Marina, Lakeside Marina and Van Sickle Bi-State Park. The Area Plan is approximately 305 acres in size and the land use pattern varies, although the predominant theme of the land uses are tourist related, with a large number of motels, hotels, restaurants, and retail shops. The Area Plan Boundary shall be expanded to include two parcels fronting Pioneer Trail (APNs 029-352-010 and 029-371-016) located immediately south of its intersection with Moss Road (previously residential zoned PAS 092) (see **Figure 3**).

The Tourist Core has two major commercial/tourist centers: the area centered on Heavenly Village/Crescent V Shopping Center adjacent to the State line and the area centered on the intersection of US 50 and Ski Run Boulevard running from Ski Run Marina to Pioneer Trail. The Heavenly Village area is a mixed-use development that provides tourist accommodation, retail and restaurants set in a pedestrian and walkable environment. The Ski Run Boulevard area provides a more traditional commercial/tourist land use setting running the length of Ski Run Boulevard (see **Figure 2**).

These uses occupy structures ranging in height, age and physical conditions, from units built in the 50s and 60s to some of the newest buildings in the south shore and from single story structures to 6 to 8-story tourist accommodation facilities. Many of the newer structures are the result of the City of South Lake Tahoe Redevelopment Agency's partnership with private developers to implement the City's Redevelopment Plan. Redevelopment in the area include the construction of tourist, commercial and retail facilities, pedestrian and transit facilities, and water quality improvement in the late 1990's and early 2000s. Projects constructed include the Embassy Suites (now known as the Margaritaville Resort Lake Tahoe), Lake Tahoe Resorts, Heavenly Village, Heavenly Gondola, Stateline Transit Center, Crescent V Shopping Center and the Wildwood Basin Water Quality Improvement Project. In addition, the area has also experience private redevelopment efforts that include the redevelopment of the Ski Run Center, Valero Gas Station, Ski Run Marina Shops, Holiday Inn Express and Applebee's Restaurant.

Figure 1 – Tourist Core Area Plan Location Map

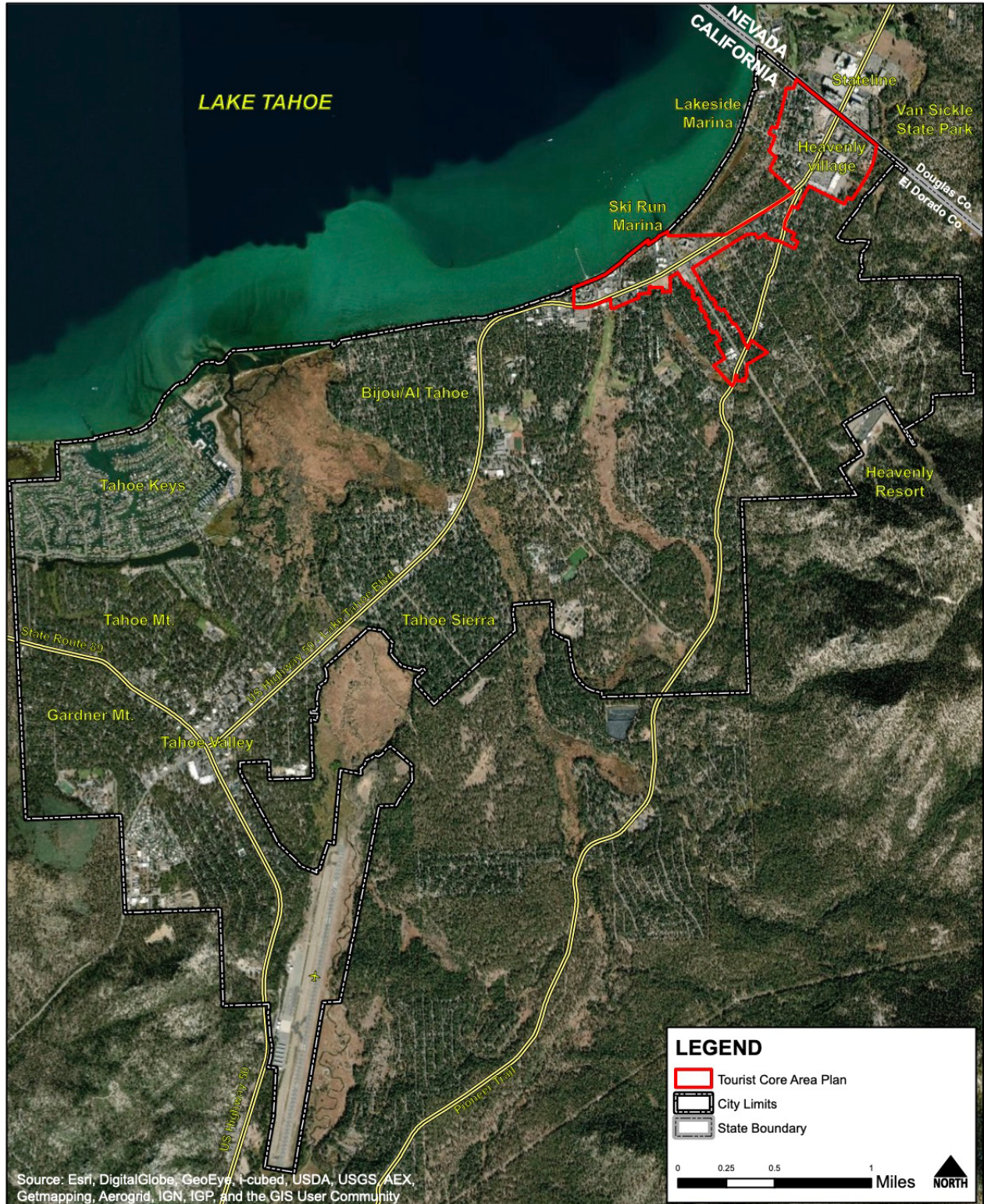
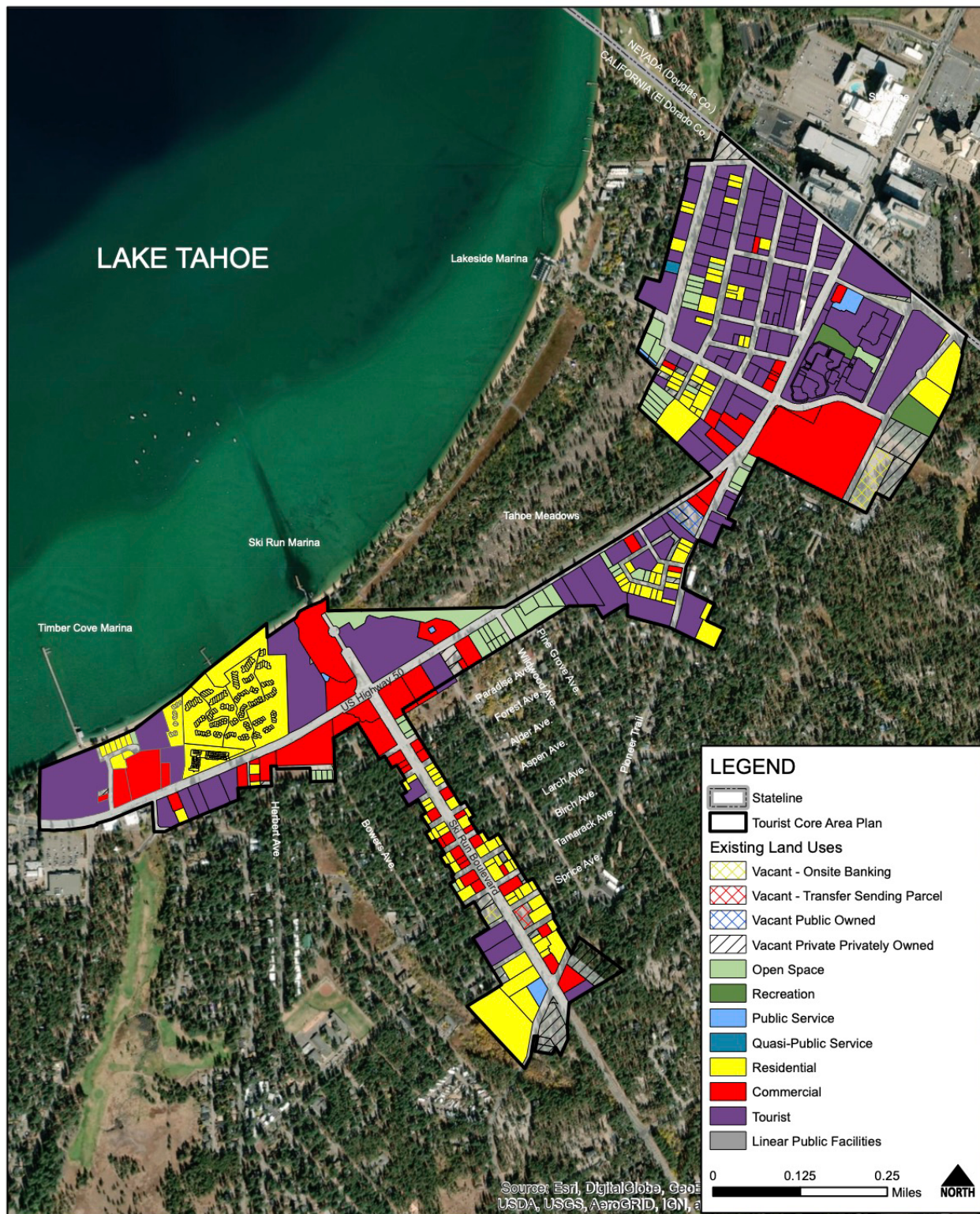


Figure 2 – Tourist Core Area Plan Location Map



Excluding the transportation routes, 66.1% of the parcels are developed, 9.8% remain vacant and the remaining 4.8% are dedicated to open space. Of the remaining 13 vacant parcels in the Tourist Core, 11 parcels are held in private ownership, 2 are publicly owned by the City of South Lake Tahoe.

The Tourist Core is bordered on the north by the Lake Tahoe, Ski Run Marina which provides a popular access point to beach recreation and boating opportunities and single family residential land uses. One notable residential area directly adjacent to the Tourist Core is Tahoe Meadows which is listed as a Historic District by TRPA and is listed on the National Registry of Historic Places. To the south the Tourist Core is bordered by a mixed multi-family and single family residential area and the Van Sickle Bi-State Park which provides access to mountain bike, hiking and horseback riding trails. Directly to the west of the Tourist Core is the Bijou/Al Tahoe commercial district and to the east of the Tourist Core is the Stateline Casino Core which includes the major gaming establishments in the south shore.

1.5 PROJECT OBJECTIVES/PURPOSE AND NEED

As identified above, the purpose of the proposed Tourist Core Area Plan is to facilitate implementation of a tourist/commercial land use plan to further the goals and policies of the Regional Plan of the Lake Tahoe Basin and the City of South Lake Tahoe General Plan. This plan is intended to create area-wide change within the land use parameters of the land use planning and development regulations of the City and TRPA. The adopted Tourist Core Area Plan is intended to provide for improved mixed use land use pattern (commercial, tourist and high density residential development) and concentrated development conditions through revitalization to provide improved recreation access, tourist accommodation facilities and diverse commercial retail needs to visitors and local residences in a setting that is transit-, bicycle-, and pedestrian-oriented setting. The area is envisioned as a central destination that provides full services for visitors and permanent residents and offers unique experiences related to the many outdoor recreation possibilities that surround the core area. The revitalization of the South Shore will catalyze the transformation from a failing and vestigial gaming economy into a sustainable outdoor tourism recreational destination by incorporating active streetscapes featuring strolling, shopping, entertainment and outdoor dining opportunities. In addition, transit and alternative travel will provide an essential part of the envisioned destination resort experience resulting in significant environmental gain and improved scenic quality.

The plan is being amended to keep pace with changes that have been made to California law, TRPA Regional Plan and Code of Ordinances, the City's General Plan Housing Element, the City strategic goals, and to implement and incentivize transportation connectivity. At the forefront of these changes is the goal of activating the town center, and increasing housing opportunities with an emphasis on affordable housing. The Area Plan's existing density limits (25 units per acre) are a large barrier for affordable housing developments as they cannot be competitive for grants or financing at the current density; meanwhile, the lack of a minimum density prevents parcels central to transportation and amenities from being utilized to their highest potential. In accordance with California law, workforce and co-living housing opportunities shall be expanded through modifications to use definitions and zoning designations.

The following project objectives are identified for the Tourist Core Area Plan updates:

- Expand the boundary of the Area Plan to add two developed parcels that will benefit from greater density, height and land coverage and help promote residential and tourist development near services and transit facilities;
- Improve the effectiveness of Housing Element policies and achievement of Housing Element goals;
- Update residential design standards to allow ministerial approval of purely residential developments, including ADUs.

- Modify permissible use definitions to create better compatibility between uses and zoning districts.
- Create objective design standards for commercial and mixed-use developments that complement the natural environment, promote the mountain theme architecture, and create walkable and bikeable streetscapes.
- Transition to a less auto-centric town center by creating opportunities for reduced parking and project contribution to alternative transportation methods.
- Implement zoning, boundary, and district changes where appropriate to better integrate existing development and incentivize key redevelopment opportunities.
- Respond to the unique circumstances and needs of local communities in the Tahoe Region;
- Provide incentives to encourage transfers, concentration, rehabilitation and redevelopment of aging tourist and commercial uses within the Tourist Core;

1.6 DOCUMENT ORGANIZATION

This IS/ND/IEC follows the standard content for environmental documents under CEQA and TRPA Code of Ordinances and Rules of Procedures. An EIR/EIS was determined to be unnecessary, as there are not potentially significant environmental effects associated with adoption of this Area Plan. This IS/IEC is a full disclosure document, describing the plan and its environmental effects in sufficient detail to aid decision-making.

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

1.7 PUBLIC INVOLVEMENT

Opportunities for public participation in the environmental document review process are provided in order to promote open communication and better decision-making. All persons and organizations having a potential interest in the proposed Area Plan are invited to provide comments during the thirty-day comment period for the IS/IEC.

Pursuant to the requirements of CEQA, this IS/IEC will be sent, along with a Notice of Completion, to the California State Clearinghouse. In addition, copies of this document will be distributed to other Lake Tahoe Basin reviewing agencies and interested individuals and entities for review. After closure of the public review period, City staff will respond to all comments. City staff will then prepare an agenda item for the City's Planning Commission's recommendation and City Council action that include the IS/IEC, the comments, and responses to the comments. If the Council determines that the proposed Area Plan would not have significant adverse impacts, the City Council would adopt the plan and certify the environmental document. Following Council approval, the Notice of Determination would be filed with the county recorder-clerk.

Pursuant to the TRPA's Rules of Procedures and Chapter 3 of the TRPA Code of Ordinances, this IS/IEC will be made available for public review to those people who request copies. TRPA staff will prepare an agenda item for the Advisory Planning Commission's recommendation and Governing Board action. If it is determined that significant adverse impacts would not result from the proposed project, the Governing Board would issue a Finding of No Significant Effect, adopt the Area Plan and certify the environmental document.

The proposed amendments to the Area Plan was prepared by the City and is developed on feedback provided by the public and the City Council direction. The process of amending the Tourist Core Area Plan was initiated in October of 2022 with City staff identifying areas out of date and in need of general improvements to reflect the City and State's evolving goals and new laws. The City provided TRPA with

an Intent to Amend notice and a general project description on January 11, 2023. Stakeholders representing a variety of interest groups were invited to a workshop on February 1, 2023, to discuss the updates. The Planning Commission heard this feedback on February 23, 2023 and had no major changes to the direction of the amendments and again on October 23, 2023. On May 24, 2023 the TRPA Regional Plan Implementation Committee received the presentation and provided feedback. City Council was given a similar presentation on June 6, 2023, and provided staff with feedback. Throughout this process City and TRPA staff met bimonthly to discuss the area plan amendments as well as changes to TRPA Code of Ordinances that may affect them.

1.8 RELATIONSHIP TO LAND USE PLANS, POLICIES AND REGULATIONS

The Tourist Core Area Plan falls under the direct jurisdiction of both the City of South Lake Tahoe and the Tahoe Regional Planning Agency. In addition, Federal and State agencies exercise varying levels of control concerning specific parcels or resources. This section identifies each agency's responsibility relative to the proposed Area Plan; it also identified the plans and policies to which the Area Plan must show compliance.

Federal: The US Environmental Protection Agency (EPA) has designated Lake Tahoe an Outstanding National Resource Water (ONRW). ONRWs are provided the highest level of protection under EPA's Anti-degradation Policy, stipulating that states may allow some limited activities that result in temporary and short-term changes to water quality, but that such changes should not adversely affect existing uses or alter the essential character or special uses for which the water was designated on ONRW. Although the Area Plan does not require approval from the EPA the incentives related to coverage is dependent upon EPA certifying TRPA's updated Water Quality Management Plan for the Tahoe Region (208 Plan).

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

In December 2012, the TRPA Governing Board adopted an updated Regional Plan. Priorities of the updated Regional Plan that apply to this Area Plan include:

- Accelerating water quality restoration and other threshold gains by supporting environmental redevelopment opportunities, restoration of disturbed lands and Environmental Improvement Program (EIP) investments.
- Transitioning to more permitting by local governments to create one-stop-shopping for homeowner improvements in order to return TRPA to the more regional role the Compact originally intended.
- Creating walkable communities and increasing alternative transportation options.

Important policies addressed in the Regional Plan include:

- Retaining the established regional growth control system. Under this system, rampant overdevelopment was stopped and open spaces preserved. Most of the policies from the 1987 Regional Plan stayed in place.
- Creating a more efficient planning system that integrates TRPA requirements into the plans and permits of other government agencies.

- Encouraging property owners to transfer development rights from sensitive or outlying areas to Town Centers with the goal of restoring these lands.
- Eliminating regulatory barriers to the environmental redevelopment of rundown buildings.
- Simplifying burdensome regulations for homeowners while achieving threshold gain.
- Integrating with the Regional Transportation Plan to support sidewalk and bike trail projects that reduce automobile dependency and increase walkability and safety.
- Continuing to deliver restoration projects under the EIP that achieve erosion control on roadways and restore forests and wetlands.

The updated TRPA Code of Ordinance allows for the development of Area Plans to refine and implement the Regional Plan policies appropriate to specific areas. Chapter 13, *Area Plans*, include new provisions that allow for local, state, and federal agencies, in coordination with TRPA staff, to prepare coordinated Area Plans for the implementation of land use goals, policies, and ordinances. The Area Plans, which must include implementing ordinances and zoning, are required to be consistent with the Regional Plan. Once an Area Plan has been found in conformance with the Regional Plan, local, state, or federal agencies may assume development review authority by Memorandum of Understanding (MOU) with TRPA. In 2014 a MOU was created that expanded permitting authority of the City within the Tourist Core Area Plan.

State of California: Several State agencies may play a role in development decisions within the Tahoe Region. As such, these State agencies must grant permits or other forms of permission prior to physical development. Affected agency staff will review the proposed Area Plan for consistency with adopted plans and policies. The Area Plan does not require State agency approval..

State agencies that may have a responsible agency role in projects that may be implemented in the Area Plan include:

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

The CTC has developed and initiated implementation of a number of programs involving acquisitions, site improvements, and land management activities, and involving direct activities as well as grants, which require capital funding. Program areas include:

- Water Quality and Watersheds
- Forest Habitat Enhancement
- Recreation and Public Access
- Land Management and Acquisition
- Coverage and Marketable Rights
- Climate Change and Sustainability

Within the Tourist Core the CTC has ownership of 4 parcels. One parcel was acquired through the CTC's Land Coverage Program to either meet excess coverage mitigation requirements, for bicycle trail or other public service projects, or to sell on the open market to private parties. Another parcel was purchased for

recreation access purposes and provides access to Van Sickle Bi-State Park and the remaining two parcels were purchased under their Sensitive Lands Acquisition Program. Adjacent to and south of the Tourist Core, the CTC has acquired the former Caltrans US Highway 50 right-of-way for the South Tahoe Greenway Share Use Trail.

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

The retirement of the development potential on properties can generate a wide range of development rights or credits, depending on what existed or was credited to the property at the time of acquisition (either land coverage or other marketable rights). The Conservancy periodically acquires these other rights, including those for tourist accommodations, sewer connections, residential units, and commercial floor area. Such rights are usually sold to parties building or remodeling a commercial site or a multi-family unit(s). The rights are recognized by the various regulatory agencies within the Basin and can therefore be sold or transferred under the proper circumstances. The use of these rights is reserved for projects in the areas where the rights originated in order to maintain the economic base of those communities.

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

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

Lahontan is also responsible for incorporating the the Lake Tahoe Daily Maximum (TMDL) pollutant load reduction targets into the NPDES permit for California municipalities in the Tahoe Basin. This permit regulates stormwater discharge from the City's stormwater management infrastructure and Federal rules requires the City to implement programs to control pollutant runoff.

The NPDES permit issued to the City stipulates a September 30, 2016 deadline to reduce estimated 2004 baseline jurisdictional pollutant loads of fine sediment particles by 10%, total nitrogen by 8% and total phosphorus by 7%. Lahontan is expected to update the NPDES permit every five years to include additional load reduction targets. Upcoming targets are anticipated for 2026. Attainment of the 2026 target, termed the Clarity Challenge, is estimated to return Lake Tahoe to an average annual transparency of 80 feet (Lahontan 2010).

The City completed development of a Pollutant Load Reduction Plan (PLRP) to define a path to compliance with the requirements to reduce pollutant loading to Lake Tahoe from urban stormwater runoff. The goal of the Load Reduction Report was to identify feasible and cost-effective actions to meet anticipated targets. In September 2021, the City Council received a draft of the 2021 City of South Lake Tahoe PLRP which documents the City's proposed approach and timeline for meeting the 2026 load reduction targets set forth in the City's NPDES permit, which was then submitted to Lahontan in October, 2021. Proposed strategies outlined in the Load Reduction Plan for meeting the load reduction targets are incorporated in the Area Plan and are discussed in detail in Section 10, Natural and Cultural Resources.

The 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. Estimated load reductions for specific projects and operational improvements are shown in the PLRP. Pollutant load reductions will be credited to the City as catchments (subwatersheds) with projects and/or operational improvements registered with Lahontan pursuant to the Lake Clarity Crediting Program.

California Department of Transportation (Caltrans): Caltrans is responsible for planning, designing, constructing, and maintaining all state highways. The jurisdictional interest of Caltrans extends to improvements to roadways on the state highway system (including roadways designated as U.S. highways). Any federally funded transportation improvements would be subject to review by Caltrans staff and the California Transportation Commission, either on or off of the state highway system.

California Trustee Agencies: State agencies with trustee responsibility in the Tourist Core include: California Division of Forestry (tree removal and forest resource concerns), State Historic Preservation Officer (cultural resources), California Department of Fish and Game (wildlife resources), and State Lands Commission with regard to state-owned "sovereign" lands such as Lake Tahoe.

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

2.0 PROJECT DESCRIPTION

2.1 AREA PLAN OVERVIEW AND DESCRIPTION OF CHANGES

The proposed project is an update to the Tourist Core Area Plan in which current goals, policies and implementation strategies for providing specific land use guidance within the plan’s boundary are contained. The updated Tourist Core Area Plan proposes to incorporate two parcels fronting Pioneer Trail, currently located in residential Plan Area Statement 092, into the Tourist Center Neighborhood Mixed-Use (TSC-NMX) District. Both parcels (APNs 029-352-010 and 029-371-016) are developed with existing tourist accommodation uses. The addition of these parcels, totaling approximately 36,000 square feet (0.83 acres) is intended to increase opportunity for redeveloping the sites. Permissible uses consistent with the previous PAS for this area are supplemented with additional residential land uses. ; As part of these amendments, a minimum density standard is also adopted to encourage the development of high-density housing. Modifications to existing design standards and parking standards are also proposed to promote walkability.

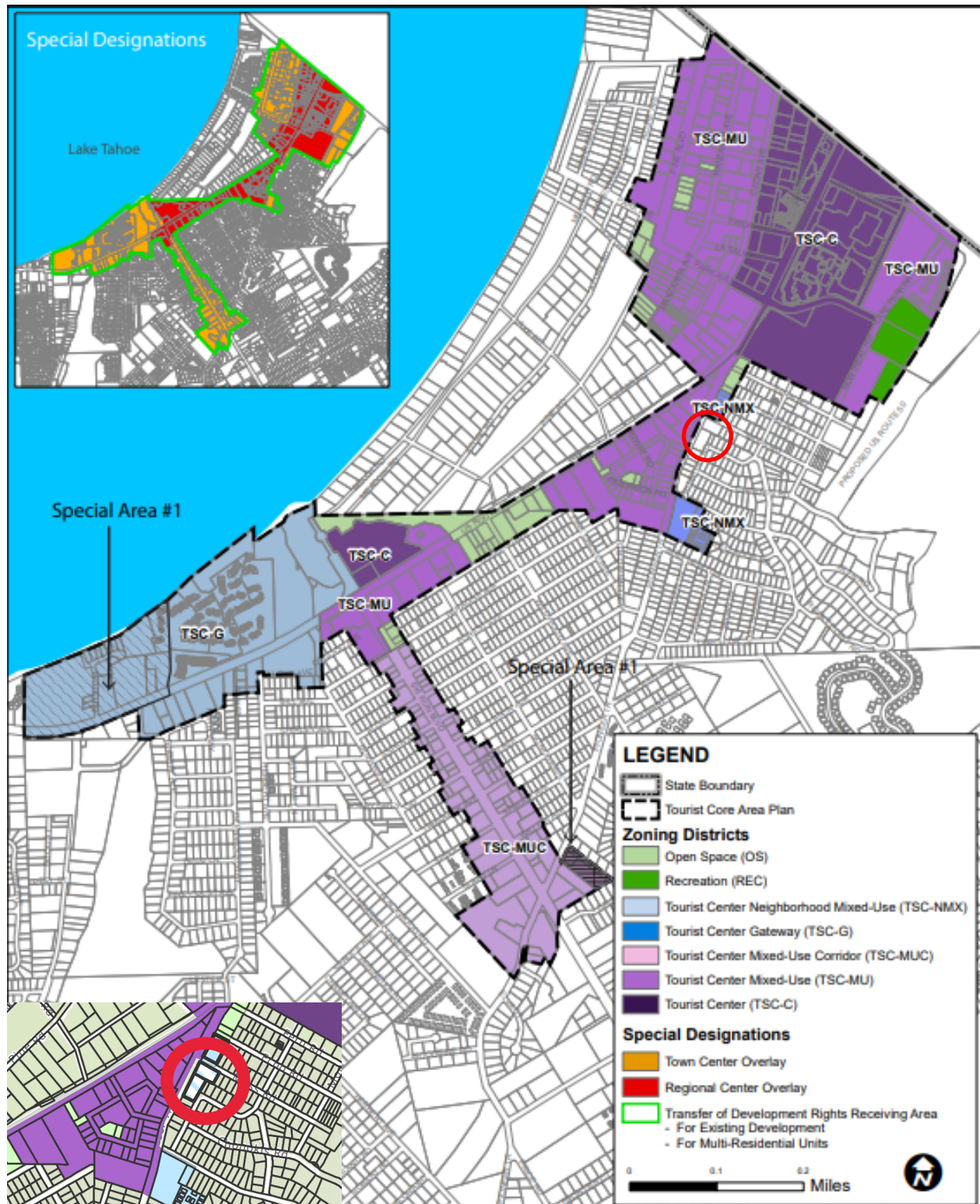
The Area Plan includes changes necessary to opt in to the TRPA Phase 2 Housing Code Amendments adopted in December 2023 for the areas within and outside of the Town Center/Regional Center Overlay – these amendments are included in the proposed changes to density, height and land coverage limits applicable to deed restricted affordable housing as documented in Tourist Core Area Plan Appendix C.

Table 1 provides an overview of the existing plans, maps, and ordinances that are relevant to the Tourist Core Area Plan, a synopsis of the proposed changes, and a brief description of those changes.

Table 1 Elements of Tourist Core Area Plan		
Tourist Core Area Plan Element	Proposed Change from Existing Plans, Maps, and Ordinances	Summary Description
Vision and Guiding Principles	Adds a new housing policy	<ul style="list-style-type: none"> Includes new policy to preserve existing residential uses and increase multi-family options.
Land Use Element, and Land Use Map	Amends and adds new land use policies and amends zoning map to incorporate two parcels	<ul style="list-style-type: none"> Includes new policy to create a pedestrian oriented “Lake District” adjacent to the Tourist Core Area Plan Includes new policies encouraging the development of workforce housing in the Tourist Core Area Plan. Includes a new policy to establish minimum density standards for multi-family development. Amend Land Use Map to incorporate APNs 029-352-010 and 029-371-016 into the TSC-NMX District (see Figure 3 below).
Transportation Element	Adds new transportation policies	<ul style="list-style-type: none"> Includes new policy to coordinate with transportation agencies to expand alternatives modes of transportation. Includes new policies to promote shared parking and enhanced mobility hub.

Table 1 Elements of Tourist Core Area Plan		
Tourist Core Area Plan Element	Proposed Change from Existing Plans, Maps, and Ordinances	Summary Description
Implementation Element	Update status of projects	<ul style="list-style-type: none"> ▪ Updated implementation status of various improvement projects. ▪ Updated Development Rights incentives provided by the City. ▪ Updated the number of residential bonus units available in the Tourist Core Area Plan. ▪ Added new incentives for residential/tourist conversion and density incentives adopted by the TRPA. ▪ The City incentive of RUUs at no cost for ADUs and multi-family developments has been included. ▪ Alternate Traffic and Air Quality Fee Program was deleted. New projects are subject to TRPA’s Mobility Mitigation Fee requirements of Chapter 65 of the TRPA Code of Ordinances ▪ The Change in Use section was removed as it is no longer contained in the South Lake Tahoe City Code or TRPA Code of Ordinances. ▪ The Conversion of Use section was updated to reflect the current Chapter 51 of TRPA Code of Ordinances. ▪ Density incentives adopted by TRPA are added.
Appendix B	Replaced with Commercial Design Guidelines	<ul style="list-style-type: none"> ▪ TRPA height findings were removed from this appendix. The findings are applicable through reference to TRPA Code of Ordinances. ▪ The South Lake Tahoe Commercial Design Guidelines have been included as Appendix B to provide visual representations of the intent of design standards in Appendix C.
Appendix C, Development and Design Standards	<p>Modify existing use matrix for clarity and consistency.</p> <p>Modification of existing standards for clarity.</p>	<ul style="list-style-type: none"> ▪ Permissible use matrix and definitions have been modified for consistency and simplification. ▪ All items previously included in in Substitute Design Standards have been relocated to the main standards section. ▪ The maximum building height for the TSC-MU district is increased from 56 feet to 65 feet.
Appendix D, CSLT Green Building Program	Include more recent sustainable building certification programs.	<ul style="list-style-type: none"> ▪ Additional green building certifications are being added to the Green Building Program to make projects eligible for development incentives. Development incentives are no longer tiered and shall be based on the discretion of the decision-making authority.

Figure 3 – Proposed Tourist Core Area Plan Expansion



As part of the TCAP, the City of South Lake Tahoe will comply with all mitigation measures from the Regional Plan Update EIS certified by the TRPA Governing Board on December 12, 2012. The adoption of these measures includes compliance with measures that have already been incorporated into the TRPA Code, adopted on December 12, 2012 and effective on February 9, 2013.

Also part of the Tahoe Valley Area Plan is the City of South Lake Tahoe’s continued compliance with all mitigation measures from the General Plan EIR certified by the City on May 17, 2011.

Table 2 provides a summary of the proposed development standard and land use updates to TCAP zoning districts. The full text of the proposed amendments is provided in revisions to TCAP Appendix C, available for review on the City’s webpage: <https://cityofslt.us/2290/Area-Plan-Proposals-and-Updates>.

Table 2 Development Standards for the Tourist Core Area Plan		
Development Standard		Tourist Center (TSC-C) District
Density	Multiple Family Dwelling	25 12-65 units/acre
	Multi-Person Dwelling	25 65 persons/acre, no minimum
	Nursing and Personal Care	Add 65 persons/acre, no minimum
	Residential Care	Add 65 persons/acre, no minimum
	Single Family Dwelling	Only condominiums allowed at 12-65 units/acre
	Employee Housing	Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings
Uses	Nursing and Personal Care	Added Allowed by right
	Residential Care	Added Allowed by right
	Amusement, Recreation, & Entertainment Facilities	New use category made from combining previous uses: Amusement & Recreation, Privately Owned Assembly & Entertainment, Public Owned Assembly & Entertainment Allowed by right. Facilities with capacity for 200 persons or more require a special use permit.
	Healthcare Services	Allowed by right but can't front on Lake Tahoe Boulevard.
	Professional Offices	Allowed by right throughout district.
	Local Public Assembly Facilities	New use category, previously Local Assembly & Entertainment Allowed by right. Facilities with capacity for 200 persons or more require a special use permit.
	Range Management	Allowed by right. This use was erroneously left out of the use matrix previously.
Height and Roof Standards	Roof Height	This standard was removed.
	Building Height Maximum (stories)	This standard was removed.
	Roof Slope	Minimum roof slope changed from 5:12 to 3:12

Development Standard		Tourist Center Gateway (TSC-G) District
Density	Multiple Family Dwelling	25 12-65 units/acre
	Multi-Person Dwelling	25 65 persons/acre, no minimum
	Nursing and Personal Care	Add 65 persons/acre, no minimum
	Residential Care	Add 65 persons/acre, no minimum
	Employee Housing	Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings
Permissible Uses	Multi-Person Dwelling	Changed to Allowed by right
	Nursing and Personal Care	Added Allowed by right
	Residential Care	Added Allowed by right
	Amusement, Recreation, & Entertainment Facilities	New use category made from combining previous uses: Amusement & Recreation, Privately Owned Assembly & Entertainment, Public Owned Assembly & Entertainment Allowed by right. Facilities with capacity for 200 persons or more require a special use permit.
	Local Public Assembly Facilities	New use category, previously Local Assembly & Entertainment Allowed by right. Facilities with capacity for 200 persons or more require a special use permit.
	Range Management	Allowed by right. This use was erroneously left out of the use matrix previously.
Height and Roof Standards	Roof Slope	Minimum roof slope changed from 5:12 to 3:12
	Building Height Maximum (stories)	This standard was removed.
	Roof Height	This standard was removed.
Development Standard		Tourist Center Mixed-Use (TSC-MU) District
Density	Multiple Family Dwelling	25 12-65 units/acre
	Multi-Person Dwelling	25 65 persons/acre, no minimum
	Nursing and Personal Care	Add 65 persons/acre, no minimum
	Residential Care	Add 65 persons/acre, no minimum
	Employee Housing	Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings
Permissible Uses	Multi-Person Dwelling	Changed to Allowed by right
	Nursing and Personal Care	Added Allowed by right
	Residential Care	Added Allowed by right

	Eating and Drinking Places	Changed to Allowed by right
	Amusement, Recreation, & Entertainment Facilities	New use category made from combining previous uses: Amusement & Recreation, Privately Owned Assembly & Entertainment, Public Owned Assembly & Entertainment Allowed by right. Facilities with capacity for 200 persons or more require a special use permit.
	Local Public Assembly Facilities	New use category, previously Local Assembly & Entertainment Allowed by right. Facilities with capacity for 200 persons or more require a special use permit.
	Range Management	Allowed by right. This use was erroneously left out of the use matrix previously.
Height and Roof Standards	Roof Slope	Minimum roof slope changed from 5:12 to 3:12
	Building Height Maximum (stories)	This standard was removed.
	Roof Height	This standard was removed.
Development Standard		Tourist Center Mixed-Use Corridor (TSC-MUC) District and TSC-MUC Special Area #1 District
Density	Multiple Family Dwelling	25 12-65 units/acre
	Multi-Person Dwelling	25 65 persons/acre, no minimum
	Nursing and Personal Care	Add 65 persons/acre, no minimum
	Residential Care	Add 65 persons/acre, no minimum
	Employee Housing	Removed as own category. Is now included in Single Family, Multiple Family, or Multi-Person Dwellings
Permissible Uses	Multi-Person Dwelling	Changed to Allowed by right
	Nursing and Personal Care	Added Allowed by right
	Residential Care	Added Allowed by right
	Amusement, Recreation, & Entertainment Facilities	New use category made from combining previous uses: Amusement & Recreation, Privately Owned Assembly & Entertainment, Public Owned Assembly & Entertainment Allowed by right. Facilities with capacity for 200 persons or more require a special use permit.
	Local Public Assembly Facilities	New use category, previously Local Assembly & Entertainment Allowed by right. Facilities with capacity for 200 persons or more require a special use permit.

	Range Management	Allowed by right. This use was erroneously left out of the use matrix previously.
Height and Roof Standards	Roof Slope	Minimum roof slope changed from 5:12 to 3:12
	Building Height Maximum (stories)	This standard was removed.
	Roof Height	This standard was removed.
Development Standard		Tourist Center Neighborhood Mixed-Use (TSC-NMX) District
Maximum Density	Multiple Family Dwelling	25 12-65 units/acre
	Multi-Person Dwelling	25 65 persons/acre, no minimum
	Nursing and Personal Care	Add 65 persons/acre, no minimum
	Residential Care	Add 65 persons/acre, no minimum
	Employee Housing	Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings
Permissible Uses	Multi-Person Dwelling	Changed to Allowed by right
	Nursing and Personal Care	Added Allowed by right
	Residential Care	Added Allowed by right
	Range Management	Allowed by right. This use was erroneously left out of the use matrix previously.
Height and Roof Standards	Roof Slope	Minimum roof slope changed from 5:12 to 3:12
	Building Height Maximum (stories)	This standard was removed.
	Roof Height	This standard was removed.
Development Standard		Recreation (REC) District
Density	Multiple Family Dwelling	n/a 12-25 units/acre (Employee Housing Only)
	Multi-Person Dwelling	Add 65 persons/acre, no minimum (Employee Housing Only)
	Employee Housing	Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings
Permissible Uses	Multi-Person Dwelling	Add as an Allowed by right
	Multi-Person Dwelling	Add as an Allowed by right

	Privately Owned Assembly and Entertainment	Deleted and incorporated into Amusement, Recreation, & Entertainment Facilities.
Height and Roof Standards	Roof Slope	Minimum roof slope changed from 5:12 to 3:12
	Building Height Maximum (stories)	This standard was removed.
	Roof Height	This standard was removed.
Development Standard		Tourist Center Gateway (TSC-G) Special Area #1 District
Density	Multiple Family Dwelling	25 12-65 units/acre
	Multi-Person Dwelling	25 65 persons/acre, no minimum
	Nursing and Personal Care	Add 65 persons/acre, no minimum
	Residential Care	Add 65 persons/acre, no minimum
	Employee Housing	Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings
Permissible Uses	Multi-Person Dwelling	Changed to Allowed by right
	Nursing and Personal Care	Added Allowed by right
	Residential Care	Added Allowed by right
	Amusement, Recreation, & Entertainment Facilities	New use category made from combining previous uses: Amusement & Recreation, Privately Owned Assembly & Entertainment, Public Owned Assembly & Entertainment Allowed by right. Facilities with capacity for 200 persons or more require a special use permit.
	Local Public Assembly Facilities	New use category, previously Local Assembly & Entertainment Allowed by right. Facilities with capacity for 200 persons or more require a special use permit.
	Range Management	Allowed by right. This use was erroneously left out of the use matrix previously.
Height and Roof Standards	Roof Slope	Minimum roof slope changed from 5:12 to 3:12
	Building Height Maximum (stories)	This standard was removed.
	Roof Height	This standard was removed.

Table 3 Development Standards for the Tourist Core Area Plan Boundary Expansion			
Development Standard		PAS 092	Tourist Center Neighborhood Mixed-Use (TSC-NMX) District
Density	Multiple Family Dwelling	15 units/acre	25 12-65 units/acre
	Multi-Person Dwelling	25 persons/acre	25 -65 persons/acre, no minimum
	Nursing and Personal Care	Not permitted	Add 65 persons/acre, no minimum
	Residential Care	Not permitted	Add 65 persons/acre, no minimum
	Single Family Dwelling	1 unit per parcel	Only condominiums allowed at 12-65 units/acre
	Employee Housing	Not permitted	Removed as own category. Is now included in Single family, Multiple Family, or Multi-Person Dwellings
Uses	Nursing and Personal Care	Not permitted	Added Allowed by right
	Residential Care	Not permitted	Added Allowed by right
	Amusement, Recreation, & Entertainment Facilities	Amusement & Recreation (Not permitted) Privately Owned Assembly & Entertainment (Not permitted) Public Owned Assembly & Entertainment (Not permitted)	New use category made from combining previous uses: Amusement & Recreation, Privately Owned Assembly & Entertainment, Public Owned Assembly & Entertainment Allowed by right. Facilities with capacity for 200 persons or more require a special use permit.
	Healthcare Services	Not permitted	Allowed by right but can't front on Lake Tahoe Boulevard.
	Professional Offices	Special Use	Allowed by right throughout district.
	Local Public Assembly Facilities	Local Assembly & Entertainment (Not permitted)	New use category, previously Local Assembly & Entertainment Allowed by right. Facilities with capacity for 200 persons or more require a special use permit.
	Range Management	Not permitted	Allowed by right. This use was erroneously left out of the use matrix previously.
Height and Roof Standards	Roof Height	Not applicable	This standard was removed.
	Building Height Maximum (stories)	Not applicable	This standard was removed.
	Roof Slope	TRPA Code Chapter 37.3.4	Minimum roof slope changed from 5:12 to 3:12

Permissible Use List

The Tourist Core Area Plan updates propose modifications to the existing permissible use list to consolidate multiple similar uses under one category, to create more succinct criteria, and to increase compatibility within categories. “Employee Housing” has been eliminated as an independent use and shall be included in other residential uses. Health and athletic clubs, day spas, and funeral parlors are now included under General Retail and Personal Service as they are consistent with the existing criteria of the category in that they are “non-medical services involving the care of persons.” Categories in which there was overlap of criteria have been consolidated into one use encompassing amusement, recreation, assembly, and entertainment.

Design and Development Standards

The Tahoe Valley Area Plan includes development and design standards that are specific to the Plan Area and replace the City of South Lake Tahoe City Code Chapters 6.10 and 6.55 development standards, and portions of the TRPA Code of Ordinances Chapter 30, land coverage, Chapter 31 regarding density, Chapter 36 regarding design standards, and Chapter 37 regarding height standards. Standards for the Area Plan are contained in Appendix C of the Tourist Core Area Plan. Further design and development standards are housed in the South Lake Tahoe Design Guidelines (2016). This document has historically been used as a supplemental document to Appendix C. As part of the updates to the plan, this document shall be included as Appendix B and shall be used in conjunction with Appendix C to provide examples of the standards. Specific standards that have been changed through this process include:

- Allowing roof pitches of 3:12 to 12:12 (previously the minimum roof pitch was 5:12) and the removal of the roof height requirement.
- Shifting to more objective building modulation and articulation standards.
- Increased flexibility in corner build and build to line requirements.
- Increased bicycle parking requirements
- Reducing residential parking requirements by right
- Allowing for a reduction in commercial parking spaces.

Significant changes were made to the organization of Appendix C by incorporating design standards previously designated as “substitute” into the primary standards. Purely residential projects in certain districts may now follow the residential design standards contained in the City of South Lake Tahoe City Code Chapter 6.85.

Building Height and Design

The maximum building height for the TSC-MU district is increased from 56’ to 65’. In order to increase the efficiency and feasibility of large buildings, a minimum roof pitch of 3:12 is being proposed (previously 5:12) as well as elimination of the requirement that a building’s roof be 40% of the building height. Further, the amendments would eliminate the building height maximum (stories) standard that limited the number of stories in addition to a buildings total height (feet).

Numerous other changes are being made for clarity and consistency, most notably the creation of objective design standards to achieve desired levels of building articulation.

Density

New density maximums and a minimum density standard are being proposed. For the first time the City is proposing a minimum density of 12 units per acre for multiple family dwellings in all districts except for recreation district. Mixed-use projects meeting certain criteria may be exempt from the minimum density. The maximum density for multiple family dwellings in the TSC-C, TSC-MU, TSC-MUC, and TSC-G is increased from 25 to 65 units per acre. The Tourist Core Area Plan will incorporate the City’s accessory dwelling unit (ADU) ordinance; however, these units are not counted towards density.

3.0 BASELINE

As specified in Section 13.3.1 of the TRPA Code, all plans, policies, and regulations in the Regional Plan and the TRPA Code shall remain in effect unless superseded by the provisions of an area plan. Thus, existing baseline conditions for the purposes of this IS/IEC reflect current 2023 environmental conditions (the time of writing of this IEC) with the updated Regional Plan, TRPA Code, City General Plan and Code in effect, and the existing plans (PAS 092), maps, and ordinances also in effect. The Tourist Core Area Plan has an approximate 20-year planning horizon.

The proposed project evaluated in this IS/IEC are the proposed amendments to the Tourist Core Area Plan, which was originally adopted on November 11, 2013 and amended numerous times since then.

4.0 METHODOLOGY AND ASSUMPTIONS

This IS/IEC was prepared to evaluate the potential environmental effects of the Tourist Core Area Plan Amendments using as a tool the CEQA and TRPA checklist questions, responses, and supporting narrative. The analysis tiers and incorporates by reference specific analyses contained in the following environmental review documents, as appropriate:

- TRPA, *Regional Plan Update EIS*, certified by the TRPA Governing Board on December 12, 2012 (RPU EIS)
- TRPA/Rincon Consultants, Inc., 2020 Linking Tahoe: Regional Transportation Plan & Sustainable Communities Strategy IS/ND/IEC/FONSE, April 2021)
- CSLT, *General Plan Update EIR*, certified by the City Council on May 17, 2011 (CSLT EIR)
- City of South Lake Tahoe, Tourist Core Area Plan IS/MND/IEC/FONSE, certified by the City Council on October 15, 2013 and adopted by the TRPA on November 11, 2013.

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

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

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

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

These questions contemplate whether land use changes resulting from adoption of the proposed amendments would result in new uses that could result in potential environmental impacts not previously contemplated by the community plans, PASs, and Regional Plan.

To address these questions, the proposed amendments to the Tourist Core Area Plan Land Use Map and Zoning Map were carefully reviewed. The adopted 2013 land use and zoning map as amended to date, are consistent with the TRPA conceptual land use map adopted as part of the 2012 Regional Plan and the City General Plan which was adopted in 2011. Proposed additions to the town center overlay boundary (Town Center Mixed-Use District) in these amendments would expand town center areas envisioned in TRPA's Regional Plan Conceptual Land Use Map which classifies the Tourist Core as tourist. As a result, amendments to expand the Town Center and the TRPA regional plan maps will need to comply with TRPA Code Section 13.5.3.G (Modification to Centers) and be adopted by the TRPA Governing Board following City adoption of the Area Plan amendments.

The tables included in Chapter 2 of this IS/IEC compares the existing permissible uses allowed within PAS 092 (for two to be added to the TCAP) and existing zoning districts with those uses that would be allowed with the Tahoe Valley Area Plan amendments, as specified in the Development and Design Standards (Appendix C) of the Tahoe Valley Area Plan. Generally, the types of land uses that would be permissible in the TSC-G, TSC-C, TSC-MUC, TSC-MU, and TSC-NMX zoning districts are consistent with the mix of uses (tourist accommodation, commercial, public service, office, and residential) envisioned for community centers in the Regional Plan (TRPA 2012a, p. 2-33) and the General Plan (CSLT 2011, pp. LU-3 and LU-10); the uses that would be permissible within these zoning districts reflect the mix of uses envisioned for recreation areas in the Regional Plan (TRPA 2012a, p. 2-19); and the uses within the OS zoning district would be limited to passive recreation uses, storm water facilities, and restoration activities.

Because the permissible use list would be consistent with the uses envisioned in the Regional Plan, the analysis herein focuses on the unique characteristics of the allowed uses and potential environmental impacts associated with their implementation (e.g., land use compatibility, water quality, scenic resources, and traffic). The checklist responses include cross-referencing to other checklist items to reduce redundancy, where appropriate.

5.0 ENVIRONMENTAL CHECKLIST AND IMPACT ANALYSIS

1. Project title: Tourist Core Area Plan

2. Lead agency name and address:

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

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

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

3. Contact person and phone number

City of South Lake Tahoe: John Hitchcock, Planning Manager, (530) 542-7472

Tahoe Regional Planning Agency: Alyssa Bettinger, Senior Planner, (775) 589-5301

4. Project location:

The Tourist Core is located within the City of South Lake Tahoe and covers 305-acre area, centered on centered on US Highway 50 and Ski Run Boulevard from Fairway Avenue on the west to the California and Nevada Stateline on the east. The Area Plan also includes all of Ski Run Boulevard beginning at the shoreline of Lake Tahoe in the north to the intersection of Pioneer Trail in the south. The amendments expand the plan area to add two parcels fronting Pioneer Trail in one location just south of Moss Road.

5. Project sponsor's name and address

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

6. General Plan designation:

The City's General Plan designates the Tourist Core as Tourist Center and TRPA's Conceptual Land Use Map designates it as Tourist.

7. Zoning

The Tourist Core Area Plan contains multiple zoning designations within the 305-acre area

8. Description of project:

The proposed project is an update to the Tourist Core Area Plan in which current goals, policies and implementation strategies for providing specific land use guidance within the plan's boundary are contained. Chapter 2 provides a detailed summary of the proposed amendments. The exact language of the proposed amendments is provided on the City's website (<https://cityofslt.us/2290/Area-Plan-Proposals-and-Updates>). The proposed project is an update to the Tourist Core Area Plan in which current goals, policies and implementation strategies for providing specific land use guidance within the plan's boundary are contained. The proposed amendments would expand the Area Plan boundary to incorporate two parcels (APNs 029-352-010 and 029-371-016) that front Pioneer Trail, both developed with existing tourist accommodation uses. The addition of these parcels as is intended to increase opportunity for redeveloping the sites (previously located in PAS 092). In addition to the boundary amendments, other changes to permissible land use, density, etc. are proposed as documented in Chapter 2..

9. Surrounding land uses and setting: Briefly describe the project's surroundings:

The Tourist Core is bordered on the north by Lake Tahoe, and Ski Run Marina which provides a popular access point to beach recreation and boating opportunities and the Tahoe Meadows Historic District Tahoe Meadows is a residential district located along the shoreline of Lake Tahoe and is listed as a Historic District by TRPA and is also listed on the National Registry of Historic Places. To the south the Tourist Core is border by a mixed multi-family and single family residential area, dating from the 1960s to the 1990s and Van Sickle Bi-State Park which provides access to mountain bike, hiking and horseback riding trails. Directly to the west of the Tourist Core is the Bijou/Al Tahoe commercial district and to the east of the Tourist Core is the Stateline Casino Core which includes the major gaming establishments in the south shore.

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

Adoption of the Tourist Core Area Plan Amendments is only required by the City of South Lake Tahoe City Council and the TRPA Governing Board. However, any projects that may move forward as a result of the implementation of this Area Plan may also require approval by the California Department of Fish and Game, the California Regional Water Quality Control Board, State Water Resources Board, El Dorado County Air Pollution Control District, California State Lands Commission, and/or the California Department of Transportation (Caltrans).

5.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

If environmental factors are checked below in Table 4, there would be at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

Table 4: Environmental Factors with Potentially Significant Impacts

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

5.2 CEQA ENVIRONMENTAL DETERMINATION

On the basis of this Initial Study:

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

John Hitchcock, Planning Manager
Development Services, City of South Lake Tahoe

Date

4/11/2024

5.3 TRPA ENVIRONMENTAL DETERMINATION (TO BE COMPLETED BY TRPA)

On the basis of this TRPA Initial Environmental Checklist:

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

Signature of Evaluator

Date

Title of Evaluator

5.4 EVALUATION OF ENVIRONMENTAL IMPACTS

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

5.4.1 CEQA

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

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

Source: CEQA Appendix G Environmental Checklist Form 2010

5.4.2 TRPA

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

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

The IEC includes a series of questions categorized by and pertaining to resources regulated by TRPA. Each checklist item requires a checked response of "Yes," "No," "No, with Mitigation," or "Data Insufficient."

A checked response of “Data Insufficient” or a determination that a project may have a significant effect on the environment (Section 3.3.2 of the TRPA Code) indicates that additional environmental review in the form of an Environmental Assessment (EA) or Environmental Impact Statement (EIS) would be required. The IEC form indicates that all “Yes” and “No, with Mitigation” responses require written explanations. This IEC provides supporting narrative for all responses. Where a checked response may not be intuitive or easily understood by the reader, that response has been marked with an asterisk (*) and a brief clarifying statement supporting the rationale for the checked response is included. Based on an initial review of the Project, City staff determined that an IEC would provide sufficient information regarding the Project to make one of the findings below. As set forth in Code Subsection 3.3.1, based on the information submitted in the IEC, and other information known to TRPA, TRPA shall make one of the following findings and take the identified action:

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

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

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

This section presents the analyses for potential impacts to aesthetics, scenic resources/community design and light and glare. Table 6 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

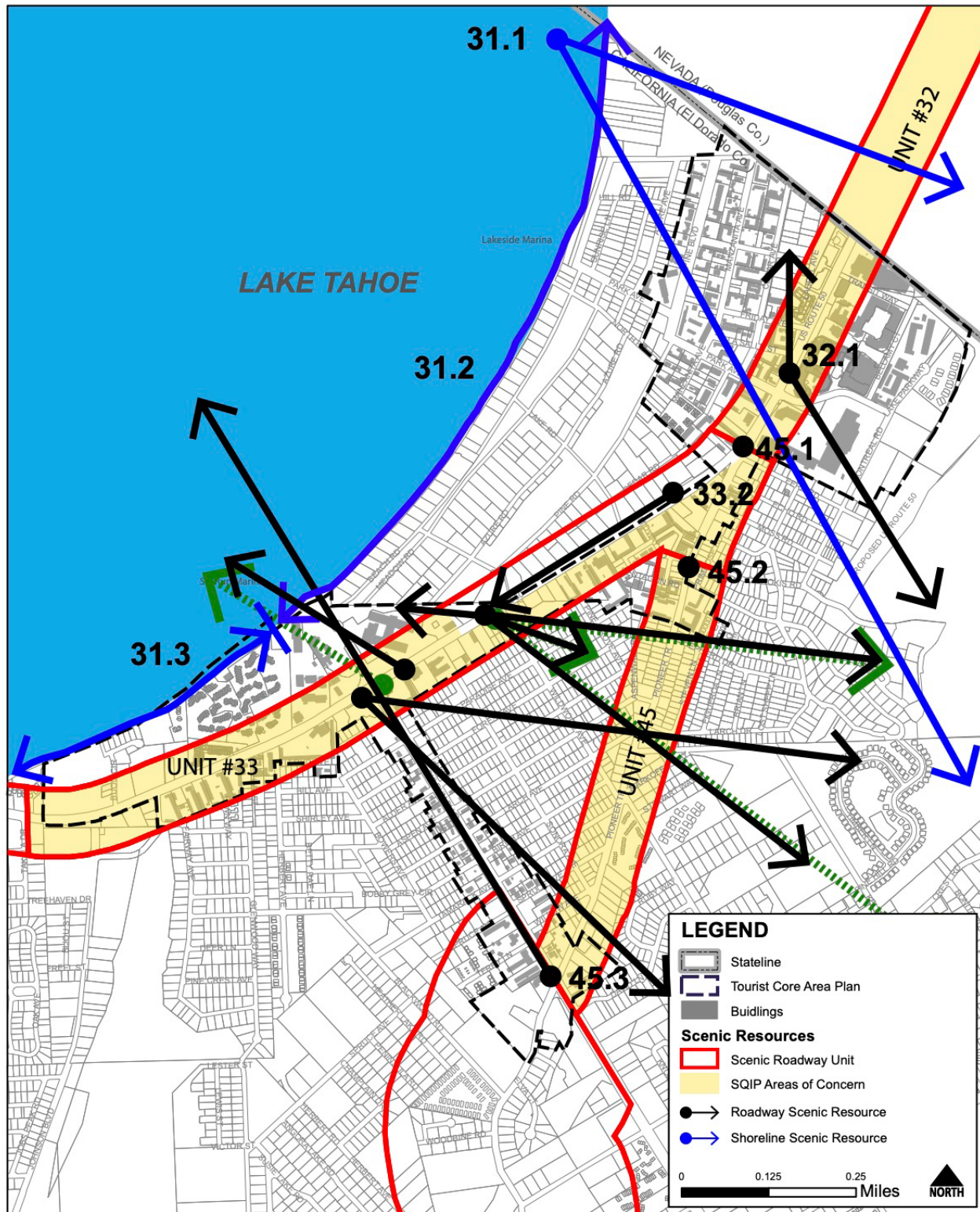
Table 6: Aesthetics, Scenic Resources/Community Design and Light and Glare				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect on a scenic vista? (CEQA Ia)			X	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

8. Be inconsistent with the height and design standards required by the applicable ordinance or Community Plan? (TRPA item 18d)	X, LTS			
9. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines? (TRPA item 18e)				X
10. Include new or modified sources of exterior lighting? (TRPA item 7a)	X, LTS			
11. Create new illumination which is more substantial than other lighting, if any, within the surrounding area? (TRPA item 7b)	X, LTS			
12. Cause light from exterior sources to be cast off-site or onto public lands? (TRPA item 7c)				X
13. Create new sources of glare through the siting of the improvements or through the use of reflective materials? (TRPA item 7d)				X

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

As documented in Figure 4, the project area contains six scenic vistas visible from public roadways (within Roadway Units 32 – Casino Area, 33 – The Strip and 45 – Pioneer Trail North) and four scenic vistas from the lake (within Shoreline Unit 31 – Bijou). While the Area Plan amendments may increase the amount, distribution, and type of development in the future, such changes are likely to be positive by improving the visual quality of the built environment consistent with the general recommendations for site planning found in the SQIP, the TRPA Code of Ordinances and the standards of the Tourist Core Area Plan. As noted in TRPA’s 2011 Threshold Evaluation, the Scenic Roadway Travel Unit within the urbanized areas of the Region (i.e., community plan areas) have seen significant improvements in the scenic quality as a result of improved architectural quality of the built environment and the removal of dilapidated structures for the creation of riparian areas, storm water retention basins and passive neighborhood parks. Moreover, Chapter 66 of the TRPA Code of Ordinances requires any project within the Tourist Core that is visible from the identified scenic resource shall demonstrate that the numerical ratings assigned to each individual resource is not decreased as recorded in the 1982 Scenic Resource Inventory. As of 2015 or 2019 (the year they were last evaluated), each of the shoreline scenic resources described above are meeting the adopted threshold standard. However, the roadway scenic resources are still in non-attainment, but showing improvements from redevelopment efforts completed to date.

Figure 1 – Tourist Core Area Plan Location Map



The potential scenic impact associated with additional height that is available within the TCAP was analyzed in the RPU EIS (Impact 3.9-1) and was found to be potentially significant, requiring mitigation measures which were codified in Sections 37.7.16 and 37.7.17 of the TRPA Code and incorporated in the Tourist Core Area Plan Development and Design Standards. The Tourist Core Area Plan requires any buildings that consist of three or more stories to not project above the forest canopy, ridge lines or otherwise detract from the viewshed. In addition, the Area Plan requires that the TRPA Findings 1, 3, 5 and 9 as described in Section 37.7.16 of the TRPA Code be made. The findings are as follows:

- When viewed from major arterials, scenic turnouts, public recreation areas, or the waters of Lake Tahoe, from a distance of 300 feet, the additional height will not cause a building to extend above the forest canopy, when present, or a ridgeline. For height greater than that set forth in Table 37.4.1-1 for a 5:12 roof pitch, the additional height shall not increase the visual magnitude beyond that permitted for structures in the shoreland as set forth in subsection 66.3.7, Additional Visual Magnitude, or Appendix H, Visual Assessment Tool, of the Design Review Guidelines.
- With respect to that portion of the building that is permitted the additional height, the building has been designed to minimize interference with existing views within the area to the extent practicable.
- The portion of the building that is permitted additional building height is adequately screened, as seen from major arterials, the waters of lakes, and other public areas from which the building is frequently viewed. In determining the adequacy of screening, consideration shall be given to the degree to which a combination of the following features causes the building to blend or merge with the background.
 - The horizontal distance from which the building is viewed;
 - The extent of screening; and
 - Proposed exterior colors and building materials.
- When viewed from a TRPA scenic threshold travel route, the additional building height granted a building or structure shall not result in the net loss of views to a scenic resource identified in the 1982 Lake Tahoe Basin Scenic Resource Inventory. TRPA shall specify the method used to evaluate potential view loss.

These requirements would also apply to the proposed height amendment for the TSC-MU District (Regional Center Overlay where height up to 95 feet may be considered per TRPA Code Section 13.5.3.A) to increase the current limit from 56 feet to 65 feet. The TSC-MU District is located along US Highway 50 near Ski Run Boulevard, between US Highway 50 and Pioneer Trail west of their intersection and to the north and south of the TSC-C District near the stateline core. This evaluation concludes that the Area Plan's development and design standards, and the required scenic quality findings of the TRPA Code of Ordinances, avoid and minimize potential impacts to scenic vistas by prohibiting buildings to protrude above the forest canopy or ridgeline, and by requiring site-specific design features that minimize ground disturbance, installation of screening, the use of earth tone colors the use of natural materials, and an architectural style that complements the Tahoe landscape.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

No state scenic highways exist within nor are directly visible from the Tourist Core. The area does not contain any trees, rock outcroppings or historic buildings that are unique or contribute to the visual resources of the area. Therefore, the Project has no impact on state designated scenic highways.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The Area Plan includes detailed design standards that are intended to ensure that the built environment complements the natural appearing landscape in the Tahoe Region while improving the quality of life and promoting livability, sustainability and walkability. The Area Plan specifically regulates building form, materials and colors and includes the following:

- Buildings shall provide adequate architectural articulation and detail to avoid a bulky and “box-like” appearance;
- A unified palette of quality materials shall be used on all sides of buildings;
- Colors shall be used to help delineate windows and other architectural features to increase architectural interest;
- A variety of natural-appearing materials should provide contrast on building facades;
- Colors should be chosen to blend in with the setting and to minimize reflectivity. Bright colors should be used for accent only and should be applied to a maximum of 10 percent of the building façade; and
- Roofs, including mechanical equipment and skylights, shall be constructed of nonglare finishes and earth tone colors that minimize reflectivity.

For buildings that are located adjacent to residential areas where buildings are generally limited to two stories in the setback zone, the Area Plan includes provisions to minimize the potential impact on the visual character and quality of the residential land uses. The Area Plan incorporates a standard that requires buildings to be step backed at a 1:1 ratio from the setback line for any portion of the building that exceeds 25 feet and requires additional measures if necessary that includes landscape buffering, increased side yard or rear yard setbacks, or reduced height to minimize impacts on adjacent residential areas.

The Area Plan promotes a more dense land use pattern to promote pedestrian- and transit-oriented development. Pursuant to TRPA’s Code of Ordinances, the Area Plan provides additional height and increased density incentives, to ensure adequate capacity for redevelopment and transfers of development. However, the expected change in amount, distribution and type of development is not expected to have a significant impact on the visual character or quality of the Tourist Core or its surroundings. The character and quality is expected to improve as a result of the proposed design standards discussed above and additional height granted to structures will not impact existing viewsheds as discussed in Question 1 (CEQA Checklist Ia) above. Furthermore, improvements in the visual character and quality of this Area Plan has

been documented in numerous TRPA Threshold Evaluations as projects implemented many of the design standards that are incorporated in this Area Plan.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

Consistent with existing conditions, implementation of the Tourist Core Area Plan would allow for construction of new development and redevelopment projects. These projects would likely include new or modified sources of exterior lighting. However, the lighting standards provide criteria for the range of lighting that is necessary to provide safety and security, as well as provide, in limited areas, the ambient lighting that would allow for an atmosphere that enhances the qualities of an active civic place. The existing design standards for exterior lighting are designed to reduce light pollution, reduce the splay of light on adjoining parcels and adjacent residential uses. The Tourist Core Area plan, includes the following requirements:

- Outdoor lights (including winter seasons display) shall not blink, flash, or change intensity or give the illusion of movement
- Prohibits the commercial operation of searchlights.
- Limits seasonal lighting displays to November 1 through March 1 unless an approval of a minor review is obtained. Displays are limited to 90 days, shall use LED or low voltage (24 volts or less), and are subject to building and fire department inspection.
- Outdoor lighting is used for illumination purposes only and shall not be designed for, or used as, an advertising display.
 - Lighting shall only be directed downwards, up-lighting is not permitted unless overhead shields are used and light sources (bulbs) shall not be visible.
 - No light can spray off site and the use of cutoff shields or other devices are required
 - The maximum height of exterior architectural lighting is limited to 26 feet with the exception of the Stateline tourist node area which allows for lighting of architectural features above 26 feet and landscape lighting provided a visual analysis is prepared.
 - Roof, in part or in total, shall not be illuminated including the prohibition the use of flood lighting, reflective materials, or lighting strips, including neon/fluorescent tubing, and the like.
 - Assembly poles and fixtures shall be painted a dark earthtone color.
 - Lighting levels shall not exceed a maximum of 25 foot-candles, measured within one foot of the base ground level.

- The maximum height for any freestanding light pole shall not exceed 20 feet unless it's a cobra head fixture placed at major intersections of state highways with conform to the state standard.
- Prohibits the use of low sodium lights (monochromatic orange).

The Tourist Core Area Plan includes existing provision to incorporate increased protections against misdirected or excessive lighting, when compared to the existing city-wide design standards. New provisions include limiting light bulb that may be used (i.e., incandescent, high pressure sodium, metal halide, compact florescent, or light-emitting diode [LED]), prohibit the installation of lighting on trees except for seasonal lighting, further limits the use of seasonal lighting in the Stateline node to November 26 through March 1, and includes language to clarify the maximum level of illumination permitted for various applications. New lighting standards provides “foot candle” criteria for exterior lighting, streets, pedestrian zones, and secured areas that are consistent with or more stringent than the Illuminating Engineering Society recommendations (IDSA 1998) or the City’s existing standards. Previously, the City’s illumination standard allowed up to 25 foot-candles for all lighting sources. Thus, new or modified sources of exterior lighting associated with projects proposed under the Tourist Core Area Plan would be consistent with or more stringent than existing City or TRPA substitute standards.

As previously discussed in Question 3 (CEQA Checklist Ic) and the exterior lighting discussion above the Tourist Core Area Plan requires the use of variety of natural-appearing material and colors that blend in with the natural setting and prohibits the use of flood lighting, reflective materials, or lighting strips, including neon/fluorescent tubing to minimize reflectivity and glare. Therefore no substantial glare or reflectivity of a project proposed under the Tourist Core Area Plan is expected to affect day or nighttime views in the area.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

The Tourist Core is visible form US Highway 50, Pioneer Trail and from Lake Tahoe.

US Highway 50 is a federal highway and runs through the Tourist Core from its western border to its eastern border at the California/Nevada state line. Pioneer Trail forms the southern border of the Area Plan at the intersection of Ski Run Boulevard and at the intersection of US Highway 50. The most western portion of the Tourist Core from Bijou Commercial Center to Ski Run Marina is visible from Lake Tahoe. Both US Highway 50 and Pioneer Trail are designated by TRPA as an Urban Scenic Corridor. Urban Scenic Corridors are generally urbanized where man-made development is the dominant visual feature but development still blends with the natural environment (TRPA Code Chapter 66).

As shown in Figure 4, the Tourist Core contains a portion of TRPA Scenic Roadway Travel Unit #32 – Casino Core, Scenic Roadway Travel Unit #33 – The Strip, Scenic Roadway Travel Unit #45 – Pioneer Trail (North) and Shoreline Travel Unit #31 – Bijou. Within the scenic travel units, TRPA has identified scenic quality ratings for individual scenic resources that include a view of Lake Tahoe from Ski Run Boulevard and general landscape and built environment views from US Highway 50 and Pioneer Trail. Within the shoreline travel unit TRPA has identified four scenic resources. Three resources constitute views of the shoreline and the fourth resource is a view of the mountain backdrop. The 2019 Threshold Evaluation indicates all the scenic individual scenic resources are in attainment for the scenic threshold with the recent

evaluation noticing an improvement in the visual quality of the built environment as viewed from Lake Tahoe. Shoreline Travel Unit #31 is currently in threshold attainment as noted in the 2019 Threshold Evaluation which noted an improvement in the visual quality of the man-made environment as a result of the redesign and rehabilitation of El Dorado Beach.

Roadway Units #32, #33 and #45 are all presently not in attainment but continue to show improvements in visual quality as a result of redevelopment and application of design standards that complements the natural environment. All 3 units are targeted for scenic restoration in the SQIP and the TCAP includes policies that call for for improving the architectural style of existing and new buildings, using natural appearing building material, using natural colors, consolidating driveway access, locating parking lots in the rear or side yards, incorporating landscaping treatment, sign compliance and the undergrounding of utility line whenever possible.

Since the adoption of the 2013 Tourist Core Area Plan, numerous redevelopment, transportation and water quality projects have been implemented in the Area Plan that have directly contributed towards scenic threshold gains. The 2011 and the 2019 Threshold Evaluation noted that the majority of roadway units with improved threshold scores fall partially or wholly within Community Plan/urbanized areas of the Region. Removal of degraded structures, improvement in architectural quality of new and remodeled structures, increased landscaping, creation of open space and landscape drainage basins, installing curb, gutters and pedestrian sidewalks and consolidating highway curb cuts, and improved signage have all contributed to a transformation in many of these units. This improvement affects both travel route and scenic quality ratings.

As described in Question 3 (CEQA Checklist IC) above, the Tourist Core Area Plan includes detailed design standards that ensure that the built environment complements the natural appearing landscape in the Tahoe Region while improving the quality of life, promoting livability, sustainability and walkability. The Area Plan specifically regulates building form, materials and colors to avoid bulky and “box-like appearance, to promote materials and colors that blend with the natural setting, to reduce glare and reflectivity, and preserve views of the lake, ridgelines and meadows. Application of these standards for redevelopment of dilapidated structures, for the development of news structures, in conjunction with site design standards to protect viewsheds and minimize impact on adjacent residential areas, is expected to improve the visual quality and character of the Tourist Core. This change in visual quality and character is not expected to adversely affect the shoreline scenic unit or the scenic quality ratings for individual resources but would improve scenic conditions resulting in threshold gains in the three non-attainment roadway travel units found in the Tourist Core.

Thus, implementation of specific projects under the Tourist Core Area Plan is not likely to result in adverse impacts on views from any state or federal highway, Pioneer Trail or from Lake Tahoe.

Environmental Analysis: *Yes, Less than Significant Impact.*

Required Mitigation: **None.**

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

A review of the 1993 Lake Tahoe Basin Scenic Resource Evaluation indicates that there are no identified recreation areas or designated bicycle trails in the Tourist Core. However, the Tourist Core itself is visible from a number of recreation areas identified in the Scenic Resource Evaluation. These recreation areas are: Baldwin Beach, Taylor Creek, Kiva Beach, Camp Richardson, Pope Beach, Regan Beach, El Dorado Beach and Nevada Beach. In all cases the Area Plan is visible as a distant foreground view of a developed and undeveloped shoreline, a forested middle ground view that is back dropped by distant mountains views.

The Scenic Resource Evaluation noted that the panoramic views of the lake and distant shoreline are elements that contributed to the scenic quality of these recreation areas.

Any proposed projects within the Area Plan is not likely to affect scenic views from these identified recreation areas or contribute to their degradation as a result of protective standards incorporated into the Area Plan to prohibit structures from protruding above the existing forest canopy. Any development visible from the recreation area would likely be structures along the shoreline that are built below the canopy and would blend in with its natural setting.

The Ski Run Marina is a recreation area located within the Tourist Core Area that provides beach recreation and boating access to the lake; however, it is not mapped and identified as a scenic resource in the Scenic Resource Evaluation. Although a proposed project in the Area Plan would likely be visible from this recreation area it is not likely to be impacted because application of design standards and protective measures for view shed protection described and discussed in questions 1 through 5 (CEQA Checklist item 1a through 1d) above and Question 7 below.

Projects resulting from implementation of the Tourist Core Area Plan would involve development and redevelopment consistent with the Area Plan's Development and Design Standards and Chapter 66 of the TRPA Code that would prohibit buildings to protrude above the forest canopy or ridgeline, include site-specific design features that minimize ground disturbance, incorporate screening, use of earth tone colors, materials and architectural style that complements the Tahoe landscape. Thus, implementation of specific projects under the Tourist Core Area Plan is not likely to result in impacts to views from any public recreation area or TRPA designated bicycle trails. All projects would comply with TRPA Code provisions and the Tourist Core Development and Design Standards, which would result in generally improved scenic conditions in the Tourist Core Area Plan.

Environmental Analysis: *Yes, Less than Significant Impact.*

Required Mitigation: **None.**

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

As discussed above in Questions 1 (CEQA Checklist 1a) and 6 the project area includes scenic vistas from the public roadway and is also visible from offsite public recreation areas. Implementation of the Tourist Core Area Plan would allow for construction of new development and redevelopment projects. These projects would likely include new structures or introduce massing to existing scenic vistas but is not expected to block or modify an existing resource that would result in a significant impact. The Area Plan includes protective measures that prohibit buildings from projecting above the forest canopy, ridge lines, or otherwise detract from the view shed and the scenic quality findings of the TRPA Code of Ordinances must be made for any project granted additional height (see Question 1, CEQA Checklist 1a discussion). Moreover, as discussed in Question 3, CEQA Checklist 1c, projects are required to implement the Area Plan's design standards to ensure compatibility with the natural environment.

Projects resulting from implementation of the Tourist Core Area Plan would involve development and redevelopment consistent with the Area Plan's Development and Design Standards and Chapter 66 of the TRPA Code that would prohibit buildings to protrude above the forest canopy or ridgeline, include site-specific design features that minimize ground disturbance, incorporate screening, use of earth tone colors, materials and architectural style that complements the Tahoe landscape. Thus, implementation of specific projects under the Tourist Core Area Plan is not likely to result in obstructed views to and from Lake Tahoe, recreation areas, bike trails, and public roadways. All projects would comply with TRPA Code provisions

and the Tourist Core Development and Design Standards, which would result in generally improved scenic conditions in the Tourist Core.

Environmental Analysis: *Yes, Less than Significant Impact.*

Required Mitigation: **None.**

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

Consistent with the Regional Plan, the Tourist Core Area Plan would allow for changes in the built environment through use of remaining allocations, use of newly authorized allocations, and implementation of design standards and guidelines and Code provisions that would ultimately affect the form of new development and redevelopment. The Tourist Core Area Plan implements and is consistent with the provisions of the Regional Plan (such as increased density and height in community centers) intended to incentivize redevelopment, while protecting scenic resources. The Tourist Core Area Plan Development and Design standards are intended to guide development that would reflect the character of the area, protect viewsheds, and substantially improve the appearance of redevelopment projects.

While redevelopment is intended to and often results in improvement in the scenic quality of roadway travel routes, changes in the built environment could have undesirable consequences on scenic quality if they adversely affect views or vistas, damage or remove scenic resources, or result in development that is incompatible with the scenic values of the Region. Potential scenic impacts from development and redevelopment activities in the Tahoe Region are currently mitigated through environmental review and compliance with TRPA regulations.

Height: Pursuant to the Chapter 13 of the TRPA Code of Ordinances, the Tourist Core Area Plan incorporates the height standards permitted in Table 13.5.3-1: Minimum Development Standards for Area Plans (TRPA Code, page 13-3). Table 13.5.3-1 permits up to a maximum of 56' in areas designated as Town Centers and up 95' in areas designated as a Regional Center. The Tourist Core Area Plan boundary encompasses lands designated both as a Town Center and as a Regional Center on TRPA's Conceptual Land Use Map (TRPA 2012d). The 2013 Tourist Core Area Plan adopted the height standards permitted by Chapter 13 and incorporated protective measures discussed in Question 1 and Question 3 to protect scenic resources and the visual character and quality of the Tourist Core. The proposed amendments would permit 9 feet of additional height in the TSC-MU District, located in the Regional Center Overlay, for a new maximum height of 65 feet. Even with the additional 9 feet of allowable building height in the TSC-MU District, the approval requirements and existing scenic quality ordinances referenced above would continue to protect views of the natural-appearing landscapes and unique natural features as viewed from adopted scenic corridors and recreation areas, provide a regulatory mechanism to ensure that allowances for increased height would be approved only in conjunction with limitations and design standards consistent with the Regional Plan, and not interfere with attainment of scenic threshold. Thus this evaluation concludes no impact when implementing the updated height standards.

Environmental Analysis: *Yes, Less than Significant Impact.*

Required Mitigation: **None.**

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

The SQIP addresses the segment of US Highway 50 and Pioneer Trail that is located within the Tourist Core. Both segments are out of attainment and have been designated as restoration areas by the SQIP. The SQIP promotes restoration of disturbed areas and requires that visual quality ratings be maintained and that non-attainment areas improve. Therefore, development that degrades this rating constitutes a significant impact.

The evaluation presented above for Questions 1 through 7 (CEAQ Checklist 1a through 1d) concludes that while implementation the Tourist Core Area Plan would allow for construction of new development and redevelopment projects and result in increased visibility of man-made features, the change would not rise to a level of significance when the design standards and protective measures of the Area Plan are implemented. Furthermore, the roadway segments located within the Area Plan are designated by TRPA as an Urban Scenic Corridor which recognizes that man-made development can be the dominant visual features provided that the development complements the natural environment.

Due to the fact that the two roadway segments are in non-attainment and identified in the SQIP, the planning recommendations for improving the scenic quality in the roadway segments are required as appropriate during project review by the TRPA Code of Ordinances (Section 36.4). Recommendations include improved landscaping of parking lots, screening of utilities, and where appropriate placing overhead utility lines underground.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion and analysis for Question 4, which concludes the level of impact is less than significant.

Environmental Analysis: *Yes, Less than Significant Impact.*

Required Mitigation: **None.**

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

See discussions and analyses and for Question 4 and Question 8 above, which concludes the level of impact is less than significant.

Environmental Analysis: *Yes, Less than Significant Impact.*

Required Mitigation: **None.**

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

See discussions and analyses for Question 4 and Question 8, which concludes the level of impact is less than significant.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion and analysis for Question 4, which concludes the level of impact is less than significant.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.4 Agriculture and Forestry Resources

This section presents the analyses for potential impacts to agriculture and forestry resources. Some TRPA checklist items concern impacts to vegetation, which are addressed in Section 5.4.6, Biological Resources. Table 7 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 7: Agriculture and Forestry Resources				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
14. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the CA Resources Agency, to a non-agricultural use? (CEQA IIa)				X
15. Conflict with existing zoning for agricultural use, or a Williamson Act contract? (CEQA IIb)				X
16. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resource Code section 12220(g), timberland (as defined by Public Resource Code section 4526) or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (CEQA IIc)				X
17. Result in the loss of forest land or conversion of forest land to non-forest use? (CEQA IId)				X
18. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to				X

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

The Tourist Core Area Plan 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.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The Tourist Core Area Plan creates no conflicts with zoning for agricultural use or a Williamson Act contract because no contracts exist within the project area.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The Tourist Core Area Plan conflicts with no zoning of and causes no rezoning of forest land, timberland or timberland zoned Timberland Production.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

17. Would the Project result in the loss of forest land or conversion of forest land to non-forest use? (CEQA II d)

The loss of substantial forest land, defined above for Question 16, or conversion of forest land to non-forest use creates a significant if appropriate permits are not obtained.

See discussion and analysis for Question 16 which concludes no impacts to forest land are anticipated with implementation of the Tourist Core Area Plan.

Environmental Analysis: *No Impact*

Required Mitigation: **None.**

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

See discussions and analyses for Questions 15, 16 and 17, which conclude no impacts to farmland and less than significant impacts to forest land after mitigation.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.5 Air Quality

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

Table 8: Air Quality				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
19. Conflict with or obstruct implementation of the applicable air quality plan? (CEQA IIIa)				X
20. Violate any air quality standards or contribute substantially to an existing or projected air quality violation? (CEQA IIIb)			X	
21. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors? (CEQA IIIc)			X	
22. Expose sensitive receptors to substantial pollutant concentrations? (CEQA IIIId)			X	
23. Create objectionable odors affecting a substantial number of people? (CEQA IIIe)			X	
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
24. Substantial air pollutant emissions? (TRPA 2a)				X

25. Deterioration of ambient (existing) air quality? (TRPA 2b)				X
26. Creation of objectionable odors? (TRPA 2c)				X
27. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? (TRPA 2d)	X			
28. Increased use of diesel fuel? (TRPA 2e)	X, LTS			

19. Would the Project conflict with or obstruct implementation of the applicable air quality plan? (CEQA IIIa)

The Tourist Core Area Plan would not alter, revise, conflict or obstruct the regulations pertaining to air quality. Consistent with existing conditions, subsequent projects that could occur under the Tourist Core Area Plan would be subject to subsequent environmental review and permitting, and would be required to comply with Chapter 65 of the TRPA Code. Chapter 65 includes provisions that apply to direct sources of air pollution in the Tahoe region, including certain motor vehicles registered in the region, combustion heaters installed in the region, open burning, stationary sources of air pollution, and idling combustion engines.

TRPA’s 2020 Linking Tahoe: Regional Transportation Plan & Sustainable Communities Strategy (RTP) includes an analysis of its conformity with the California State Implementation Plan in to ensure that the RTP remains consistent with State and local air quality planning efforts to achieve and/or maintain the NAAQS.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

20. Would the Project violate any air quality standards or contribute substantially to an existing or projected air quality violation? (CEQA IIIb)

The Tourist Core Area Plan would not alter or revise the regulations pertaining to air quality. Consistent with existing conditions, subsequent projects that could occur under the Tourist Core Area Plan would be subject to subsequent environmental review and permitting, and would be required to comply with Chapter 65 of the TRPA Code. Chapter 65 includes provisions that apply to direct sources of air pollution in the Tahoe region, including certain motor vehicles registered in the region, combustion heaters installed in the region, open burning, stationary sources of air pollution, and idling combustion engines.

The Lake Tahoe Air Basin is in attainment or designated unclassified for all national ambient air quality standards (NAAQS) and is designated a nonattainment area for the ozone and PM10 California ambient air quality standards (CAAQS). Implementation of subsequent projects under the Tourist Core Area Plan has the potential to produce substantial air pollutant emissions during project construction and operation, as discussed below.

Short-Term Construction Emissions

Subsequent development and redevelopment projects that could occur under the Tourist Core Area Plan would involve construction and construction emissions. Construction emissions are described as short-term or temporary in duration. ROG and NO_x (ozone precursors) emissions are primarily associated with gas and diesel equipment exhaust and the application of architectural coatings. Fugitive dust emissions (PM₁₀ and PM_{2.5}) are primarily associated with site preparation and vary as a function of such parameters as soil silt content, soil moisture, wind speed, acreage or disturbance area, and vehicle travel by construction vehicles on- and off-site.

Although the details of projects are not known at this time, implementation of subsequent projects under the Tourist Core Area Plan would involve construction that would result in the temporary generation of ozone precursor and fugitive dust emissions from site preparation; off-road equipment, material import/export, worker commute exhaust emissions; paving; and other miscellaneous activities. Typical construction equipment associated with development and redevelopment projects includes dozers, graders, excavators, loaders, and trucks. Construction emissions associated with subsequent projects under the Tourist Core Area Plan have the potential to be substantial such that they could violate or contribute substantially to an existing or projected air quality violation, and/or expose sensitive receptors to substantial pollutant concentrations.

As part of mitigation from the City General Plan EIR (CSLT 2010, page 4.5-33), the City adopted Policy NCR-5.10 in the General Plan (CSLT 2011b, page NCR-9) to address short-term construction emissions. Furthermore, the Area Plan also incorporated Policy NCR-5.1 to address short-term construction emissions (TCAP 2013, page 7-3), which include incorporating measures to reduce construction-generated emissions to the extent feasible on a project-specific basis. Such measures may include, but are not limited to, the following:

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

Long-Term Operational Emissions

Subsequent development and redevelopment projects that could occur under the Tourist Core Area Plan could affect regional air quality and could create localized exposure to carbon monoxide (CO) emissions.

Consistent with the Regional Plan and the General Plan, the Area Plan seeks to accommodate the expected growth in a way that improves traffic flow and mobility of residents and visitors to the Area Plan, and reduces localized traffic congestion and related CO concentrations. Based on the traffic analysis in the Regional Plan (TRPA 2012a, pages 3.4-22 through 3.4-26) and the General Plan (CSLT 2010, pages 4.5-42 through 4.5-43), estimated mobile-source CO emissions associated with the Regional Plan and the General would not conflict with or obstruct regional CO maintenance efforts. Similarly, because the Tourist Core Area Plan expected growth and estimated mobile-source CO emission falls within that estimated for the General Plan and the Regional Plan, it too would not impede CO maintenance efforts.

With respect to localized CO impacts, the Transportation Project-Level Carbon Monoxide Protocol (Garza et al. 1997) states that signalized intersections that operate at an unacceptable level of service (LOS) represent a potential for a CO violation, also known as a “hot spot.” Thus, an analysis of CO concentrations is typically recommended for receptors located near signalized intersections that are projected to operate at LOS E or F. According to the traffic analysis prepared for the RPU EIS, signalized intersections in the Basin under the Regional Plan, including those within the Tourist Core Area Plan, measured in 2035 would operate at an acceptable LOS (i.e., LOS D or better) (TRPA 2012a, page 3.4-37). According to the traffic analysis prepared for the GP EIR, signalized intersections within the City limits under the General Plan, including those within the Tourist Core measured in 2030 would operate at an acceptable LOS of D or better. One intersection (US Highway 50/Pioneer Trail) was found to have a forecast LOS of E; however, detailed evaluation of the change in traffic activity by hour indicates that LOS E conditions would not exceed 4 hours per day and thus the LOS standard would be achieved (CSLT 2010, page 4.4-31 through 4.4-32).

Because the Tourist Core Area Plan seeks to implement and is within the scope of what was envisioned in the General Plan and the Regional Plan, it too would not cause signalized intersections to operate at unacceptable levels. Therefore, traffic volumes would not be heavy enough to result in a CO “hot spot”. For this reason, and based on the fact that CO emission factors would be reduced substantially (due to increasingly cleaner fuels and vehicles) over the planning period, the Tourist Core Area Plan would not result in congestion at intersections that would result in a violation of a CO air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations.

With respect to other regional criteria air pollutants (ozone precursors, PM₁₀, and PM_{2.5}), consistent with the Regional Plan, subsequent projects that may occur under the Tourist Core Area Plan may include development and redevelopment projects that could generate long-term operational emissions, including mobile and area source emissions.

Based on the results of the emissions modeling conducted in support of the RPU EIS and RTP EIR/EIS and subsequent 2020 IS/IEC, emissions of ozone precursors and CO would be expected to decrease substantially by 2035. This can be explained by the fact that vehicle emissions standards would be improved substantially over the next 20 years, and limited development could occur within the Tahoe Basin. Any additional population growth and associated increase in operational ozone precursor emissions in the Basin would be more than offset by more stringent vehicle emissions standards, fuel economy standards, and truck and bus emission rules, over the planning period (TRPA 2012a, page 3.4-33).

Emissions of PM₁₀ and PM_{2.5} were projected to increase slightly by 2035 (approximately 4 tons per year (TPY) or 21 lb/day and 3 TPY or 14 lb/day, respectively). However, Section 65.1.4 of the TRPA Code requires that only wood stoves that meet EPA emissions standards would be installed and would allow air quality mitigation fees to be used for regional projects, which could include incentives to remove non-conforming stoves. These proposed changes would be expected to continue the existing trend of decreasing PM emissions in the Region over the planning period.

Because the Tourist Core Area Plan buildout is required to be consistent with the Regional Plan, implementation of the Tourist Core Area Plan would also be expected to result in a substantial long-term reduction in emissions of ozone precursors and CO. Because the increase in emissions of PM associated with build-out of the entire Regional Plan would be below the project-level increment considered significant by TRPA (82 lb/day), the Tourist Core Area Plan would not be anticipated to lead to nonattainment of national standards.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

The Region is in attainment for ozone and non-attainment for and PM₁₀, as presented in Table 9. A significant cumulative impact results if the Project causes an increase in PM₁₀ and Ozone.

Pollutant	State Status	Federal Status
8-Hour Ozone	Nonattainment	Unclassified/Attainment
PM ₁₀	Nonattainment	Unclassified
PM _{2.5}	Attainment	Unclassified/Attainment
CO	Attainment	Unclassified/Attainment

Source: EPA 2024; CARB 2024

In the Lake Tahoe Region, these pollutants relate to automobile use and potential impacts measured with VMT calculations. No single project is sufficient in size to, by itself; result in nonattainment of ambient air quality standards. Instead, a project’s individual emissions contribute to existing cumulatively significant adverse air quality impacts.

With respect to ozone precursors and PM₁₀, consistent with the Regional Plan, subsequent projects that may occur under the Tourist Core Area Plan may include development and redevelopment projects that could generate long-term operational emissions, including mobile and area source emissions.

Based on the results of the emissions modeling conducted in support of the RPU EIS and RTP EIR/EIS and subsequent 2020 IS/IEC, emissions of ozone precursors in the Basin would be expected to decrease substantially by 2035. This can be explained by the fact that vehicle emissions standards would be improved substantially over the next 20 years, and limited development could occur within the Tahoe Basin. Any additional population growth and associated increase in operational ozone precursor emissions in the Basin would be more than offset by more stringent vehicle emissions standards, fuel economy standards, and truck and bus emission rules, over the planning period (TRPA 2012a, page 3.4-33 and TMPO 2012, page 3.4-331).

Emissions of PM₁₀ and PM_{2.5} was projected to increase slightly by 2035 (approximately 4 tons per year (TPY) or 21 lb/day). However, Section 65.1.4 of the TRPA Code requires that only wood stoves that meet EPA emissions standards would be installed and would allow air quality mitigation fees to be used for regional projects, which could include incentives to remove non-conforming stoves. Furthermore, the City General Plan Policy NCR-5.11 requires that all feasible El Dorado County Air Quality Municipal District (EDCAQMD) recommended measures to reduce operational emissions of criteria pollutants be incorporated into project design and that all projects demonstrate compliance with TRPA’s air quality mitigation program at the time of project consideration. These proposed changes would be expected to continue the existing trend of decreasing PM emissions in the Region over the planning period.

Because the Tourist Core Area Plan is required to be consistent with the Regional Plan, implementation of the Tourist Core Area Plan would also be expected to result in a substantial long-term reduction in emissions

of ozone precursors. Because the increase in emissions of PM associated with build-out of the entire Tourist Core would be below the project-level increment considered significant by TRPA (82 lb/day), the Tourist Core Area Plan would not be anticipated to lead to nonattainment of national standards.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

22. Would the Project expose sensitive receptors to substantial pollutant concentrations? (CEQA IIIId)

Typical sensitive receptors include residences, hospitals, and schools. Although no schools or hospitals are located within the Tourist Core Area Plan it is surrounded on the south and the north by residential neighborhoods.

Short-Term Construction Emissions

Subsequent development and redevelopment projects that could occur under the Tourist Core Area Plan would involve construction and construction emissions. Construction emissions are described as short-term or temporary in duration. ROG and NOx (ozone precursors) emissions are primarily associated with gas and diesel equipment exhaust and the application of architectural coatings. Fugitive dust emissions (PM10 and PM2.5) are primarily associated with site preparation and vary as a function of such parameters as soil silt content, soil moisture, wind speed, acreage or disturbance area, and vehicle travel by construction vehicles on- and off-site.

Although the details of projects are not know at this time, implementation of subsequent projects under the Tourist Core Area Plan would involve construction that would result in the temporary generation of ozone precursor and fugitive dust emissions from site preparation; off-road equipment, material import/export, worker commute exhaust emissions; paving; and other miscellaneous activities. Typical construction equipment associated with development and redevelopment projects includes dozers, graders, excavators, loaders, and trucks. Construction emissions associated with subsequent projects under the Tourist Core Area Plan have the potential to be substantial such that they could violate or contribute substantially to an existing or projected air quality violation, and expose sensitive receptors to substantial pollutant concentrations.

As part of mitigation from the City General Plan EIR (CSLT 2010, page 4.5-33), the City adopted Policy NCR-5.10 in the General Plan (CSLT 2011b, page NCR-9) to address short-term construction emissions. Furthermore, the Area Plan also incorporated Policy NCR-5.1 to address short-term construction emissions (TCAP 2013, page 7-3), which include incorporating measures to reduce construction-generated emissions to the extent feasible on a project-specific basis. Such measures may include, but are not limited to, the following:

- Implement measures recommended by the El Dorado County Air Quality Management District.
- Prohibit open burning of debris from site clearing unless involved with fuels reduction project;
- Restriction of idling of construction equipment and vehicles;
- Apply water to control dust as needed to prevent dust impacts offsite;

- Utilize low emission construction equipment and/or fuels and use existing power sources (e.g., power poles), wherever feasible.

Long-Term Operational Emissions

Subsequent development and redevelopment projects that could occur under the Tourist Core Area Plan could affect regional air quality and could create localized exposure to carbon monoxide (CO) emissions.

Consistent with the Regional Plan and the General Plan, the Area Plan seeks to accommodate the expected growth in a way that improves traffic flow and mobility of residents and visitors to the Tourist Core, and reduces regional and localized traffic congestion and related CO concentrations. Based on the analysis in the Regional Plan (TRPA 2012a, pages 3.4-22 through 3.4-26) and the General Plan EIR (CSLT 2010, pages 4.5-42 through 4.5-43), estimated mobile-source CO emissions associated with the Regional Plan would not conflict with or obstruct regional CO maintenance efforts. Similarly, because the Tourist Core Area Plan expected growth and estimated mobile-source CO emissions falls within that estimated for the General Plan and the Regional Plan, it too would not impede CO maintenance efforts.

With respect to localized CO impacts, the Transportation Project-Level Carbon Monoxide Protocol (Garza et al. 1997) states that signalized intersections that operate at an unacceptable level of service (LOS) represent a potential for a CO violation, also known as a “hot spot.” Thus, an analysis of CO concentrations is typically recommended for receptors located near signalized intersections that are projected to operate at LOS E or F. According to the traffic analysis prepared for the RPU EIS, signalized intersections in the Basin under the Regional Plan, including those within the Tourist Core Area Plan, measured in 2035 would operate at an acceptable LOS (i.e., LOS D or better) (TRPA 2012a, page 3.4-37). According to the traffic analysis prepared for the GP EIR, signalized intersections within the City limits under the General Plan, including those within the Tourist Core Area Plan, would operate at an acceptable LOS of D or better in 2030. One intersection (US Highway 50/Pioneer Trail) was found to have a forecast LOS of E; however, detailed evaluation of the change in traffic activity by hour indicates that LOS E conditions would not exceed 4 hours per day and thus the LOS standard would be achieved (CSLT 2010, page 4.4-31 through 4.4-32). Because the Tourist Core Area Plan seeks to implement and is within the scope of what was envisioned in the General Plan and the Regional Plan, it too would not cause signalized intersections to operate at unacceptable levels. Therefore, traffic volumes would not be heavy enough to result in a CO “hot spot”. For this reason, and based on the fact that CO emission factors would be reduced substantially (due to increasingly cleaner fuels and vehicles) over the planning period, the Tourist Core Area Plan would not result in congestion at intersections that would result in a violation of a CO air quality standard, contribute substantially to an existing or projected air quality violation, and expose sensitive receptors to substantial pollutant concentrations.

With respect to other regional criteria air pollutants (ozone precursors, PM10, and PM2.5), consistent with the Regional Plan, subsequent projects that may occur under the Tourist Core Area Plan may include development and redevelopment projects that could generate long-term operational emissions, including mobile and area source emissions.

Based on the results of the emissions modeling conducted in support of the RPU EIS and the RTP EIR/EIS, emissions of ozone precursors, and CO in the Basin would be expected to decrease substantially by 2035. This can be explained by the fact that vehicle emissions standards would be improved substantially over the next 20 years, and limited development could occur within the Tahoe Basin. Any additional population growth and associated increase in operational ozone precursor emissions in the Basin would be more than offset by more stringent vehicle emissions standards, fuel economy standards, and truck and bus emission rules, over the planning period (TRPA 2012a, page 3.4-33 and TMPO 2012, page 3.4-331).

Emissions of PM10 and PM2.5 were projected to increase slightly by 2035 (approximately 4 tons per year (TPY) or 21 lb/day and 3 TPY or 14 lb/day, respectively). However, Section 65.1.4 of the TRPA Code requires that only wood stoves that meet EPA emissions standards would be installed and would allow air quality mitigation fees to be used for regional projects, which could include incentives to remove non-conforming stoves. Furthermore, the City General Plan Policy NCR-5.11 requires that all feasible El Dorado County Air Quality Municipal District (EDCAQMD) recommended measures to reduce operational emissions of criteria pollutants be incorporated into project design and that all projects demonstrate compliance with TRPA's air quality mitigation program at the time of project consideration. These proposed changes would be expected to continue the existing trend of decreasing PM emissions in the Region over the planning period.

Because the adopted 2013 Tourist Core Area Plan, as proposed in the amendments is required to and will implement and is consistent with the Regional Plan, implementation of the Tourist Core Area Plan would also be expected to result in a substantial long-term reduction in emissions of ozone precursors and CO. Because the increase in emissions of PM associated with build-out of the entire Tourist Core Area Plan would be below the project-level increment considered significant by TRPA (82 lb/day), the Tourist Core Area Plan is not anticipated to expose sensitive receptors to substantial pollutant concentrations.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

23. Would the Project create objectionable odors affecting a substantial number of people? (CEQA IIIe)

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

As a general matter, the types of land use development that pose potential odor problems include wastewater treatment plants, refineries, landfills, composting facilities and transfer stations. No such uses occupy the project area. The proposed uses in the Area Plan as listed in Appendix C of the Tourist Core Area Plan, are not characteristic of the types of uses that would result in the development of a major source of objectionable odor..

In the short-term, odor impacts occur from the use of diesel engines and asphalt concrete paving during construction. As stated in the discussion of short-term impacts to sensitive receptors under Question 22 above, these odors are both temporary and localized, affecting only the area immediately adjacent to the active construction area. Diesel exhaust emissions and asphalt concrete paving odors dissipate rapidly away from the source and cease upon completion of construction activities and would be addressed by the Chapter 65 of the TRPA Code idling restrictions and General Plan Policy NCR-5.10 and Tourist Core Area Plan Policy NCR-5. Thus, the implementation of the Tourist Core Area Plan does not result in substantial direct or indirect exposure of sensitive receptors to offensive odors.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore the analysis is tiered from and consistent with the RPU EIS. The Tourist Core Area Plan would not alter or revise the regulations pertaining to air quality. Consistent with existing conditions, subsequent projects that could occur under the Tourist Core Area Plan would be subject to subsequent environmental review and permitting, and would be required to comply with Chapter 65 of the TRPA Code. Chapter 65 includes provisions that apply to direct sources of air pollution in the Tahoe region, including certain motor vehicles registered in the region, combustion heaters installed in the region, open burning, stationary sources of air pollution, and idling combustion engines.

The Lake Tahoe Air Basin is in attainment or designated unclassified for all national ambient air quality standards (NAAQS) and is designated a nonattainment area for the ozone and PM10 California ambient air quality standards (CAAQS). Because the Tourist Core Area Plan incorporates measures similar to TRPA's Mitigation Measure 3.4-2 to reduce emissions to the extent feasible, subsequent projects under the Tourist Core Area Plan would not result in substantial air pollutant emissions during project construction and operation, as discussed below.

See also analyses for Questions 20 through 22 which concludes a less than significant impact.

Environmental Analysis: *Less than Significant Impact*

Required Mitigation: **None.**

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

See analyses for Questions 20 and 21 which concludes a less than significant impact and Questions 24, which concludes no impact to ambient air quality.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

See discussion and analysis for Question 23, which addresses the creation of objectionable odors and concludes a less than significant odor impact to short-term and long-term effects to sensitive receptors.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore the analysis is tiered from and consistent with the RPU EIS. During review of the adopted 2012 RPU and 2013 Tourist Core Area Plan buildout assumptions for increased development, redevelopment, and construction activity that would result in an increase in overall greenhouse gas (GHG) emissions, TRPA concluded that this impact was cumulatively significant, mitigated to the extent feasible, and otherwise unavoidable. Changes proposed in the current Tourist Core Area Plan Amendments would increase available residential

densities and maximum building heights in the TSC-MU District to encourage residential redevelopment but would not result in any changes to the existing TRPA growth management system that caps total development under the RPU.

Implementation of the Tourist Core Area Plan Amendments would result in some level of development and population growth anticipated during the plan horizon and would contribute some level of greenhouse gas emissions (GHG) to the regional output. Given that many of the sustainability- and conservation-oriented land use and transportation policies and strategies of the Regional Plan, General Plan and the Tourist Core Area Plan would reduce VMT, increase transit and non-motor vehicle travel, and allow or encourage redevelopment of older buildings that would improve energy efficiency, the combined influence of development and population growth planned for within and during the planning horizon of the Tourist Core Area Plan alone may only result in a less-than-significant increase in overall GHG emissions. However, when considered in combination with basin-wide GHG emission resulting from overall Regional Plan implementation this would be a cumulatively considerable contribution to global climate change as identified in the 2012 RPU EIS and described below (TRPA 2012a, page 3.5-15).

Construction-related emissions would primarily be associated with heavy-duty construction equipment and truck and vehicle exhaust associated with subsequent project development. Long-term operational sources of GHG emissions associated with subsequent projects under the Tourist Core Area Plan would include area sources (e.g., landscaping equipment, snow removal equipment, wood-burning appliances), mobile sources (e.g., vehicle exhaust), energy consumption (e.g., electricity and natural gas), solid waste (e.g., emissions that would occur at a landfill associated with solid waste decomposition), and water consumption (e.g., electricity used to deliver and treat water to serve the Region).

Based on the comparison of GHG emissions estimates conducted for the Regional Plan under existing and build-out conditions, the Regional Plan would increase overall GHG emissions in the Basin. The net increase in GHG emissions associated with Regional Plan implementation was considered substantial, and the resultant substantial long-term increase in GHG emissions was determined to make a cumulatively considerable contribution to global climate change in the RPU EIS. Because the Tourist Core Area Plan will implement and is consistent with the Regional Plan, it too would contribute cumulatively to climate change.

As required under RPU EIS mitigation, TRPA's *GHG Emissions Reduction Policy* will require 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. Such measures include, but are not limited to, the following:

For construction-related GHG emissions:

- Limit equipment idling time to a maximum of five 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; and
- Use local and sustainable building materials to the extent possible.

For operation-related GHG emissions:

- 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; and
- Implement water conservation standards in new development.

In addition to the measures described above in the RPU EIS, the Area Plan incorporates General Plan Policy NCR-5.10 (CSLT 2011b, page NCR-9) in Policy NCR-5.1 of the Area Plan to address short-term construction emissions (TCAP 2013, page 7-3), which include incorporating measures to reduce construction-related GHG emissions to the extent feasible on a project-specific basis. Such measures may include, but are not limited to, the following:

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

For operational-related GHG emission the implementation of relevant policies from the General Plan are also anticipated to reduce GHG emission. These policies include:

- Decreasing reliance on non-renewable energy source
- Developing a comprehensive strategy to reduce GHG emission
- Provide credits and incentives for “Green Buildings”
- Use emission-reduction technology in building components and design
- Use of photovoltaic systems
- Promote rehabilitation of the housing stock to achieve greater energy efficiency
- Use “EPA Energy Star” certified appliance for new private and public facilities

In October 2020, the City adopted a Climate Action Plan (CAP) to both reduce GHG emissions from activities within the City and help the community to adapt to climate change and improve its resilience over the long term. In addition to reducing emissions, the CAP will provide numerous co-benefits and improve the livability of the City. The CAP Executive Summary (Table ES-1) summarizes numerous actions that will implement many of the recommendations from the RPU mitigation programs and City General Plan policy. Through the implementation of the 2020 CAP, along with participation from public agencies, businesses, and individuals, the City will be able to make significant progress towards its 2030 and 2040 GHG reduction targets, increase the City’s resilience to impacts of climate change, and, in the process, help reduce the impact of RPU and the Tourist Core Area Plan buildout.

The Tourist Core Area Plan Amendments will help implement measures outlined above to replace old inefficient buildings with modern energy efficient and greener development, encourage higher density residential development closer to services and transit to reduce vehicle trips, and reduce the reliance on the private automobile to reduce average annual VMT per capita.

Environmental Analysis: Because implementation of the Regional Plan (i.e., cumulative condition) will result in significant and unavoidable impacts to GHG emissions and TRPA has already found that other social, environmental and economic factors overrode those impact, no further analysis is required for the Tourist Core Area Plan since its impacts are consistent with those identified in the RPU EIS.

Required Mitigation: **No Further Mitigation is Required.**

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

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis is tiered from and consistent with the RPU EIS.

Construction associated with subsequent projects under the Tourist Core Area Plan would require the use of diesel fuel for the operation of construction equipment. Certain specific projects that involve on-going truck deliveries or motorized vehicle use (such as snowmobile courses) as part of their operations could also increase gasoline and diesel fuel consumption relative to existing conditions.

From an air quality perspective, one of the primary concerns related to diesel fuel consumption is the resultant exposure of sensitive receptors to emissions of toxic air contaminants (TACs) that can occur during both the construction and operational phases of a project.

The construction of subsequent projects under the Tourist Core Area Plan could result in short-term diesel exhaust emissions, including diesel particulate matter (PM), from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities. Diesel PM was identified as a TAC in 1998. The potential cancer risk from the inhalation of diesel PM is a more serious risk than the potential non-cancer health impacts (TRPA 2012a, page 3.4-39). Consistent with the findings in the RPU EIS, the proximity of heavy-duty diesel-fueled construction equipment to existing sensitive receptors within or adjacent to the Tourist Core Area Plan during construction activities resulting from implementation of the Tourist Core Area may result in exposure of sensitive receptors to TACs.

As part of mitigation from the RPU EIS, TRPA committed to implementing *Best Construction Practices Policy for TAC Emissions During Construction*, which includes measures to reduce exposure to construction-related TAC emissions to the extent feasible. Such measures may include, but are not limited to, the following:

- Limit diesel-equipment idling time to five minutes maximum;
- Equip heavy-duty construction equipment with diesel particulate traps; and
- Locate construction staging areas as far away as possible from on- and off-site receptors.

In addition to the measures described above in the RPU EIS, the Area Plan incorporates General Plan Policy NCR-5.10 (CSLT 2011b, page NCR-9) in Policy NCR-5.1 of the Area Plan to address short-term construction emissions (TCAP 2013, page 7-3), which includes measures to reduce construction-related GHG emissions to the extent feasible on a project-specific basis. Such measures may include, but are not limited to, the following:

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

As part of a Mitigation Measure 4.5.5 from the GP EIR (CSLT 2010, page 4.5-47) the City also adopted Land Use Policy LU-8.18 (CSLT 2011b, page LU-19) to reduce exposure of TACs by requiring that all new or relocated discretionary development that would be a source of TACs near residences or sensitive

receptors to either provide an adequate buffer, or filters, or other equipment, or incorporate mitigation measures to reduce potential exposure to acceptable levels.

Therefore, because measured identified in the RPU EIS and GP EIR that would reduce construction-related TAC emission to the extent feasible have been incorporated into the Tourist Core Area Plan, subsequent projects under the Tourist Core Area Plan involving the use of heavy-duty diesel-fueled construction equipment would not result in the exposure of sensitive receptors to TACs.

Finally, based on a review of the proposed permissible uses in the Tourist Core Area Plan, the Tourist Core Area Plan would not include the construction or operation of any major sources of TAC emissions such as power-generating plants or other heavy industrial uses. The land use strategy of the Tourist Core Area Plan, the City General Plan, as well as the Regional Plan, would include incentivizing development in the town and regional centers, which are located along the Basin's main transportation corridors (US Highway 50). The ARB recommends a minimum setback distance of 500 feet from urban roads with 100,000 vehicles per day or rural roads with 50,000 vehicles per day to minimize the health risk of sensitive receptors to mobile-source TACs (TRPA 2012a, page 3.4-39). US Highway 50 cannot accommodate more than 50,000 vehicles per day (TRPA 2012a, page 3.4-40).

Environmental Analysis: *Yes, Less than Significant Impact.*

Required Mitigation: **None.**

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

This section presents the analyses for potential impacts to biological resources, including impacts to SEZs, wetlands, wildlife and vegetation. Table 10 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 10: Biological Resources				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
29. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (CEQA IVa)			X	
30. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? (CEQA IVb)			X	
31. 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? (CEQA IVc)			X	
32. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (CEQA IVd)			X	
33. Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance? (CEQA IVe)			X	
34. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other				X

approved local, regional, or state habitat conservation plan? (CEQA IVf)				
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
35. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system? (TRPA 4a)				X
36. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table? (TRPA 4b)				X
37. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species? (TRPA 4c)				X
38. Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora and aquatic plants)? (TRPA 4d)				X
39. Reduction of the numbers of any unique, rare or endangered species of plants? (TRPA 4e)				X
40. Removal of streambank and/or backshore vegetation, including woody vegetation such as willows? (TRPA 4f)				X
41. Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications? (TRPA 4g)				X
42. A change in the natural functioning of an old growth ecosystem? (TRPA 4h)				X
43. Change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)? (TRPA 5a)				X
44. Reduction of the number of any unique, rare or endangered species of animals? (TRPA 5b)				X
45. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? (TRPA 5c)				X

46. Deterioration of existing fish or wildlife habitat quantity or quality? (TRPA 5d)				X
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29. Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (CEQA IVa)

This potential effect is the same as those analyzed in the City General Plan Update and therefore the analysis is tiered from and consistent with the GP EIR. .

The Tourist Core Area Plan Amendments would not alter or revise any regulations that adversely affect 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. Consistent with existing conditions, development or redevelopment projects associated with the Tourist Core Area Plan could affect unique, rare, or endangered species depending on the type, timing, and specific nature of proposed actions. However, any such projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to the protection of animal species. (Section 62.4 of the TRPA Code). At a project-level, potential effects on animal species would be determined based on the species’ distribution and known occurrences relative to the project area, 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, development and implementation of project-specific measures to minimize or avoid impacts through the design process, and compensatory or other mitigation for any adverse effects on special-status species as a condition of project approval (Sections 61.3.6 and 62.4 of the TRPA Code). Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the Tourist Core Area Plan would not result in the reduction in the number of any unique, rare, or endangered species of animals.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

This potential effect is the same as those analyzed in the City General Plan Update and therefore the analysis is tiered from and consistent with the GP EIR..

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to existing fish or wildlife habitat quantity or quality or pertaining to resource protection measures for Stream Environmental Zones (SEZ) which encompasses riparian habitat. Consistent with existing conditions, development or redevelopment projects associated with the Tourist Core Area Plan could affect riparian habitat or other sensitive natural community depending on the type, timing, and specific nature of proposed actions. However, any such projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to the protection of riparian areas. Section 61.3.3 of the TRPA Code includes

provision for protecting SEZ vegetation, other common vegetation, uncommon vegetation, and sensitive plants species. Chapters 62 and 63 of the TRPA Code include provisions to protect and enhance fisheries and wildlife habitats. Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the Tourist Core Area Plan would not result in the deterioration of riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service

Moreover, previous restorations efforts within the boundaries of the Tourist Core Area Plan have restored 4.7 acres of SEZ. Proposed policies are incorporated in the Tourist Core Area Plan to promote the restoration of disturbed SEZs and the zoning map identified priority areas for coverage reduction and restoration.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

31. Would the Project 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? (CEQA IVc)

The Stream Environment Zones located within the Tourist Core Area Plan do not meet the qualifications of federally protected wetlands. Consistent with existing conditions, development or redevelopment projects associated with the Tourist Core would be required to be in compliance with all provisions of the Resource Management and Protection regulations found in Chapters 60, 61 and 62 of the TRPA Code

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

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

This potential effect is the same as those analyzed in the City General Plan Update and therefore the analysis is tiered from and consistent with the GP EIR.

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to the migration or movement of animals. Consistent with existing conditions, development or redevelopment projects associated with the Tourist Core Area Plan could result in a barrier to the migration or movement of animals depending on the type, timing, and specific nature of proposed actions. However, any such projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations in Chapter 62 and 63 of the TRPA Code.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

This potential effect is the same as those analyzed in the City General Plan Update and therefore the analysis is tiered from and consistent with the GP EIR..

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to the protection of biological resources such as tree preservation policy. Consistent with existing conditions, development or redevelopment projects associated with the Tourist Core Area Plan could result in removal of trees and vegetation depending on the type, timing, and specific nature of proposed actions. However, any such projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations in Chapter 62 and 63 of the TRPA Code.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to native vegetation protection during construction. Consistent with existing conditions, vegetation surrounding the construction site of any project permitted by the Tourist Core Area Plan would be required to comply Section 33.6, Vegetation Protection During Construction, of the TRPA Code. Protective requirements include installation of temporary construction fencing, standards for tree removal and tree protection, standards for soil and vegetation protection, and revegetation of disturbed areas. Additionally, the Citywide design standards and the proposed landscaping standards of the Tourist Core Area Plan requires the use of lawn and landscaping species listed in the TRPA-recommended and approved Native and Adapted Plants for the Tahoe Basin, with the exception of accent plantings.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to vegetation removal and groundwater management. Water supply within the Tourist Core Area Plan is primarily obtained from groundwater sources. Consistent with existing conditions, any project permitted through the Tourist Core Area would be required to meet TRPA requirements for water supply. TRPA regulations prohibit the approval of any development requiring water unless there is adequate water supply within an existing water right (Section 32.4.1 of the TRPA Code). Additionally, Section 33.3.6 of the TRPA Code prohibits excavation that intercepts or interferes with groundwater except under specific circumstances and with prior approval by TRPA (Section 33.3.6.A.2). For these reasons, consistent with existing conditions, projects approved under the Tourist Core Area Plan would not directly or indirectly lower the groundwater table.

Further, consistent with existing conditions, vegetation removal associated with projects that could occur under the Tourist Core Area Plan with subsequent approval would be required to comply with existing TRPA, federal, and state regulations, permitting requirements, and environmental review procedures that protect habitat that supports riparian vegetation and critical wildlife. Specifically, riparian vegetation and wildlife habitat are protected by Sections 61.1.6 (Management Standards for Tree Removal), 61.3.3 (Protection of Stream Environment Zones), and 63.3 (Fish Habitat Protection), and Chapter 62 (Wildlife Resources) of the TRPA Code. For these reasons, development associated with the Tourist Core Area Plan is not expected to result in the removal of riparian or other vegetation associated with critical wildlife habitat.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to new vegetation. Consistent with existing conditions, implementation of new development or redevelopment projects associated with the Tourist Core Area Plan would be required to comply with the TRPA Code provisions (e.g., Section 61.4, Revegetation) and Goals and Policies that prohibit the release of non-native species in the Tahoe Region. Generally, native species require less fertilizer and water than non-native species. In addition, the existing landscaping design standards of the Citywide designs standards require vegetation maintenance plans to provide the appropriate amount of water to support the long-term growth of landscape, using efficient watering methods which are proposed for incorporation in the Tourist Core Area Plan. Provisions for fertilizer management and preparation of fertilizer management plans that address the type, quantity, and frequency of use of fertilizers are included in Section 60.1.8 of the TRPA Code. Projects associated with implementation of the Tourist Core Area Plan would be subject to subsequent project-level environmental review and permitting, and at that time they would be required to demonstrate

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion and analyses in Questions 35 through 37, and 39 through 42.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to unique, rare, or endangered species of plants. The natural resource protection provisions of Chapters 61 and 62 of the TRPA Code are still applicable to the Tourist Core Area Plan. Consistent with existing conditions, construction activities associated with implementation of the Tourist Core Area Plan could affect special-status plant species and the presence of suitable habitat, depending on the type, timing, and specific nature of any proposed actions. All projects associated with the Tourist Core Area Plan would be subject to subsequent project-level environmental review and permitting. At a project-level, potential effects on plant species would be determined based on the species' distribution and known occurrences relative to the project area, the presence of suitable habitat for the species in or near the project area, and preconstruction surveys. TRPA's existing policies and Code provisions address potential impacts to special-status species through site-specific environmental review, require development and implementation of project-specific measures to minimize or avoid impacts through the design process, and require compensatory or other mitigation for any adverse effects on special-status species as a condition of project approval (Sections 61.3.6 and 62.4 of the TRPA Code). Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the Tourist Core Area Plan would not result in the reduction in the number of any unique, rare, or endangered species of plants.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

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

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to removal of streambank and backshore vegetation. See discussion and analysis for Question 36 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to tree removal. Forested areas within the Tourist Core Area Plan are within the area of the Tahoe Region that is defined as an "westside forest type"(Chapter 90 of the TRPA Code). Section 61.1.4 of the TRPA Code, which includes TRPA's old growth enhancement and protection provisions, prohibits cutting any live dead, or dying tree larger than 30 inches diameter at breast height (dbh) in westside forest types on conservation and recreation lands or within SEZ areas, except under certain defined conditions. There are no lands within the Tourist Core Area Plan that has been classified by TRPA as either conservation or recreation. Tree removal in SEZ areas associated with any project within the Tourist Core Area Plan would also be subject to these limitations. Any projects allowed within the Tourist Core Area Plan would be subject to subsequent project-level environmental review and permitting by TRPA and/or the City. Consistent with existing conditions, permit applicants would be required to demonstrate that tree removal would be conducted in accordance with Chapter 61 of the TRPA Code, including those provisions related to the removal of trees 30 inches dbh or greater set forth to protect the natural function of old growth ecosystems on recreation and SEZ lands.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

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

See discussion and analysis for Question 41 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

The Tourist Core Area Plan Amendments would not alter the regulations pertaining to the protection of animal species. The resource management provisions contained in Chapters 60 through 68 of the TRPA Code are still applicable to the Tourist Core Area Plan. Any subsequent projects allowed within the Tourist Core Area Plan would be subject to subsequent project-level environmental review and permitting. Consistent with existing conditions, permit applicants would be required to demonstrate that any proposals would occur consistent with TRPA Code provisions related to resource management, including specifically the provisions of Chapters 62 and 63 that address protection of wildlife and fish resources, respectively.

For these reasons, adoption of the Tourist Core Area Plan would not result in the change in the diversity or distribution of species, or numbers of any species or animals.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to special-status or listed species of animals. Consistent with existing conditions, development or redevelopment projects associated with the Tourist Core Area Plan could affect unique, rare, or endangered species depending on the type, timing, and specific nature of proposed actions. However, any such projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to the protection of animal species. The protections for rare and special-status species contained in Sections 61.3.6 and 62.4 of the TRPA Code are still applicable to the Tourist Core Area Plan. At a project-level, potential effects on animal species would be determined based on the species' distribution and known occurrences relative to the project area, the presence of suitable habitat for the species in or near the project area, and preconstruction surveys. TRPA's existing policies and Code provisions address potential impacts to special-status species through site-specific environmental review, require development and implementation of project-specific measures to minimize or avoid impacts through the design process, and require compensatory or other mitigation for any adverse effects on special-status species as a condition of project approval (Sections 61.3.6 and 62.4 of the TRPA Code). Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the Tourist Core Area Plan would not result in the reduction in the number of any unique, rare, or endangered species of animals.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

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

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

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to the introduction of new species and barriers to the migration or movement of animals. The types of uses that would be permitted in the Tourist Core Area Plan are not of the nature that would be expected to introduce any new animal species into the area. Consistent with existing conditions, development or redevelopment projects associated with the Tourist Core Area Plan could result in a barrier to the migration or movement of animals depending on the type, timing, and specific nature of proposed actions. However, any such projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining

to maintenance of migration routes and movement of animals. The protections for movement and migration corridors contained in Section 62.3.2 of the TRPA Code are applicable to the Tourist Core Area Plan. Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the Tourist Core Area Plan would not result in a barrier to the migration or movement of animals.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

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

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to existing fish or wildlife habitat quantity or quality. Consistent with existing conditions, development or redevelopment projects associated with the Tourist Core Area Plan could affect fish and wildlife depending on the type, timing, and specific nature of proposed actions. However, any such projects would be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to the protection of fish and wildlife contained in Chapters 62 and 63 of the TRPA Code. . Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval. Therefore, implementation of the Tourist Core Area Plan would not result in the deterioration of existing fish or wildlife habitat quantity. Moreover, the Tourist Core Area Plan specifically identifies priority areas for SEZ restoration that would directly benefit water quality, scenic, recreation and habitat quantity and quality.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

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

This section presents the analyses for potential impacts to cultural, archaeological and historical resources, discussing the Project impacts on cultural resources related to the disturbance of archaeological, historical, architectural, and Native American/traditional heritage resources. The section also addresses disturbance of unknown archaeological resources, as well as paleontological resources (fossils). Table 11 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 11: Cultural Resources and Archaeological/Historical				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
47. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (CEQA 5a)				X
48. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (CEQA 5b)				X
49. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (CEQA 5c)				X
50. Disturb any human remains, including those interred outside of formal cemeteries? (CEQA 5d)				X
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
51. Will the proposal result in an alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building? (TRPA 20a)				X
52. Is the proposed project located on a property with any known cultural,	X, LTS			

historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records? (TRPA 20b)				
53. Is the property associated with any historically significant events and/or sites or persons? (TRPA 20c)	X, LTS			
54. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values? (TRPA 20d)				X
55. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area? (TRPA 20e)				X

47. Would the Project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? (CEQA 5a)

This potential effect is the same as those analyzed in the City General Plan Update and therefore the analysis is tiered from and consistent with the GP EIR.

Portions of the area plan boundary have been subject to archaeological survey during the preparation of the Stateline/Ski Run Community Plan, South Shore Redevelopment Plan EIR/EIS, and during review of development projects. The archival review of the State Office of Historic Preservation’s California Historical Resources database and field surveys resulted in no evidence of intact, potentially significant prehistoric, archaeological or Washoe cultural sites as defined in §15064.5 within the Tourist Core Area Plan. However, several historic sites of local interest are known to occur in the planning area based on previous studies and information obtained. The Lapham Hotel (later Lakeside House or Lakeside Park) was situated at the present day intersection of Pioneer Trail and US Highway 50 (Koval, 1990). Modern development in the area has in all likelihood destroyed any archaeological evidence that might have remained. The McCombers Station was situated near the intersection of Pioneer Trail and Ski Run Boulevard; however, subsequent surveys during project review for the City of South Lake Tahoe Fire Station #1 and the Aspens at South Lake Affordable Housing project did not turn up any intact archaeological evidence of the site.

The Tourist Core Area Plan Amendments would accommodate development, which could occur on properties that may include historical or archaeological resources; associated with historically significant events or individuals; or result in adverse physical or aesthetic effects to a significant historical or archaeological site, structure, object, or building from California’s history and cultural heritage. Additionally, development permitted within the Tourist Core Area Plan could result in physical changes that would affect unique ethnic cultural values or restrict historic or prehistoric religious or sacred uses. However, federal and state regulations, the TRPA Code (Chapter 67) and General Plan Policies (CSLT 2010, pages NCR-6 through NCR-7) address protection of these resources and provide processes to avoid or

minimize impacts to historic and archaeological resources. Because any development associated with the Tourist Core Area Plan would be required to comply with federal and state regulations, TRPA Code and General Plan policies, during project specific review, it would not alter or adversely affect archeological or historical resources.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

48. Would the Project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? (CEQA 5b)

See discussion and analysis for Question 47 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

49. Would the Project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (CEQA 5c)

This potential effect is the same as those analyzed in the City General Plan Update and therefore the analysis is tiered from and consistent with the GP EIR.

A search of the University of California Museum of Paleontology collections database identified 22 paleontological resource finds in El Dorado County. However, none were identified in the City of South Lake Tahoe (CSLT 2010, page 4.10-8). However, it is possible that significant paleontological resources may be located in the City. To ensure the protection of paleontological resources that may be discovered during site disturbance and subsequent foundation construction, the City adopted General Plan Policy NCR-4.4 requires a paleontological resource evaluation be prepared and measures to mitigate impacts to paleontological resources be identified when fossils are discovered during ground-disturbing activities (CSLT 2011b, page NCR-7).

In addition, federal and state regulations, and TRPA Code (Chapter 67) address protection of paleontological resources and provide processes to avoid or minimize impacts to identified and discovered resources. Because any development associated with the Tourist Core Area Plan would be required to comply with these requirements during project specific review and construction activity, it would not alter or adversely affect paleontological resources.

Environmental Analysis: *No impact.*

Required Mitigation: **None.**

50. Would the Project disturb any human remains, including those interred outside of formal cemeteries? (CEQA 5d)

The City has adopted General Plan Policy NCR-4.5 that requires the city to condition projects and other ground disturbance activities to notify the City if human remains are discovered and halt work. The County Coroner will be notified according to Section 5097.98 of the State Public Resource Code and Section 7050.5 of California's Health and Safety Code. If the remains are determined to be Native American, the coroner will notify the Native American Heritage Commission, and the procedures outlined in CEQA Section

15064.5(d) and (e) shall be followed. Because any development associated with the Tourist Core Area Plan would be required to comply with these requirements during ground-disturbance activities, it would not alter or adversely affect or result in the loss of these resources and their associated ethnic and cultural values.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

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

See discussion and analysis for Question 47 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

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

See discussion in Question 47 above that identified two mapped resources on TRPA's official maps. However the analysis concludes that modern development in the area has in all likelihood destroyed any archaeological evidence that might have remained. Because any development associated with the Tourist Core Area Plan would be required to comply with TRPA regulations (Chapter 67) that prohibits grading, operation of equipment, or other soil disturbance in areas where a designated historic resource is present, except in accordance with a TRPA-approved resource protection plan, it would not alter or adversely affect cultural, historical, and/or archaeological resources identified on TRPA's or other regulatory official maps.

Environmental Analysis: *Yes, Less than Significant Impact.*

Required Mitigation: **None**

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

See discussions and analyses discussions for Questions 47 through 52 above.

Environmental Analysis: *Yes, Less than Significant Impact.*

Required Mitigation: **None**

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

See discussions and analyses for Question 47 and 52 above. Implementation of, federal and state regulations, TRPA Code (Chapter 67) and General Plan policies address protection of historic, cultural, archaeological and paleontological resources and provide processes to avoid or minimize impacts to these resources. Therefore any development associated with the Tourist Core Area Plan would not result in a physical change which would affect unique ethnic cultural values.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

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

See discussion and analysis for Question 47 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

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

This section presents the analyses for potential impacts to geology, soils and land. Table 12 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 12: Geology and Soils and Land				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
56. 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? ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides? (CEQA VIa)			X	
57. Result in substantial soil erosion or the loss of topsoil? (CEQA VIb)			X	
58. 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,			X	

liquefaction or collapse? (CEQA VIc)				
59. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (CEQA VIId)			X	
60. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? (CEQA VIe)				X
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
61. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)? (TRPA 1a)				X
62. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions? (TRPA 1b)				X
63. Unstable soil conditions during or after completion of the proposal? (TRPA 1c)				X
64. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet? (TRPA 1d)				X
65. The continuation of or increase in wind or water erosion of soils, either on or off the site? (TRPA 1e)				X
66. Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may				X

modify the channel of a river or stream or the bed of a lake? (TRPA 1f)				
67. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards? (TRPA 1g)				X

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

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

This potential effect is the same as those analyzed in the City General Plan EIR and therefore this analysis tiers from the GP EIR.

The intention of the Alquist-Priolo Earthquake Fault Zoning Act (PRC Section 2621-2630) is to reduce the risk to life and property from surface fault rupture during earthquakes by regulating construction in active fault corridors and prohibiting the location of most types of structures intended for human occupancy across the traces of active faults. The act defines criteria for identifying active faults, giving legal support to terms such as active and inactive and establishes a process for reviewing building proposals in Earthquake Fault Zones. As defined by the Alquist-Priolo Earthquake Fault Zoning Act (1972), an active fault is one that has had surface displacement within Holocene time or the last 11,000 years.

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

There are four known faults that run through the City. One of these is located in the Tourist Core Area Plan in the general vicinity of Ski Run Boulevard. These are approximately located fault traces, some associated with the Tahoe Valley Fault Zone, and are not known to be active. The relatively minor and inactive faults have shown no history of fault ruptures and do not meet the criteria for building restrictions under the Alquist-Priolo Earthquake Fault Zone Act. The risk of fault rapture is considered relatively low (CSLT 2010, pages 4.8-13 and 4.8-28).

According to the California Building Code (CBC), the Tourist Core Area Plan 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 Tourist Core Area Plan must be designed to meet the regulations and standards associated with Zone D hazards as set forth in the CBC. Compliance with these existing regulations would ensure that all new or redeveloped structures in the Tourist Core Area Plan would be capable of withstanding anticipated ground shaking in the Region and would not create significant public safety risks or property damage in the event of an earthquake.

The City Code adopted the CBC in Chapter 8 and therefore all structures associated with development in the Tourist Core Area Plan would be designed and constructed in accordance design requirements of the Seismic Zone D which would 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.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

56.ii) Strong seismic ground shaking?

See discussion and analysis for Question 56.i above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

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

The potential for seismic-related ground shaking in the Region could also contribute to public safety risks and property damage associated with ground failure including liquefaction, lateral spreading, collapse, and settlement. In addition, portions of the Tourist Core Area Plan have relatively high ground water levels that can contribute to the potential for ground failure, particularly during excavation and construction of below-grade structures (CSLT 2010, page 4.8-29). Hazards associated with seismic-related ground failure are also regulated by the CBC standards which are adopted in Chapter 8 City 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 would not be substantially increased from implementing the Tourist Core Area Plan and therefore a less than significant impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

56.iv) Landslides?

The varied topography within the Lake Tahoe Basin makes many areas susceptible to landslide hazards. The main hazards are associated with 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. Consistent with existing conditions, development or redevelopment projects associated with the Tourist Core Area Plan may expose people or structures landslides depending on its location. However, the 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 unless. Therefore the risk of exposing people or structures to potential landslides in the Tourist Core Area Plan is unlikely and is less than a significant impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

57. Would the Project result in substantial soil erosion or the loss of topsoil? (CEQA VIB)

See discussions and analyses for Questions 62, 63 and 64 below.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

See discussions and analyses for Questions 56i through iv above and Question 59 below.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

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

Development and infrastructure projects associated with the Tourist Core Area Plan may be constructed on areas of unstable or expansive soils or geologic units, thereby increasing the risk to people and structures. Through adherence to existing regulation, projects implemented the Tourist Core Area Plan would be required to undergo site-specific environmental review and, as appropriate, geotechnical analysis (TRPA Code Section 33.4 and City Code Section 36-33) to determine the design, grading, and construction practices required to avoid or reduce geologic hazards including those associated with unstable, expansive soils and slope failure. Adherence to existing regulations would ensure impacts would be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required mitigation: **None.**

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

Standard of Significance: Development of septic systems or alternative wastewater disposal systems in areas of soils that are inadequate to support such a use results in a significant impact.

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

Environmental Analysis: *No Impact.*

Required mitigation: **None.**

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

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

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to land capability and IPES. The Tourist Core Area Plan would include the land coverage limitations of the adopted Regional Plan (Chapter 30 of the TRPA Code). These include allowing up to 70 percent within Town Centers and the Regional Center (TSC-C, TSC-MU, TSC-MUC, TSC-NMX) on high capability lands (land capability districts [LCDs] 4 through 7). For parcels located within the TSC-G district and within 300 feet of the high water line of Lake Tahoe the maximum coverage allowed is 50 percent on high capability lands. The potential effects of these changes were analyzed in the RPU EIS (TRPA 2012, page 3.7-40) and were found to be less than significant.

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

Additionally, the Tourist Core Area Plan does not propose an alternative comprehensive coverage management system as defined in Section 13.5.3B of the TRPA Code. However, proposed policy language (NRC-4.2) in the Natural and Cultural Resources Element directs the City to consider opportunities for coverage reduction in all public and private redevelopment projects within community centers.

Any subsequent projects proposed within the Tourist Core Area Plan would be subject to permitting by the City and/or TRPA. Consistent with existing requirements, permit applicants would be required to demonstrate that proposed compaction and coverage would be within the limits allowed in Chapters 30 and 53 of the TRPA Code.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to grading. Consistent with existing requirements, grading and construction activities associated with projects that could occur under the Tourist Core Area Plan with subsequent approval would be required to comply with the provisions of Chapter 33, “Grading and Construction,” of the TRPA Code and Chapter 36 of the City Code. Chapter 33 includes specific provisions for timing of grading, winterization of construction sites, specifications for cut and fills areas, protection of vegetation during construction, and preparation of a Slope Stabilization Plan for projects at the request of TRPA.

Additionally, in accordance with Section 36-58 of the City Code, all projects are required to implement temporary best management practices (BMPs) in accordance with the *Handbook of Best Management*

Practices and maintained throughout the construction period until winterization and installation of permanent BMPs once construction has been finalized.

Any subsequent projects allowed within the Tourist Core Area Plan would be subject to permitting by the City and/or TRPA. Consistent with existing requirements, permit applicants would be required to demonstrate that any proposed grading would occur consistent with TRPA Code and City Code provisions that are protective of topography and ground surface relief features and are intended to retain natural conditions.

Environmental Analysis: *No Impact*.

Required mitigation: **None**.

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

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

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to BMPs for soil erosion. Consistent with existing requirements, soil disturbance associated with projects that could occur under the Tourist Core Area Plan with subsequent approval would be required to comply with Chapters 33 and 60 through 68 of the TRPA Code and Chapter 36 of the City Code. See discussion under Question 62 above.

Any subsequent projects allowed within the Tourist Core Area Plan would be subject to permitting by the City and/or TRPA. Consistent with existing requirements, permit applicants would be required to demonstrate that any proposed soil disturbance would occur consistent with TRPA and City Code provisions related to BMPs.

Environmental Analysis: *No Impact*.

Required mitigation: **None**.

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

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

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to grading, excavation, and new disturbance. Consistent with existing requirements, projects that could occur under the Tourist Core Area Plan with subsequent approval could result in new soil disturbance, changes to native geologic substructures, and grading in excess of 5 feet. However, all projects would be required to comply with the provisions of Chapter 30 of the TRPA Code and Chapter 36 of the City Code regarding permanent disturbance and Section 33.3.6 of the TRPA Code regarding excavation depths that protect subsurface groundwater.

Environmental Analysis: *No Impact*.

Required mitigation: **None**.

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

See discussion and analysis for Question 62 above.

Environmental Analysis: *No Impact.*

Required mitigation: **None.**

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

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

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to the deposition of beach sand, or changes in siltation, deposition, or erosion, including natural littoral processes. Only the TSC-G zoning district abuts Lake Tahoe; all others are upland of the Lake. Bijou Creek runs through a portion of the Tourist Core Area Plan. In accordance with Section 13.7.3 of the TRPA Code, TRPA would retain responsibility for enforcing and implementing Shorezone regulations as described in Chapters 80 through 85 of the TRPA Code. Consistent with existing requirements, projects that could occur under the Tourist Core Area Plan with subsequent approval that would alter structures in Lake Tahoe, river or a stream would be subject to the resource management and protection and Shorezone provisions in Chapters 60 through 85 of the TRPA Code.

Environmental Analysis: *No Impact.*

Required mitigation: **None.**

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

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

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to geologic hazards. Chapter 35, Natural Hazard Standards, of the TRPA Code includes provisions addressing avalanche, floodplains, and wildfire and Chapter 8 of the City Code which addresses CBC and IBC building standards, which includes protections for persons and property from seismic and geologic hazards. In accordance with Section 13.7.3 of the TRPA Code, TRPA would retain responsibility for enforcing and implementing regulations specific to the backshore environment as described in Chapter 85 of the TRPA Code. In addition, consistent with existing conditions, any subsequent project allowed within the Tourist Core Area Plan would be subject to project-level permitting and environmental review by the City and/or TRPA. Such projects would be required to meet all applicable building codes and standards and would be required to undergo site-specific geotechnical analysis as specified by Section 33.4 of the TRPA Code and Section 36-33 of the City Code. Therefore, the Tourist Core Area Plan would not expose people or property to geologic hazards.

Environmental Analysis: *No Impact.*

Required mitigation: **None.**

5.4.9 Greenhouse Gas Emissions

This section presents the analyses for potential impacts to greenhouse gas (GHG) emissions. Table 13 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 13: Greenhouse Gas Emissions				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
68. Greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? (CEQA VIIa)			X	
69. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (CEQA VIIb)			X	
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
Same as Question 27: Will the Project significantly alter climate, air movement, moisture, or temperature? (TRPA 2d)	X			

Certain gases in the earth’s atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the earth’s surface temperature. Solar radiation enters the earth’s atmosphere from space. A portion of the radiation is absorbed by the earth’s surface and a smaller portion of this radiation is reflected toward space. This absorbed radiation is then emitted from the earth a low-frequency infrared radiation. The frequencies at which bodies emit radiation are proportional to temperature. The earth has a much lower temperature than the sun; therefore, the earth emits lower frequency radiation. Most solar radiation passes through GHGs; however, infrared radiation is absorbed by these gases. As a result, radiation that otherwise would have escaped back into space is instead trapped, resulting in a warming atmosphere. The phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO₂), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of GHGs in excess of natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth’s climate, known as global climate change or global warming. It is “extremely likely” that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in GHG concentrations and other anthropogenic forcing (IPCC 2014:3, 5).

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of any particular GHG molecule is dependent on multiple variables and cannot be pinpointed, it is understood that more CO₂ is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. Of the total annual human-caused CO₂ emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO₂ emissions remains stored in the atmosphere (IPCC 2013:467). The quantity of GHGs that ultimately result in climate change is not precisely known; but is enormous; no single project alone would measurably contribute to an incremental change in the global average temperature, or to global, local, or microclimates. From the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative.

GHG emissions are attributable in large part to human activities associated with the transportation, industrial/manufacturing, utility, residential, commercial, and agricultural emissions sectors (CARB 2017a).

In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation (CARB 2017a). Emissions of CO₂ are byproducts of fossil fuel combustion. Methane, a highly potent GHG, primarily results from off gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. Nitrous oxide is also largely attributable to agricultural practices and soil management. CO₂ sinks, or reservoirs, include vegetation and the ocean, which absorb CO₂ through sequestration and dissolution (CO₂ dissolving into the water), respectively, two of the most common processes for removing CO₂ from the atmosphere.

Assembly Bill 32, the California Global Warming Solutions Act of 2006

In September 2006, the California Global Warming Solutions Act of 2006, Assembly Bill (AB) 32, was signed into law. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 also requires that (a) the statewide greenhouse gas emissions limit remain in effect unless otherwise amended or repealed, (b) the statewide greenhouse gas emissions limit continue in existence and be used to maintain and continue reductions in emissions of greenhouse gases beyond 2020, and (c) [CARB] shall make recommendations to the Governor and the Legislature on how to continue reductions of greenhouse gas emissions beyond 2020 [California Health and Safety Code, Division 25.5, Part 3, Section 38551]. For the purposes of AB 32 and other legislation in California, GHGs are expressed in carbon-dioxide-equivalent (CO₂e). CO₂e is a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

Executive Order B-30-15

On April 20, 2015, EO B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030. The EO aligns California's GHG reduction targets with those of leading international governments such as the 28-nation European Union, which adopted the same target in October 2014. California is on track to meet or exceed the target of reducing GHG emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (Assembly Bill 32, discussed above). California's new emission reduction target of 40 percent below 1990 levels by 2030 sets the next interim

step in the State's continuing efforts to pursue the long-term target expressed under Executive Order S-3-05 to reach the ultimate goal of reducing emissions 80 percent below 1990 levels by 2050. This is in line with the scientifically established levels needed in the U.S. to limit global warming below 2 degrees Celsius, the warming threshold at which major climate disruptions are projected, such as super droughts and rising sea levels.

Senate Bill 32 and Assembly Bill 197 of 2016

In August 2016, SB 32 and AB 197 were signed into law, which serve to extend California's GHG reduction programs beyond 2020. SB 32 amended the Health and Safety Code to include Section 38566, which contains language to authorize CARB to achieve a statewide GHG emission reduction of at least 40 percent below 1990 levels by no later than December 31, 2030. SB 32 codified the targets established by EO B-30-15 for 2030, which set the next interim step in the State's continuing efforts to pursue the long-term target expressed in EOs S-3-05 and B-30-15 of 80 percent below 1990 emissions levels by 2050.

Climate Change Scoping Plan and Updates

In December 2008, CARB adopted its first version of its Climate Change Scoping Plan, which contained the main strategies California will implement to achieve the mandate of AB 32 (2006) to reduce statewide GHG emissions to 1990 levels by 2020. In May 2014, CARB released and subsequently adopted the First Update to the Climate Change Scoping Plan to identify the next steps in reaching the goals of AB 32 (2006) and evaluate the progress made between 2000 and 2012 (CARB 2014). After releasing multiple versions of proposed updates in 2017, CARB adopted the next version titled California's 2017 Climate Change Scoping Plan (2017 Scoping Plan) in December of that same year (CARB 2017b). The 2017 Scoping Plan indicates that California is on track to achieve the 2020 statewide GHG target mandated by AB 32 of 2006 (CARB 2017b:9). It also lays out the framework for achieving the mandate of SB 32 of 2016 to reduce statewide GHG emissions to at least 40 percent below 1990 levels by the end of 2030 (CARB 2017b). The 2017 Scoping Plan identifies the GHG reductions needed by each emissions sector.

The 2017 Scoping Plan also identifies how GHGs associated with proposed projects could be evaluated under CEQA (CARB 2017b:101-102). Specifically, it states that achieving "no net increase" in GHG emissions is an appropriate overall objective of projects evaluated under CEQA if conformity with an applicable local GHG reduction plan cannot be demonstrated. CARB recognizes that it may not be appropriate or feasible for every development project to mitigate its GHG emissions to zero and that an increase in GHG emissions because of a project may not necessarily imply a substantial contribution to the cumulatively significant environmental impact of climate change. The latest 2022 Scoping Plan Update aims to assess progress towards achieving the Senate Bill 32 2030 target and lay out a path to achieve carbon neutrality by no later than 2045.

Senate Bill X1-2, the California Renewable Energy Resources Act of 2011 and Senate Bill 350, the Clean Energy and Pollution Reduction Act of 2015

SB X1-2 of 2011 requires all California utilities to generate 33 percent of their electricity from renewables by 2020. SB X1-2 sets a three-stage compliance period requiring all California utilities, including independently owned utilities, energy service providers, and community choice aggregators, to generate 20 percent of their electricity from renewables by December 31, 2013; 25 percent by December 31, 2016; and 33 percent by December 31, 2020. SB X1-2 also requires the renewable electricity standard to be met increasingly with renewable energy that is supplied to the California grid from sources within, or directly proximate to, California. SB X1-2 mandates that renewables from these sources make up at least 50 percent of the total renewable energy for the 2011-2013 compliance period, at least 65 percent for the 2014-2016 compliance period, and at least 75 percent for 2016 and beyond. In October 2015, SB 350 was signed into

law, which requires retail sellers and publicly owned utilities to procure 50 percent of their electricity from renewable resources by 2030.

El Dorado County Air Quality Management District

The El Dorado County Air Quality Management District (EDCAQMD) has not adopted specific thresholds of significance for analyzing GHG emissions under CEQA. At present, the Sacramento Metropolitan Air Quality Management District (SMAQMD) along with a committee of EDCAQMD and other regional air districts (i.e., Placer County Air Pollution Control District [PCAPCD], Feather River Air Quality Management District, and Yolo-Solano Air Quality Management District) use guidance from the California Air Pollution Control Officers Association to develop draft threshold concepts for evaluating project-level GHG emissions. The goal of the thresholds is to capture at least 90 percent of GHG emissions from new stationary sources and land development projects. The nearby PCAPCD has developed thresholds of significance for analyzing climate change impacts in consideration of this strategy. PCAPCD has adopted a 10,000 and 1,100 metric tons of carbon dioxide equivalent (MTCO_{2e}) bright-line thresholds of significance for analyzing construction and operational emissions, respectively. In lieu of adopted thresholds of significance developed by EDCAQMD and Tahoe Regional Planning Agency (TRPA), these thresholds of significance are applied to future projects within the Tourist Core Area Plan.

City of South Lake Tahoe Climate Action Plan

In 2017, the City passed Resolution 2017-26, Establishing Renewable Energy and Carbon Emissions Reduction Goals. These goals include achieving 50 percent of municipal energy sources from renewable energy by 2025, 100 percent of municipal energy sources from renewable energy by 2032, and 100 percent of community energy sources from renewable electricity by 2032. The resolution additionally outlines the emissions reduction targets of a 50 percent reduction in community-wide emissions by 2030 and an 80 percent reduction in community-wide emissions by 2040. After establishing these reduction targets, the City completed a community-wide GHG emissions inventory to identify the emissions-generating sources in the community. This inventory was used as the foundation for developing the City's first Climate Action Plan, and City Council adopted it on October 20, 2020. It serves as a long-term plan to reduce GHG emissions from community activities and prepare for the impacts of climate change.

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

This potential effect is the same as those analyzed in the City General Plan Update EIR. Implementation of the Tourist Core Area Plan Amendments would result in some level of development and population growth anticipated during the plan horizon. Although many of the sustainability- and conservation-oriented land use and transportation policies of the State of California, TRPA Regional Plan and City General Plan would reduce VMT, increase opportunities for transit and non-motor vehicle travel, and allow or encourage redevelopment that would improve energy efficiency, the combined influence of development and population growth occurring during the planning horizon of the City General Plan and the TRPA Regional Plan would result in an increase in overall greenhouse gas (GHG) emissions that would make a cumulative contribution to global climate change.

Increases of GHG emissions attributable to the General Plan and the Tourist Core Area Plan would consist primarily of CO₂. To a lesser extent, emissions of CH₄ and N₂O would also contribute to overall increases in GHG emissions. Mobile-source emissions account for a majority of the increase in GHG emissions, representing roughly 85 percent of the total GHG emissions increase. To a lesser extent, electricity and natural gas consumption and use of wood-burning hearth devices also contribute to increased GHG emissions, accounting for a majority of the remaining GHG emissions. While substantial increases in total

GHG emissions are anticipated from buildout, the General Plan would have substantially reduced GHG emissions per new service population (i.e., total number of new residents and employees in the Planning Area) as compared to development under the existing General Plan and 1987 TRPA Regional Plan (13.54 versus 23.57 MTCO_{2e} per year) (CSLT 2010, pages 4.85-47 through 4.5-56).

Under CEQA, an increase in greenhouse gas emissions would be considered significant if the project would obstruct implementation of any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions. This standard of significance approach for analysis of climate change impacts is generally supported by the California Air Resources Control Board (Preliminary Draft Staff Proposal - Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act, October 2008). As previously discussed, AB 32 requires total statewide GHG emissions to be reduced to 1990 emissions level by year 2020, which represents an approximate 15 percent reduction, in comparison to baseline GHG emissions and includes provisions for maintaining the GHG emissions limits following 2020 to continue reductions in GHGs.

Given that TRPA's transCAD region-wide traffic model is designed to provide VMT data for the entire Tahoe Basin and cannot provide accurate vehicle miles travel (VMT) data for the City of South Lake Tahoe and its Planning Area, the mobile emission analysis used for the adopted 2013 Area Plan was based on a comparison of year 2030 conditions under the 1999 General Plan and 1987 TRPA Regional Plan to the proposed General Plan Update and proposed TRPA Regional Plan Update. Given these same limitations, a baseline GHG emissions inventory specific to the Tourist Core could not be quantified. As a result, the analysis prepared for the 2013 Area Plan was based on quantifiable reductions in GHG emissions associated with General Plan policies and actions, taking into consideration anticipated percentage contributions by source category, as well as, estimated net increases in GHG emissions resulting from implementation of the General Plan. The Area Plan would also be considered to have a significant impact if proposed policies and actions would be inconsistent with GHG reduction measures recommended by the California Attorney General.

In addition, the Area Plan would be considered to have a significant impact from global climate change if it would result in the exposure of residents to hazards associated with climate change.

The General Plan Update contains numerous policies that include specific, enforceable requirements and/or restrictions and corresponding performance standards that would apply in the Tourist Core Area Plan and would reduce VMT and air quality emissions, including construction-related and operational-related GHG emissions. These policies include actions that would promote the use of alternative fuels, alternative means of transportation, energy conservation, integrating land use and transportation strategies to reduce travel demand, and promoting sustainable development (CSLT 2010, pages 4.5-49 through 4.5-55).

The following mitigation measure from the GP EIR are also adopted as policies in the General Plan to reduce GHG emission:

- Support local, TRPA, and statewide efforts to reduce emission of greenhouse gases linked to climate change.
- Develop a citywide greenhouse gas emission inventory and establish regular time frames for updating the inventory.
- Establish a greenhouse gas emission reduction target consistent with AB 32 and SB 375 reduction efforts.

- Analyze and mitigate significant increases in carbon emissions during project review pursuant to the California Environmental Quality Act.

In addition to the measures described above, the Area Plan incorporates General Plan Policy NCR-5.10 (CSLT 2011b, page NCR-9) in Policy NCR-5.1 of the Area Plan to address short-term construction emissions (TCAP 2013, page 7-3), which include incorporating measures to reduce construction-related GHG emissions to the extent feasible on a project-specific basis. Such measures may include, but are not limited to, the following:

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

In May 2008, the California Office of the Attorney General issued a paper for use by local agencies in carrying out their duties under CEQA as they relate to global warming, which include the measures adopted in the General Plan Update. In addition, these measures are consistent with the adopted Climate Change Scoping Plan associated with emission reduction measures for energy efficiency, regional transportation-related greenhouse gas targets, and green building strategy (CARB, 2008). It is also important to note that the City has adopted a Sustainability Plan, which includes many of the same measures adopted in the General Plan Update. The City's General Plan Update policies and the City's Sustainability Plan are consistent with efforts by the State of California. Reductions in VMT attributable to the Area Plan policies and action items would account for a reduction in mobile-source GHG emissions. Additional reductions would also occur associated with implementation of proposed policies that would decrease emissions from area sources, such as measures that would promote green building, energy conservation, and sustainable development.

Moreover, the Tourist Core Area Plan Amendments would increase the density to 65 units per acre (with a minimum density of 12 units per acre) for multi-family housing to further incentivize residential development within town centers and multi-family zones, closer to employment and service centers, with better connections to transit, sidewalks, and bicycle trails. On average, there is 11 percent less VMT per capita in these town center and multi-family areas; thus, reducing VMTs and the associated GHG emissions compared to less dense residential development farther from town centers.

Reductions in VMT attributable to the proposed policies and action items would account for an approximate 2 percent reduction in mobile-source GHG emissions. Additional reductions would also occur associated with implementation of proposed policies that would decrease emissions from area sources, such as measures that would promote green building, energy conservation, and sustainable development. The proposed policies are consistent with measures currently proposed by the California Office of the Attorney General as well as efforts by the state under the AB 32 Scoping Plan to reduce GHG emissions.

With implementation of proposed General Plan policies and actions, region-wide VMT would be reduced by approximately 54,500 miles per day. Additional reductions in GHG emissions would result from compliance with RPS electricity standards, the prohibited use of wood-burning fireplaces, and continued implementation of Pavley regulation requirements and low-carbon fuel standards. As depicted in Table 4.5-

11 of the GP EIR (CSLT 2010, page 4,5-48), the combined total net increase in GHG emissions, with mitigation, would be approximately 103,714.25 MTCO₂e per year. Based on the modeling conducted for the proposed General Plan Update, implementation of the General Plan policies as well as state programs (e.g., Pavley regulations under AB 1493 for fuel standards) would result in reduced GHG emissions of approximately 33 percent. Reductions in project-generated GHG emissions associated with individual development projects would vary, depending on various factors, such as the type of project proposed, site design and location, and proximity to local pedestrian, bicycle, and transit services.

Implementation of relevant policies from the General Plan, the City's Sustainability Plan (which calls for development of a GHG inventory and reduction target), and associated mitigation measure MM 4.5.6 are anticipated to mitigate GHG emissions in a manner consistent with current state efforts to reduce GHG emissions under AB 32 and SB 375. Specifically implementation of IMP-8.6 (Greenhouse Gas Emission Reduction Strategy in the years 2013-2015) in combination with implementation of Mitigation Measure MM 4.5.6 that would require coordination with TRPA GHG reduction efforts and the establishment of an emission reduction target consistent with AB 32 and SB 375 reduction efforts would ensure that City GHG emissions are mitigated. Thus, this impact is considered less than significant (CSLT 2011a, page 4.0-4 through 4.0-5) under CEQA significance criteria. Because the Tourist Core Area Plan is consistent with and implements the General Plan and is consistent with the GP EIR, development and population growth anticipated during the Tourist Core Area Plan horizon is not expected to make a considerable contribution to global climate change.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

The Tourist Core Area Plan is consistent with applicable plan, policies and regulations adopted in the TRPA Regional Plan, Sustainable Communities Strategy, and the City General Plan to reduce emissions of greenhouse gases. As discussed in Question 68 above, the City and/or TRPA would continue to implement existing practices described in Mitigation Measure 3.5-1 of the RPU EIS, General Plan Policy NCR-5.10, and Tourist Core Area Plan Policy NCR-5.1 which includes developing GHG reduction measures on a project-specific basis within the Tourist Core Area Plan. Moreover, the Tourist Core Area Plan would implement policies of the TRPA Regional Plan and the City General Plan which—among others—calls for concentrating development and redevelopment in town centers (e.g., the TSC-MUC, TSC-NMX and TSC-G zoning districts) and the regional center (the TSC-C and TSC-MU zoning districts) in a pedestrian- and transit-oriented environment that focuses on enhancing non-auto modes such as walking, biking, and transit as a strategy to reduce greenhouse gas emissions.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

Refer to Question 27. Will the Project significantly alter climate, air movement, moisture, or temperature? (TRPA 2d)

See discussion and analysis for Question 27 above.

Required Mitigation: **No Further Mitigation Required.**

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

This section presents the analyses for potential impacts to hazards and hazardous materials and risk of upset and human health. Table 14 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 14: Hazards and Hazardous Materials and Risk of Upset and Human Health				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
70. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (CEQA VIIIa)			X	
71. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (CEQA VIIIb)			X	
72. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (CEQA VIIIc)			X	
73. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (CEQA VIId)				X

74. 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? (CEQA VIIIe)				X
75. 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? (CEQA VIII f)				X
76. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (CEQA VIII g)				X
77. 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? (CEQA VIII h)			X	
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
78. Involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions? (TRPA 10a)				X
79. Involve possible interference with an emergency evacuation plan? (TRPA 10b)				X

80. Creation of any health hazard or potential health hazard (excluding mental health)? (TRPA 17a)				X
81. Exposure of people to potential health hazards? (TRPA 17b)				X

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

This potential effect is the same as those analyzed in the City General Plan Update, and therefore this analysis tiers from the GP EIR.

Development and redevelopment as a result implementation of the Tourist Core Area Plan could result in the increasing the transport, storage, use and/or disposal of hazardous materials as a result of normal construction and operation of land uses and improvement. However all development would be required to adhere to federal, state, ad local regulations regarding the handling, transportation, and disposal of hazardous materials.

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

All existing and new development in the Tourist Core would be required to comply with federal, state, ad local regulations regarding the handling and transportation, disposal, and cleanup of hazardous materials. Therefore, this impact would be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

This potential effect is the same as those analyzed in the City General Plan Update, and therefore this analysis tiers from the GP EIR.

The GP EIR (2010) identified that development and redevelopment within the City limits could result in the release of hazardous materials into the environment under reasonably foreseeable upset or accident

conditions. Exposure to such materials could occur either through routine use or due to accidental release and concluded that this was a potentially significant impact requiring mitigation (CSLT 2010, pages 4.3-38-39). The GP EIR identified two mitigation measures that were incorporated into the final adopted General Plan (2011). Policy HS-6.1 requires existing and new commercial and industrial uses involving the use, handling, transport, or disposal of hazardous materials within the city to disclose their activities in accordance with El Dorado County guidelines and the requirements of state law. Policy HS-6.2 requires that all construction activity cease if contamination is discovered on construction projects. Remediation is required to the satisfaction of the appropriate responsible agency (i.e., El Dorado County Department of Environmental Management, Lahontan Regional Water Quality Control Board, Department of Toxic Substances Control, or the City of South Lake Tahoe) (CSLT 2011b, page HS-7).

All existing and new development in the Tourist Core is required to and will implement and is consistent with regional, federal, state, and local regulations regarding the release of hazardous materials into the environment due to reasonably foreseeable upset and accident conditions. Therefore, this impact would be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

This potential effect is the same as those analyzed in the City General Plan Update, and therefore this analysis tiers from the GP EIR.

Locations where existing or past hazardous material leaks may exist in the Tourist Core plan area include the Chevron gas station located at Ski Run Boulevard and US Highway 50 as well as other undiscovered or unregistered locations. Several other sites were indicated in the database search but these other sites have been remediated and closed by the Regional Water Quality Control Board.

Due to the fact that much of the Tourist Core plan area was developed prior to the ban on polychlorinated biphenyls (PCBs), it is conceivable that electrical transformers and industrial products currently located within the area could contain PCBs and other heavy metals. Persistent residential chemicals may also be present in the form of pesticides, herbicides, and fertilizers used in typical landscaping efforts by property owners in the past. Accidental release of these materials could occur as a result of demolition, development, or update of land uses within the Tourist Core plan area, further exposing people to toxic emissions. Sensitive receptors such as children, the elderly, or hospital patients can be significantly affected by these emissions. As schools are located in close proximity along with housing typically utilized by senior citizens within the Tahoe Valley plan area, this is a primary concern.

As discussed under Question 71 above, the transportation of hazardous materials is regulated by the CHP, U.S. Department of Transportation, and Caltrans. Use, storage, and disposal of hazardous materials is regulated by DTSC as well as local, state, and federal regulations. This is true for both demolition/construction and operation of projects. Facilities that use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards designed to avoid hazardous waste releases.

The Bijou Community Elementary School is located just one-sixth of a mile from the project area. However as discussed in Question 70 (CEQA Checklist item VIIIa) above, the use, storage, and transport of

hazardous materials are required to be in compliance with local, state, and federal regulations during project construction and operation. Facilities that use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards and the discovery of contamination require construction sites to cease operations.

Since all existing and new development in the Tourist Core is required to and will implement and is consistent with regional, federal, state, and local regulations addressing safety from hazards, including hazardous materials, this impact is anticipated to be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

No hazardous waste facilities are identified within the Tourist Core.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

74. 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? (CEQA VIII e)

The Project is not located within the City's Airport Comprehensive Land Use Overlay district and therefore has no impact on public safety in the vicinity of a public-use airport or FAA safety regulations.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

75. 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? (CEQA VIII f)

The Project is not located within the vicinity of a private airstrip and therefore has no impact on public safety in the vicinity of a private airstrip.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

76. Would the Project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (CEQA VIII g)

The City of South is responsible for emergency operations within the city limits. The City has adopted a Natural Hazard Mitigation Plan (adopted July 2008) which has been approved by the Federal Emergency Management Agency (FEMA) and included as a local appendix to the El Dorado County Natural Hazard Mitigation Plan. This plan provided guidance to the City for the development of pre-mitigation and post-mitigation recovery for disasters in all hazard classification.

The Tourist Core Area Plan is expected to result in an increase in dwelling units and CFA within the plan area. Proposed amendments would allow for increased density of multi-family residential development. Increased density has the potential to adversely affect emergency response described in local, regional, and state emergency response and/or evacuation plans, including but not limited to the County Emergency Operations Plan, the City's Emergency Operations Plan, and the SLTFD Fire Planning Process. Increased density can result in greater numbers of residents and employees within an area that would need to be protected and potentially evacuated. Increased square footage of homes and CFA area represent greater resources that require protection and, in the event of an emergency, response from public service providers. As such, the Tourist Core Area Plan Amendments may result in an incremental impact on emergency plans in plan area. However, existing roadways provide multiple options for evacuation of the area and no roadway closures are expected as a result of the Tourist Core Area Plan Amendments.

Chapter 9 of the City Code provides for the preparation and carrying out of plans for the protection of persons and property within the City in the event of an emergency and the coordination of the emergency functions of the City with all other public agencies, corporations, organizations, and affected private persons. As required by Chapter 9 of the City Code, the City has established a Disaster Council, which is responsible for reviewing and recommending emergency operation plans for adoption by the City Council. The Disaster Council is also responsible for the review and potential amendments to the Emergency Management Plan. Moreover, the City has adopted General Plan policies in the Health and Safety Element: Policy HS-1.1 requires the City to periodically review and update the City's Local Emergency Operations Plan; Policy HS-1.3 requires the City to maintain a reverse 911 system; and HS-1.4 requires the City to identify pre-planned areas for disaster staging and evacuations (CSLT 2011b, page HS-2).

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

77. Would the Project 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? (CEQA VIIIh)

Development and redevelopment in the Tourist Core could expose people and structures to hazards involving wildland fires in wildland-urban interface areas. However, any new development or redevelopment is required to and will implement and is consistent with state, regional, and local regulations designed to reduce the risk of wildfire. All new structures are required to comply with the California Fire Code, which established minimum standards for materials and material assemblies to provide a reasonable level of exterior wildfire exposure protection for buildings in wildland-urban interface areas. Chapter 12 of the City Code which contains fire regulations adopted to safeguard life and property from the hazards of fire and explosion. The City has also adopted General Plan policies that require the use of fire resistant materials, installation and maintenance of defensible space, and meeting fire flow requirements in new and rehabilitated structures.

Implementation of these policies, in conjunction with the existing California Fire code and the City Code requirements would reduce impacts associated with wildland fires to a less than significant level.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

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

Construction activities related to development within the Tourist Core could involve the storage, use, and transport of hazardous materials. However, use of hazardous materials would be typical of urban development projects in the Tahoe Region and would occur in compliance with all local, state, and federal regulations. Further, the types of uses that would be permissible within the Tourist are not of the nature that would involve storage, use, and transport of large quantities of hazardous substances that would increase the risk of incident. The types of uses (e.g., commercial and light industrial) are consistent with the types of uses already allowed under existing conditions, such that the Tourist Core Area would not be expected to create a new risk of accident or upset conditions. Therefore, the Tourist Core Area Plan would not result in a risk of explosion or the release of hazardous substances.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion and analysis for Question 76 above that concludes that implementation of the Tourist Core Area Plan will not impact existing emergency evacuation plans.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussions and analyses for Questions 70 through 73 above

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussions and analyses for Questions 70 through 73 above

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.11 Hydrology and Water Quality

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

Table 15: Hydrology and Water Quality				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
82. Violate any water quality standards or waste discharge requirements? (CEQA IXa)				X
83. 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)? (CEQA IXb)			X	
84. 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? (CEQA IXc)			X	
85. 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			X	

would result in flooding on- or off-site? (CEQA IXd)				
86. 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? (CEQA IXe)			X	
87. Otherwise substantially degrade water quality? (CEQA IXf)			X	
88. 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? (CEQA IXg)			X	
89. Place within a 100-year flood hazard area structures which would impede or redirect flood flows? (CEQA IXh)			X	
90. 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? (CEQA IXi)			X	
91. Inundation by seiche, tsunami, or mudflow? (CEQA IXj)			X	
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
92. Changes in currents, or the course or direction of water movements? (TRPA 3a)				X
93. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be				X

contained on the site? (TRPA 3b)				
94. Alterations to the course or flow of 100-yearflood waters? (TRPA 3c)				X
95. Change in the amount of surface water in any water body? (TRPA 3d)				X
96. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? (TRPA 3e)				X
97. Alteration of the direction or rate of flow of ground water? (TRPA 3f)				X
98. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? (TRPA 3g)				X
99. Substantial reduction in the amount of water otherwise available for public water supplies? (TRPA 3h)				X
100. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches? (TRPA 3i)				X
101. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality? (TRPA 3j)				X
102. Is the Project located within 600 feet of a drinking water source? (TRPA 3k)	X, LTS			

82. Would the Project violate any water quality standards or waste discharge requirements? (CEQA IXa)

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to discharge into surface waters and surface water quality. Chapter 60 of the TRPA Code, which includes standards for discharge limits to surface and ground waters and Chapter 35 of the City Code which regulates urban runoff and stormwater quality. Additionally, consistent with existing conditions, all development, redevelopment, and infrastructure improvements within the Tourist Core would be required to meet the discharge standards of the Lahontan Regional Water Control Board and the City's municipal stormwater discharge permit. 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 City's Stormwater Management Plan (2207).

Because all existing state and local protections for surface water would remain in place, and water quality BMPs (in accordance with Chapter 60 of the TRPA Code Chapter 35 of the City Code) would continue to be required for all properties within the Tourist Core Area Plan, the Tourist Core Area Plan would not result in discharges to surface waters or alteration of surface water quality.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

83. Would the Project 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)? (CEQA IXb)

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to surface water management. Surface water and water rights in California are managed by the California State Water Resources Board. Consistent with existing conditions, projects that could occur under the Tourist Core Area Plan with subsequent approval that would require additional water supply affecting the amount of surface water in Lake Tahoe or another water body would be required to comply with Chapters 32 and 60 of the TRPA Code. These regulations pertain to the provision of basic services to projects and the protection of source water.

The potential impact of development and redevelopment within the Tahoe Region, including development within the Tourist Core area, on the availability of public water supplies was analyzed in the RPU EIS (TRPA 2012a, page 3.13-11) and discussed in detail in Questions below. Because the regional water demand at build-out would be less than the regional surface water allocation, and because TRPA Code Section 32.4 requires demonstration of adequate available water supply within an existing water right prior to permit approval, implementation of the Tourist Core Area Plan would not result in a substantial reduction in the amount of surface water or the water available for public water supplies.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

84. Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? (CEQA IXc)

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to the course or direction of water movements. In accordance with Section 13.7.3 of the TRPA Code, TRPA would retain responsibility for enforcing and implementing Shorezone regulations as described in Chapters 80 through 86 of the TRPA Code. Section 80.4.1 of the TRPA Code includes measures designed to preserve the natural littoral processes driven by currents and wave action within Lake Tahoe. Stream modifications are limited by the provisions of Chapter 63 of the TRPA Code, which requires protection of fish resources, and Sections 61.3.3 and 30.5, which requires protection of SEZ areas, thereby protecting streams as well. Consistent with existing requirements, projects that could occur under the Tourist Core Area Plan that could alter the course or direction of water movements would be subject to subsequent permitting and environmental review, and TRPA Code sections described above as well as all other federal, state, and local regulations pertaining to the course or direction of water movements.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

85. Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? (CEQA IXd)

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to surface water runoff. All projects within the Tourist Core must demonstrate compliance with the land capability and coverage provisions of Chapter 30 of the TRPA Code which is incorporated into the Tourist Core Area Plan Development and Design Standards. These provisions include allowing up to up to 70 percent within Town Centers and the Regional Center (TSC-C, TSC-MU, TSC-MUC, TSC-NMX) on high capability lands (land capability districts [LCDs] 4 through 7). For parcels located within the TSC-G district and within 300 feet of the high water line of Lake Tahoe the maximum coverage allowed is 50 percent on high capability lands. The potential effects of these changes related to water quality were analyzed in the RPU EIS (TRPA 2012a, page 3.8-41). Coverage increases on high capability land would be achieved through restoration and transfer of existing land coverage. Additionally, all development within the Tourist Core would be required to meet existing BMP standards to control potential increases in stormwater runoff and pollutant loading from the additional coverage. As specified in Section 60.4.6 of the TRPA Code, except where special conditions exist and are approved by TRPA, infiltration facilities designed to accommodate the volume of runoff generated by a 20-year 1-hour storm are required for approval of all projects within the Tahoe Basin, including the Tourist Core. Therefore, future projects that may occur within the Tourist Core would not inhibit the ability to infiltrate surface water runoff from a 20-year 1-hour storm event.

Also see discussion and analysis for Questions 84 above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

86. Would the Project 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? (CEQA IXe)

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

In addition, several stormwater management projects have been completed since adoption of the 2013 Tourist Core Area Plan. These projects include the California Department of Transportation upgrades to drainage systems on US Highway 50 and the City Bijou Erosion Control Project. The City project focused on two key elements: (1) replacement of the existing Bijou Creek storm drain system that conveys storm water runoff from the 1,300-acre Bijou Creek watershed to Lake Tahoe; and (2) construction of a comprehensive regional treatment system for runoff generated in the Bijou commercial core which is partially located in the Tourist Core. The requirement to comply with agency regulations along with City and Caltrans stormwater management improvements result in a less than significant impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

87. Would the Project otherwise substantially degrade water quality? (CEQA IXf)

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to discharge into surface waters and surface water quality. Chapter 60 of the TRPA Code, which includes standards for discharge limits to surface and ground waters and Chapter 35 of the City Code which regulates urban runoff and stormwater quality. Additionally, consistent with existing conditions, all development, redevelopment, and infrastructure improvements within the Tourist Core Area Plan would be required to meet the discharge standards of the Lahontan Regional Water Control Board and the City's municipal stormwater discharge permit. 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 City's Stormwater Management Plan (2007).

Because all existing state and local protections for surface water would remain in place, and water quality BMPs (in accordance with Chapter 60 of the TRPA Code Chapter 35 of the City Code) would continue to be required for all properties within the Tourist Core, the Tourist Core Area Plan would not result in uncontrolled discharges to surface waters or alteration of surface water quality.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

88. Would the Project 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? (CEQA IXg)

The Tourist Core Area would not alter or revise the regulations pertaining to floodplains in Section 35.4 of the TRPA Code or Chapter 34 of the City Code. Portions of the Tourist Core are located within the 100-year floodplain. All future development within the Tourist Core would be required to meet both the requirements of Chapter 35 of the TRPA Code and Chapter 34 of the City Code related to floodplain management. Chapter 35 of the TRPA Code prohibits additional development, grading or filling within the 100-year floodplain except for public outdoor recreation, public service and water quality control facilities, and floodplain crossings. Chapter 35 of the City Code restricts or prohibits uses which are dangerous to health, safety, and property due to water or erosion hazards, or which result in damaging increases in erosion or flood heights or velocities; requires that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction; controls the alteration of natural floodplains, stream channels, and natural protective barriers, which help accommodate or channel flood waters; control filling, grading, dredging, and other development which may increase flood damage; and prevents or regulates the construction of flood barriers which will unnaturally divert flood waters or which may increase flood hazards in other areas. Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None**.

89. Would the Project place within a 100-year flood hazard area structures which would impede or redirect flood flows? (CEQA IXh)

See discussion and analysis for Question 88 above.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None**.

90. Would the Project 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? (CEQA IXi)

No levees or dams are located within the boundaries of or upstream from the Tourist Core Area Plan therefore no person or structures would be at a significant risk of loss, injury or death involving flood as a result of the dam or levee failure. Therefore this is a less than significant impact.

Flooding of the Tourist Core as a result of wave action from 100-year storm occurrence or seiches is discussed and analyzed in Question 91 below.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None**.

91. Would the Project cause inundation by seiche, tsunami, or mudflow? (CEQA IXj)

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to water-related hazards. Future development within the Tourist Core would be required to meet the requirements of Chapter 35 of the TRPA Code and Chapter 34 of the City Code related to floodwater management. Consistent with existing conditions, because the TRPA Code prohibits the development, grading, or filling of lands within the 100-year floodplain and in the area of wave run-up (TRPA Goals and Policies, Policy

NH-1.2), implementation of the Tourist Core Area Plan would not expose people or property to flooding or wave action from 100-year storm events.

There are active faults in the Lake Tahoe Basin, which could be sources of groundshaking at locations within the Tourist Core Area Plan boundaries during a seismic event. Seismic events could also result in tsunami or seiche within Lake Tahoe, potentially affecting low-lying areas, including portions of the Tourist Core. Structures within the Tourist Core would be designed and constructed in accordance with the current design requirements of the California Building Code and International Building Code Seismic Zone D. Therefore, there would be no substantial increased risk of loss, injury or death or property damage from ground shaking alone.

Ichinose et al. (2000) investigated the potential of local earthquakes to generate tsunamis and seiches within Lake Tahoe. The probability of an earthquake strong enough to cause a seiche in Lake Tahoe is estimated to be 3-4 percent in 50 years (Ichinose et al. 2000). Based on modeled wave simulations for large earthquake (magnitude >7) scenarios for faults within the Lake Tahoe Basin (North Tahoe-Incline Village Fault and the West Tahoe-Dollar Point Fault), a potential exists for tsunami and seiche-related waves between 10 and 30 feet in height to occur along the shore of Lake Tahoe, potentially threatening low-lying lakeside communities. While earthquakes last several seconds, a tsunami wave could take up to 15 minutes to reach Lake Tahoe's shore (Brown 2000). While experts have characterized the risk as far less than the risk of an approaching wildfire in the Tahoe Basin, they have called for the risk of inundation to be factored into emergency plans for the region (Wikipedia 2012; Kaye 2011).

The Tourist Core Area Plan would implement the policies of the Regional Plan (TRPA 2012d) which provides for increased density of development in Town Centers and the Regional Center. Most of the Tourist Core is located in low-lying areas adjacent to Lake Tahoe and could be at risk from inundation from a tsunami or seiche. Increasing the density of development within these areas could place additional people and properties at risk to tsunami and seiche; however no TRPA, federal, state, or local polices prohibit this land use. The City has prepared and adopted a Natural Hazard Mitigation Plan which provides guidance to the City for the development of pre-mitigation and post-mitigation recovery for disasters in all hazard classifications. Emergency procedures in the City are guided by South Lake Tahoe's Emergency Management Plan (EMP) and the South Lake Tahoe Fire Department's Fire Planning Process. The EMP provides a framework to guide the City's efforts to mitigate and prepare for, respond to, and recover from major emergencies or disasters. Additionally, consistent with existing conditions all projects within the Tourist Core would be required to undergo subsequent project-level permitting and environmental review, which would require the evaluation of hazards related to earthquake-related tsunami and seiche and measures (e.g., site-specific notification and evacuation procedures) may be required as appropriate.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

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

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to the course or direction of water movements. In accordance with Section 13.7.3 of the TRPA Code, TRPA would retain responsibility for enforcing and implementing Shorezone regulations as described in Chapters 80 through 86 of the TRPA Code. Section 80.4.1 of the TRPA Code includes measures designed to preserve the natural

littoral processes driven by currents and wave action within Lake Tahoe. Stream modifications are limited by the provisions of Chapter 63 of the TRPA Code, which requires protection of fish resources, and Sections 61.3.3 and 30.5, which requires protection of SEZ areas, thereby protecting streams as well. Consistent with existing requirements, projects that could occur under the Tourist Core Area Plan that could alter the course or direction of water movements would be subject to subsequent permitting and environmental review, and TRPA Code sections described above as well as all other federal, state, and local regulations pertaining to the course or direction of water movements.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion and analysis for Question 85 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to floodplains in Section 35.4 of the TRPA Code or Chapter 34 of the City Code. Portions of the Tourist Core Area Plan are located within the 100-year floodplain. All future development within the Tourist Core Area Plan would be required to meet both the requirements of Chapter 35 of the TRPA Code and Chapter 34 of the City Code related to floodplain management.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to surface water management. Surface water and water rights in California are managed by the California State Water Resources Board. Consistent with existing conditions, projects that could occur under the Tourist Core Area Plan with subsequent approval that would require additional water supply affecting the amount of surface water in Lake Tahoe or another water body would be required to comply with Chapters 32 and 60 of the TRPA Code. These regulations pertain to the provision of basic services to projects and the protection of source water.

The potential impact of development and redevelopment within the Tahoe Region, including development within the Tourist Core Area, on the availability of public water supplies was analyzed in the RPU EIS (TRPA 2012a, page 3.13-11) and discussed in detail in Questions 156 and 164 below. Because the regional water demand at build-out would be less than the regional surface water allocation, and because TRPA Code Section 32.4 requires demonstration of adequate available water supply within an existing water right prior to permit approval, implementation of the Tourist Core Area Plan would not result in a substantial reduction in the amount of surface water or the water available for public water supplies.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion and analysis for Question 87 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to excavations that could intercept or otherwise interfere with groundwater. Section 33.3 of the TRPA Code prohibits excavations, except under certain defined and permitted conditions, that interfere with or intercept the high water table by: altering the direction of groundwater flow; altering the rate of flow of groundwater; intercepting groundwater; adding or withdrawing groundwater; or raising or lowering the groundwater table. Additionally, excavation in excess of 5 feet below ground surface (or less in areas of known high groundwater) is generally prohibited because of the potential to intercept or interfere with groundwater is prohibited. Such excavations may be permitted under certain defined conditions (Section 3.3.6.B of the TRPA), and in such cases it must be demonstrated in a soils/hydrologic report that no interference or interception of groundwater would occur as a result of the excavation. Therefore, consistent with existing conditions, future projects that may occur within the Tourist Core are subject to subsequent environmental review and permitting by the City and/or TRPA, which would require the project applicant to demonstrate compliance with Chapter 33 of the TRPA Code and the protection of groundwater.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussions and analyses for Questions 95 through 97 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion and analysis in Question 95 above and analyses in Questions 156 and 164 below which concludes that potential impact of development and redevelopment within the Tahoe Region, including development within the Tourist Core Area, on the availability of public water supplies would not have an impact

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion and analysis for Question 91 above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

See discussions and analyses for Questions 95 through 97 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

Sources of drinking water are located within 600 feet of the project area, however, the Tourists Core Area Plan Amendments would not alter or revise the regulations pertaining to source water protection and is therefore consistent with the goals of the Regional Plan and the RPU EIS. Chapter 60 of the TRPA Code includes protections for drinking water sources. Specifically, Section 60.3.3.C.1 of the TRPA Code identifies a Source Water Protection Zone that includes a 600-foot radius around wells, lake intakes, and springs assessed by TRPA. In total, TRPA's Source Water Assessment Map identifies 22 wells located in the boundary of the Tourist Core Area Plan. All development within Source Water Protection Zones is subject to the requirements of Section 60.3.3.D, including installation of water quality BMPs and development of a spill control plan. Any subsequent projects allowed within the Tourist Core would be subject to permitting by the City and/or TRPA. Consistent with existing conditions, permit applicants within 600 feet of a drinking water source would be required to demonstrate compliance with the source water protection provisions in Chapter 60 of the TRPA Code.

Environmental Analysis: *Yes, Less than Significant Impact.*

Required Mitigation: **None.**

5.4.12 Land Use and Planning

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

Table 16: Land Use and Planning				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
103. Physically divide an established community? (CEQA Xa)				X
104. 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? (CEQA Xb)			X	
105. Conflict with any applicable habitat conservation plan or natural community conservation plan? (CEQA Xc)				X
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
106. Include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan? (TRPA 8a)				X
107. Expand or intensify an existing non-conforming use? (TRPA 8b)	X, LTS			

103. Would the Project physically divide an established community? (CEQA Xa)

The Tourist Core is an established tourist, commercial, recreation and employment center that caters to visitors and resident alike. The intent of the Tourist Core Area Plan Amendments, including the addition of the two new parcels along Pioneer Trail, continues to promote the exiting land patterns and further enhance this area of the south shore as a destination and recreation center. Therefore, implementation of the Tourist Core Area Plan is not expected to physically divide the established community

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

104. Would the Project 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? (CEQA Xb)

The Tourist Core Area Plan Amendments include an expansion of the Regional Plan Conceptual land use map and General Plan land use diagram to add two parcels along Pioneer Trail currently located with in Plan Area 092 (Residential) to the Town Center Mixed Use District. The two parcels added to the Town Center would incorporate applicable policies and regulations of both plans to avoid or mitigate any environmental effects.

Pursuant to Chapter 13 of the TRPA Code (Section 13.5.3.G), modifications to a Town Center Overlay boundary to incorporate an undeveloped parcel are permitted if they comply with the following:

1. At least three sides of the parcel to be included are adjacent to developed parcels.
2. Properties included in a Town Center are less than ¼ mile from existing commercial and Public Service uses.
3. Properties included in a Town Center shall encourage and facilitate the use of existing or planned transit stops and transit system.

The two parcels along Pioneer Trail are both developed with existing tourist oriented land uses and are surrounded by development on at least three sides given the predominance of development along the Pioneer Trail corridor. The incorporation of the parcels listed above into the TRPA Town Center Overlay would not conflict with a plan or regulation adopted to avoid or reduce environmental impacts. Thus, this impact would be less than significant.

Environmental Analysis: *Less Than Significant Impact.*

Required Mitigation: **None.**

105. Would the Project conflict with any applicable habitat conservation plan or natural community conservation plan? (CEQA Xc)

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The Tourist Core Area Plan Amendments proposes modifications to the land use mix of the two parcels that will be moved from Plan Area Statement 092 to improve the concentration and the mixing of tourist and residential uses. These adjustments to the permissible use list would result in permitting uses that are currently prohibited in that portion of plan area 092. The amendments also modify the permissible uses and allowable densities in other existing Districts. The modifications are outlined in Tables 2 and 3 in Chapter 2 and are summarized in Table 1. The Tourist Core Area Plan modifies the list of permissible uses consistent with the types of uses envisioned in the Regional Plan and consolidates multiple similar uses under one name for clarity. Generally, the types of land uses that would be permissible in the TSC-C, TSC-MUC, TSC-G, TSC-NMX zoning districts are consistent with the mix of uses (commercial, public service, light industrial, office, tourist accommodation, and residential) envisioned for community centers in the Regional Plan (TRPA 2012a, page 2-33) and the General Plan (CSLT 2011b, pages LU-3 and LU-10); the uses that would be permissible within the REC zoning district reflect the mix of uses envisioned for recreation areas in the Regional Plan (TRPA 2012a, page 2-19); and the uses within the OS zoning district would be limited to passive recreation uses and resource management activities.

Two new uses are proposed to be added to the Tourist Core Permissible Use List. The uses are nursing and personal care and residential care. However, the expansion of the applicability of these uses are not expected to have any significant impact because the proposed uses would be consistent with the uses envisioned in the Regional Plan for tourist and commercial designated community centers. Furthermore, any subsequent projects allowed within the Tourist Core would be subject to permitting by the City and/or TRPA. Consistent with existing conditions, permit applicants would be required to demonstrate that any proposed project would not have a significant effect on the environment including but not limited to traffic, land coverage, scenic resources, air quality, water quality, etc.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

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

While the Tourist Core Area Plan would potentially intensify a non-conforming use, the proposed land use changes are consistent with the corresponding land use classifications in the Regional Plan, the General Plan and the broader categories of uses (e.g., commercial, tourist, residential) envisioned in the Regional Plan and RPU EIS. Implementation of the Tourist Core Area Plan Amendments would result in changes to permissible uses throughout the Tourist Core consistent with the Regional Plan (see discussion above Question 106). If a current existing non-conforming use becomes a permissible use through the land use changes proposed by the Tourist Core Area Plan, that use could then be expanded or intensified in accordance with the development standards of the TRPA and City Codes. The Tourist Core Area Plan Amendments would allow new uses that are currently prohibited to apply in some areas of the Tourist Core Area Plan and therefore make an existing non-conforming use conforming. However, the new uses are consistent with the types of uses envisioned in the Regional Plan (e.g., commercial, tourist, residential in a mixed-used setting) and analyzed in the RPU EIS or are consistent with typical uses that are generally found in tourist/commercial related land use district throughout the Region. After implementation of the Tourist

Core Area Plan, any existing non-conforming uses that remain would be prohibited from expansion or intensification by the provisions of Section 21.2.3 of the TRPA Code and 32-35 of the City Code..

Any subsequent projects allowed within the Tourist Core would be subject to permitting by the City and/or TRPA. Consistent with existing conditions, permit applicants would be required to demonstrate that any proposed project would not have a significant effect on the environment including but not limited to traffic, land coverage, scenic resources, air quality, water quality, etc.

Environmental Analysis: *Yes, Less than Significant Impact.*

Required Mitigation: **None.**

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

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

Table 17: Mineral Resources and Natural Resources				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
108. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (CEQA XIa)				X
109. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (CEQA XIb)				X
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
110. A substantial increase in the rate of use of any natural resources? (TRPA 9a)				X
111. Substantial depletion of any non-renewable natural resource? (TRPA 9b)				X

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

There are no mapped mineral resources within the Tourist Core, nor does the City General Plan, nor any specific plan or other plan, such as the TRPA Regional Plan and Plan Area Statement, identify any sites within the Tourist Core as an important mineral recovery site.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion and analysis for Question 108 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

Non-renewable natural resources such as gasoline and diesel would be consumed during the construction of development projects; however, the potential for new development would be limited through restrictions to TRPA regulated commodities (see project description) such as commercial floor area, residential allocations and tourist accommodation units. Because construction would be limited and would not require quantities of non-renewable resources beyond those of typical residential and commercial construction, projects associated with the Tourist Core Area Plan would not result in substantial depletion of any non-renewable natural resource.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.14 Noise

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

Table 18: Noise				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
112.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? (CEQA XIIa)			X	
113.Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (CEQA XIIb)			X	
114.A substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project? (CEQA XIIc)			X	
115.A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project? (CEQA XIIId)			X	
116.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? (CEQA XIIe)				X
117.For a Project within the vicinity of a private airstrip, would the Project expose people residing or working in the project area to				X

TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
118. Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Plan Area Statement, Community Plan or Master Plan? (TRPA 6a)				X
119. Exposure of people to severe noise levels? (TRPA 6b)				X
120. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold? (TRPA 6c)				X

112. Would the Project result in 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? (CEQA XIIa)

This potential effect is the same as those analyzed in the General Plan Update, and therefore the analysis is tiered from and consistent with the GP EIR.

The Tourist Core Area Plan includes the CNEL standards set forth in the TRPA Regional Plan. The CNEL standards are:

- 60 CNEL TSC-C, TSC-MU, TSC-MUC, TSC-G, TSC-G Special Area #1, and TSC-NMX districts
- 55 CNEL TSC-G inside the shorezone
- 55 CNEL for OS and REC districts
- 65 CNEL for the US 50 highway corridor

Aside from short-term construction-related noise increases (discussed in Question 119 below), development associated with the Tourist Core Area Plan could result in a long-term increase in existing CNEL levels if it were to result in the introduction of new noise-generating land uses, increased traffic that could increase roadside noise levels, or if it were to create noise/land use compatibility conflicts, as discussed below.

Noise/Land Use Compatibility

The potential for noise conflicts from development, including construction of additional residential, commercial floor area, industrial facilities, recreational facilities, and infrastructure such as roadway improvements, water and sewer lines that is expected to occur under the Tourist Core Area Plan, includes conflicts as a result of adjacent land uses and their operational aspects. While generally the General Plan and the TRPA Regional Plan address these conflicts through the land use designation, zoning identification, and development standard process, the potential exists for some development allowed under current land

use designations and zoning to have operational aspects that could create noise impacts on other adjacent land uses. The City's General Plan noise policies are incorporated in the Tourist Core Area Plan and would provide expanded protection for ambient conditions, which are designed toward eliminating land use conflicts with respect to noise. Policy LU7-2 of the Tourist Core Area Plan requires an acoustical analysis as part of the environmental review process when noise-sensitive land uses are proposed in areas exposed to existing or project exterior noise levels exceeding the levels shown in Table HS-1 and HS-2 of the City General Plan, so noise mitigation may be included in the project design. All acoustical analysis shall:

- Be the financial responsibility of the applicant;
- Be prepared by a qualified person experienced in the fields of environmental noise assessment and architectural acoustics;
- Include representative noise level measurements with sufficient sampling periods and locations to adequately describe local conditions and the predominant noise sources; and
- Estimate existing and projected cumulative (20 year) noise levels in terms of Ldn or CNEL and/or the standards shown in Table HS-1, and compare those levels to the policies in this section;
- Recommend appropriate mitigation to achieve compliance with the adopted policies and standards in this section, giving preference to proper site planning and design over mitigation measures which require the construction of noise barriers or structural modifications to buildings which contain noise-sensitive land uses;
- Estimate noise exposure after the prescribed mitigation measure(s) has been implemented; and
- Describe a post-project assessment program that could be used to evaluate the effectiveness of the proposed mitigation measures.

Further, the City and/or TRPA would only approve projects that can demonstrate compliance with the applicable noise standards. Under the proposed TCAP Amendments, two parcels would be added to the TSC-MU District from Plan Area 092. This change would permit those parcels to develop under the TSC-MU 60 dB CNEL standard rather than the existing 50 dB CNEL standard for Plan Area 092.

Traffic-Related Noise

Subsequent projects under the Tourist Core Area Plan could result in increases in vehicle travel and traffic volumes on roadways. Locations within the Tourist Core are currently in nonattainment with respect to their applicable CNEL noise standards (Table 19), including the highway corridors US 50 (TRPA 2012a: page 3.6-9). As part of the RPU EIS, traffic noise levels were modeled with and without implementation of the Regional Plan and changes in traffic noise levels from existing conditions were also calculated (TRPA 2012a: Appendix G). Table 20 shows the estimated change in noise level for roadways within the Tourist Core. The RPU EIS found that increased vehicle trips on highways in the Region would result in nominal increases in traffic noise levels (i.e., less than 3 dBA). However, increases in traffic noise levels would occur in highway corridors (i.e., within 300 feet of the highway edge), including US 50, that are currently not in attainment with respect to the CNEL standards established by TRPA for highway corridors. In addition, traffic noise levels beyond the highway corridor (i.e., at distances greater than 300 feet from the highway edge) may also exceed CNEL standards established by TRPA for particular land use types, including areas such as the OS and REC zoning districts that have a 55 dB CNEL standard for urban outdoor recreation uses. Because the Tourist Core Area Plan seeks to implement and is consistent with the Regional Plan, implementation of the Tourist Core Area Plan would also result in an increase in CNEL noise levels relative to existing conditions.

Table 19: Summary of Modeled Existing Traffic Noise Levels Within the Tourist Core Area Plan

Roadway Segment	CNEL/L _{dn} (dB) at 100 feet from Roadway Centerline	Distance (feet) from Roadway Centerline to CNEL/L _{dn} (dB)			
		70	65	60	55
US Highway 50 South Stateline (Heavenly Village Way and Park Avenue)	65.2	48	104	223	481

Notes: CNEL = Community Noise Equivalent Level; dB = A-weighted decibels
Source: TRPA 2012a, page 3.6-9

Table 20: Table Summary of Modeled Traffic Noise Level Changes Within the Tourist Core Area Plan

Roadway Segment	Existing Conditions	Buildout Conditions	Net Change
US Highway 50 South Stateline (Heavenly Village Way and Park Avenue)	65.2	65.4	+0.2

Notes: CNEL = Community Noise Equivalent Level; dB = A-weighted decibels
Source: TRPA 2012a, page 3.6-12

To ensure that the generation of noise levels in excess of standards established for the Tourist Core Area Plan is not exceeded, the Area Plan incorporates a noise policy which is designed toward reducing traffic-related noise. Policy LU7-1 requires the mitigation of new transportation noise sources to the levels shown in Table HS-2 of the City General Plan (CSLT 2011b, page HS-10) at all outdoor activity areas and interior spaces of existing noise-sensitive land uses. The RPU EIS includes a requirement to implement the *Wide Traffic Noise Mitigation Program* to reduce traffic-generated noise to the extent feasible on a project-specific basis. Such measures include, but are not limited to, the following:

- Construction of barriers, berms, and/or acoustical shielding;
- Replacement of driveways that provide access from highways to individual buildings with a common access way that routes ingress and egress traffic to nearby intersections in order to reduce the number of gaps in barriers and berms;
- Planting of dense vegetation in key locations where noise absorption is needed;
- Use of noise-reducing pavement, including repaving existing roadways with noise-reducing pavement;
- Reduction of speed limits and/or implementation of traffic-calming measures that slow travel speeds, if feasible and practical;
- Establishment of setback requirements for new development in specific areas exposed to highway noise;
- Acquisition of additional right-of-way adjacent to specific roadway segments to remove existing noise-sensitive receptors, including existing residences;

- Establishment of programs to pay for noise reduction such as low-cost loans to owners of noise-affected property or establishment of developer fees;
- Noise-reducing acoustical treatment of existing buildings; and
- Additional measures that would, based on substantial evidence, reduce the number of vehicle trips associated with project operations, such as an employee carpool or van pool program, shuttle bus service for residents or tourists, parking fees, and bicycle amenities.

Further, the City and/or TRPA would continue to evaluate individual projects within the Tourist Core at a project level and would enforce CNEL standards on a project-by-project basis pursuant to the noise limitations in Chapter 68 of the TRPA Code.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

113. Would the Project result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? (CEQA XIIf)

As is the case under existing conditions, construction activities associated with implementing projects under the Tourist Core Area Plan could potentially expose noise-sensitive receptors to levels that exceed TRPA noise standards and/or expose noise-sensitive receptors to excessive noise levels. Construction activities associated with new development and redevelopment could include site preparation (e.g., demolition, clearing, excavation, grading), foundation work, paving, building construction, utility installation, finishing, and cleanup. These activities typically involve the use of noise-generating equipment such as cranes, excavators, dozers, graders, dump trucks, generators, backhoes, compactors, and loaders. Noise levels associated with these types of equipment are typically between 70 and 85 dBA L_{max} at 50 feet. In unique circumstances, specialized construction equipment (such as pile drivers) or techniques (such as blasting) that are inherently louder than typical construction equipment (typically between 94 and 101 dBA L_{max} at 50 feet) may be required (TRPA 2012a: pages 3.6-16 and 3.6-17). During construction, nearby residences and other noise-sensitive receptors could be exposed to noise levels that exceed TRPA standards outside of the exempt hours between 8:00 a.m. and 6:30 p.m., and/or expose nearby noise-sensitive receptors to excessive or severe noise levels. Therefore, construction activities could expose people to severe and/or nuisance noise levels unless measures are incorporated on a project-specific basis.

The City's General Plan noise policies are incorporated in the Tourist Core Area Plan and would provide expanded protection from groundborne vibration and groundborne noise levels. Policy LU7-3 requires an analysis of a vibration impact be conducted for all construction activities that include impact equipment and activities such as pile driving, soil compaction, or vibratory hammers that occur within 200 feet of existing structures. The analysis will address the potential for adverse vibration levels based on the criteria contained in Table 4.6-12 of the City General Plan Draft EIR. The City will ensure that construction operations are designed to avoid or mitigate for vibrations above 0.02 inches/second (0.5 mm/second).

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

114. Would the Project result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project? (CEQA XIIfc)

See discussion and analysis for Question 112 above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

115. Would the Project result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project? (CEQA XIId)

See discussion and analysis for Question 113 above.

Environmental Analysis: *Less than Significant.*

Required Mitigation: **None**

116. 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? (CEQA XIIf)

The project area is not located within two miles of a public airport or public use airport and therefore does not expose people working in the project area to excessive noise levels from aircraft.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

117. 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? (CEQA XIIf)

The project area is not within the vicinity of a private airstrip and therefore does not expose people working in the project area to excessive noise levels from aircrafts.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion and analysis for in Question 112 (CEQA Checklist item XIIa) above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

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

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis tiers from and consistent with the RPU EIS.

Construction activities associated with new development and redevelopment within the Tourist Core could include site preparation (e.g., demolition, clearing, excavation, grading), foundation work, paving, building construction, utility installation, finishing, and cleanup. These activities typically involve the use of noise-generating equipment such as cranes, excavators, dozers, graders, dump trucks, generators, backhoes, compactors, and loaders. Noise levels associated with these types of equipment are typically between 70 and 85 dBA Lmax at 50 feet. In unique circumstances, specialized construction equipment (such as pile drivers) or techniques (such as blasting) that are inherently louder than typical construction equipment

(typically between 94 and 101 dBA Lmax at 50 feet) may be required (TRPA 2012a: pages 3.6-16 and 3.6-17). Construction activities that occur between 8:00 a.m. and 6:30 p.m. are exempt from TRPA CNEL standards.

The RPU EIS includes a requirement to implement *Best Construction Practices Policy for the Minimization of Exposure to Construction-Generated Noise and Ground Vibration* to incorporate measures to minimize the potential for exposure of persons to severe noise levels on a project-specific basis. Such measures include, but are not limited to, the following:

- Require that construction equipment be equipped with properly operating mufflers and engine shrouds, in accordance with manufacturers' specifications;
- Require that equipment engine doors be kept closed during equipment operation;
- Limit idling time for construction equipment to five minutes;
- Require that stationary equipment (e.g., power generators) and staging areas for other equipment be located at the maximum distance feasible from nearby noise-sensitive receptors;
- Limit the hours of trucks hauling materials and goods to and from construction sites to active construction hours; and
- Install temporary sound barriers along the boundaries of a construction site or surrounding stationary sources of noise (e.g. pumps or generators) to protect nearby noise-sensitive receptors, where feasible and applicable.

In addition, the Tourist Core Area Plan incorporates a General Plan Mitigation Measure 4.6.6 (CSLT 2010, page 4.6-33) to reduce the impacts of ground borne vibration and noise as a result of construction activity that would provide expanded protection. Policy LU7-3 requires an analysis of a vibration impact be conducted for all construction activities that include impact equipment and activities such as pile driving, soil compaction, or vibratory hammers that occur within 200 feet of existing structures. The analysis will address the potential for adverse vibration levels based on the criteria contained in Table 4.6-12 of the City General Plan Draft EIR. The City will ensure that construction operations are designed to avoid or mitigate for vibrations above 0.02 inches/second (0.5 mm/second).

Therefore, because measures identified in the RPU EIS and the GP EIR that would reduce the potential for exposure of persons to severe noise levels related to construction activities have been incorporated in the Tourist Core Area Plan, subsequent projects under the Tourist Core Area Plan would not expose noise-sensitive receptors to levels that exceed TRPA noise standards and/or expose noise-sensitive receptors to excessive noise levels.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

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

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

Single-event noise standards are set for in Section 68.3.1 of the TRPA Code for aircraft, water craft, motor vehicles, motorcycles, off-road vehicles, and over-snow vehicles. Development allowed within the existing PASs and community plans, as well as with adoption of the Tourist Core Area, could involve uses that include these types of motorized vehicles. As is the case under existing conditions, new uses involving over-snow vehicles and watercraft (e.g., boat launching facilities, snowmobile courses, downhill ski facilities, and cross-country ski facilities) would be required to meet the TRPA Code provisions pertaining to single-event noise.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

5.4.15 Population and Housing

This section presents the analyses for potential impacts to population and housing. Table 21 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 21: Population and Housing				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
121. 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)? (CEQA XIIIa)			X	
122. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (CEQA XIIIb)			X	
123. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (CEQA XIIIc)			X	
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
124. Alter the location, distribution, density, or growth rate of the human population planned for the Region? (TRPA 11a)				X
125. Include or result in the temporary or permanent displacement of residents? (TRPA 11b)				X

<p>126. Affect existing housing, or create a demand for additional housing? To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions: (1) Will the proposal decrease the amount of housing in the Tahoe Region? (2) Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households? (TRPA 12a)</p>				<p>X</p>
<p>127. Will the proposal result in the loss of housing for lower-income and very-low-income households? (TRPA 12b)</p>				<p>X</p>

121. Would the Project 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)? (CEQA XIIIa)

The Tourist Core Area Plan Amendments would continue to implement the mixed-use zoning concepts envisioned by the Regional Plan and the General Plan and analyzed in the RPU EIS (TRPA 2012a) and the GP EIR (CSLT 2010, page 4.2-12). The TRPA Regional Plan and the City General Plan would result in changes to the overall density and distribution of the region’s population and gradually increase the density of the population within centers such as the Tourist Core and simultaneously phase out lower-density uses outside these centers. Although this represents a change in the density and distribution of the region’s population, such changes are not anticipated to result in environmental degradation. The transition to higher-density, compact, transit-oriented development is anticipated to reduce environmental impacts associated with traffic (vehicle miles traveled), air quality, cumulative land disturbance, infrastructure expansion, and other environmental issue areas and to provide opportunities for stream environment restoration and improved water quality control facilities which would be beneficial. The proposed changes to land use zoning and development patterns associated with the Tourist Core Area Plan Amendments (increased density for residential and additional height for the TSC-MU District) would align with the location, distribution and growth rate of the human population planned for the region consistent with the TRPA Regional Plan and the City General Plan. Growth within the Tourist Core would continue to be constrained to that which is allowed by the growth management system set forth in Chapter 50 of the TRPA Code, thus this impact is considered less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

122. Would the Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (CEQA XIIIb)

The Project does not displace housing or necessitate the construction of replacement housing elsewhere but rather incentivizes the transfer of existing residential uses located in sensitive land or distant from community centers to transfer to community mixed-use centers. The intent of the plan is promote higher density residential uses within the mixed-use centers to promote walkability and feasibility of alternative transportation options and adhere to statutory requirements of the Sustainable Communities Strategy to reduce passenger vehicle-related greenhouse gas emission in California.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

123. Would the Project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (CEQA XIIIc)

See discussions and analyses for Questions 121 and 122 above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

See discussion an analysis for Question 121 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion and analysis for Question 121 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

126. Will the Project affect existing housing, or create a demand for additional housing?

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

(1) The vision for the Tourist Core Area Plan is a central destination that provides full services for tourists and permanent residents. The potential development and redevelopment associated with

the Tourist Core Area Plan is anticipated to create an increase in temporary and permanent jobs, which would result in a commensurate increase in the demand for housing.

Existing residences within the Tourist Core Area are primarily multi-family dwellings located in the TSC-MUC district and single family condominiums in the TSC-G district.

The amount and timing of additional housing units within the Region and similarly the Tourist Core is limited by TRPA's existing growth management provisions.

The TRPA Code provides incentives for the development of affordable and moderate-income housing, as discussed below under Item 2. Also, the creation of workforce and affordable housing is a priority of the City of South Lake Tahoe. The Housing Element of the City's General Plan includes several goals and actions related to increasing housing opportunities within the City, including affordable housing units at Lake Tahoe (Goal HE-1 and Goal HE-2, CLST 2011). The City has programs in place to facilitate housing including reserving one-third of its annual allocation for multi-residential projects, collaborating with TRPA to convert illegal mother-in-law units to legal accessory dwelling units, and when funding is available supporting the First-Time Homebuyer and Moderate-Income Homebuyers Programs. The City also collaborates with TRPA and other local jurisdictions on the Living Working Group and implementing policies that are called for in TRPA's Goals and Policies (TRPA, 2012d, p. A5-1). Implementation of the Tourist Core Area Plan would not result in a decrease in the amount of housing available in the Tahoe Region, but would rather result in more housing options available for residents of the Tahoe Basin due to proposed changes to require a minimum multi-family density.

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

The Regional Housing Needs Assessment (RHNA) is mandated by State Housing Law as part of the periodic process of updating local housing elements of the General Plan. The RHNA quantifies the need for housing within each jurisdiction during specified planning periods. The total RHNA allocation for the projection period from January 1, 2006 to June 30, 2013 was a total of 218 units from very low to above moderate units (CSLT 2011, p. HE-53). The City met its obligation of 291 units for the 2006-2013 projection period. The total RHNA allocation for the June 2014-June 2022 projection period is 336 units. During this cycle, the City provided 408 housing units towards the RHNA obligation. The City recently adopted (June 2022) an updated Housing Element to provide direction on addressing housing issues and the RHNA allocation. The total RHNA allocations from 2022 through 2027 is 289 units. At this time (March 2024), 230 units have been permitted.

Additionally, Regional Plan Policy HS-1.2 requires local governments to assume their "fair share" of the responsibility to provide low and very low income housing. The TRPA Code also provides incentives for the development of affordable and moderate income housing, including increased density (Section 31.4.1 of the TRPA Code), height (Section 37.5.5 of the TRPA Code), and exemption from residential allocation requirements (Section 52.3.4 of the TRPA Code). Finally, in accordance with Regional Plan Goal HS-3 and Policy HS-3.1 (TRPA 2012d), TRPA is required to develop and implement a Regional Housing Needs Program. The Housing Needs Program will evaluate progress towards the adopted housing goals and recommend policy and ordinance changes necessary to achieve those goals. Changes may include, but are not limited to, the conversion of residential allocations to bonus units that would be available only for the construction of affordable and/or moderate-income housing, the creation of new bonus units for affordable housing and modification of development standards to promote housing affordability. For these reasons implementation of the Tourist Core Area Plan and other housing programs implemented on a regional scale is likely to increase the number of affordable units within the Tahoe region.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion and analysis for Question 126 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.16 Public Services

This section presents the analyses for potential impacts to public services. Table 22 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 22: Public Services				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
128. 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?			X	
Police protection?			X	
Schools?			X	
Parks?			X	
Other public facilities? (CEQA XIVa)			X	
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas?				

129. Fire protection? (TRPA 14a)				X
130. Police protection? (TRPA 14b)				X
131. Schools? (TRPA 14c)				X
132. Parks or other recreational facilities? (TRPA 14d)				X
133. Maintenance of public facilities, including roads? (TRPA 14e)				X
134. Other governmental services? (TRPA 14f)				X

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

The Tourist Core Area Plan Amendments (increased density, minimum density, building height increase) would better facilitate the compact land use pattern, localized increases in density, redevelopment, and development envisioned by the Regional Plan. These changes could result in localized population increases that create an additional demand within the Area Plan boundary for police, fire protection and emergency services, and schools.

Schools

The Lake Tahoe Unified School District (LTUSD) serves a 10.1 square mile area that includes the entire City of South Lake Tahoe. LTUSD operates eight schools in the City. This includes four elementary schools, one middle school, one high school, and two transitional schools. LTUSD has closed two schools, Meyers Elementary and Al Tahoe Elementary, due to declining enrollment. The Meyers Elementary site was reopened by LTUSD as the Lake Tahoe Environmental Science Magnet School. The Al Tahoe Elementary site is now being used to house supplemental programs, independent learning facilities, special education programs, and preschool facilities.

For the 2022/2023 school year, the LTUSD had an enrollment of 3,648 students (California Department of Education 2024). Enrollment in LTUSD has declined over the last decade, with enrollment decreasing 303 students since the 2016/2017 school year. LTUSD stated that enrollment in grades kindergarten through 7 has been fairly consistent. Given the current facilities and declining enrollment, LTUSD is not experiencing any capacity issues and does not expect any such issue to occur in the future. With the limited growth allowed by the TRPA Regional Plan that results in a projected growth rate of 10.8% for the next twenty years or 0.58% a year (TRPA 2012a, page 3.12-12) the implementation of the Tourist Core Area Plan is not expected to exceed the existing capacity or result in a need for new or physically altered school facilities. Therefore impacts associated with implementation of the Tourist Core Area Plan would be less than significant.

Police Services

Police service in the Tourist Core plan area is provided by the City of South Lake Tahoe Police Department. The South Lake Tahoe Police Department has a jurisdictional area of approximately 13 square miles, five of which include waters of Lake Tahoe. The department is located at 1352 Johnson Boulevard and currently has 42 full-time sworn officers. Supporting the 42 sworn positions are 20 civilian personnel. (Email Comm.; Chief David Stevenson, 2/26/2024)

As of February, 2024, the current staffing level at the South Lake Tahoe Police Department is approximately 1.9 officers per 1,000 residents, based on a Census population of 21,508 (CA Department of Finance, 2023). According to U.S. Bureau of Justice statistics (2008), Municipal and township police departments employed an average of 2.3 full-time officers per 1,000 residents.

Dispatch service is provided by the Operations Division of the police department. The dispatch center logs when a call is made to report a crime, when an officer is dispatched, when the officer arrives at the scene, and when the officer leaves the scene. An analysis of the of the dispatch logs indicates that the average response time for all calls (emergency and non-emergency) is approximately 9 minutes.

The City General Plan public service policies ensure that the City would provide adequate law enforcement services and the necessary funding to ensure adequate law enforcement services and future facilities to meet City demands (CSLT 2011b, page PQP-13). As with other projects developed within the Tourist Core and consistent with existing conditions, environmental review of specific projects would be required to ensure that staffing needs are identified and any physical effect on the environment is properly mitigated. Therefore law enforcement services impacts associated with implementation of the Tourist Core Area Plan would be less than significant.

Fire Protection Services

The City of South Lake Tahoe Fire Department (SLTFD) consists of one Fire Chief, one administrative Executive assistant, three shift commanders Battalion Chiefs, one Battalion Chief/Fire Marshal, one Fire Inspector II, nine captains, nine engineers, and sixteen firefighter paramedics of which fifteen are paramedics, and 13 reserve firefighters (Per Comm. Sallie Ross-Filgo, Administrative Executive Assistant to the Fire Chief, 2/27/2024).

Fire Station 1 is located within the Tourist Core and is located at 1252 Ski Run Boulevard at the intersection of Ski Run and Pioneer Trail. This is the Battalion Headquarters. Fire Station 2 is located at 2951 Lake Tahoe Boulevard.

Fire station 3 is located at 2101 Lake Tahoe Blvd and is located 2 blocks east of the Y intersection within the Tahoe Valley Area Plan boundary. This is the Administration Headquarters and staffed by one Type 1 Engine, one Type 3 Engine, an OES Type 6 Engine for back country rescue, 2 utility vehicles, a mobile air station, and a hazardous materials response trailer. Station 3 staff also operates Marine 17 (Rescue Boat) which is located in the Tahoe Keys.

Stations 1, 2 and 3 are minimum staffed with 1 Captain, 1 Engineer and 1 Firefighter/Paramedic. In addition, the SLTFD maintains mutual aid agreements with other fire and emergency response agencies in the Tahoe Region, including the Tahoe Douglas Fire District, Lake Valley Fire Protection District, and the US Forest Service, providing for area-wide fire response services both in and outside the City limits.

The Tourist Core Area Plan amendments may result in a modest increase in residential dwelling units and CFA previously predicted for buildout within the Tourist Core plan area in 2013, resulting in an increased need for fire and emergency response.

The City General Plan did not propose or identify any new locations for new fire protection or emergency medical facilities. However, the City General Plan did adopt policy provisions for future development to ensure adequate fire protection services (CSLT 2011b, page PQP-9). These provisions include the

requirement to install fire resistance materials, incorporate fire safe landscaping and to incorporate defensible space in all remodeled and new construction. Taken together with compliance of the 2007 California Fire code would help prevent and minimize the occurrence of fires, thus reducing the need for additional fire protection services. Therefore fire protection services impacts associated with implementation of the Tourist Core Area Plan would be less than significant.

See discussion and analysis in Question 132 below for parks and recreation impacts.

With respect to other public facilities, the City has facilities located throughout the City of South Lake Tahoe, which are used for various purposes including social gathering and recreation uses. However, within the Tourist Core, other than the Fire Station #1, the only other facility is the transit center and Explore Tahoe Visitor Center at Heavenly Village.

Implementation of the Tourist Core Area Plan may result in increased demand for community facilities and services as well as a need for new or physically altered governmental facilities. However, the changes in demand to community services and facilities are not expected to result in substantial effects to the physical environment. However, as with other projects developed within the Tourist Core and consistent with existing conditions, environmental review of specific projects would be required to ensure that physical impacts on the environment area fully mitigated.

Given current staffing levels, the proximity of existing police, fire, and emergency service facilities, implementation of City General policies to minimize fire risk and reduce demand, as well as declining school enrollment, it is not anticipated that implementation of the Tourist Core Area Plan Amendments would create a need to construct new facilities that, in turn, could require new or improved facilities, the construction of which could result in adverse effects to the environment. However, as with other projects developed within the Tourist Core and consistent with existing conditions, environmental review of specific projects would be required to ensure that staffing needs are identified and properly mitigated.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None**

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

See discussion and analysis for Question 128 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

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

See discussion and analysis for Question 128 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

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

See discussion and analysis for Question 128 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

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

Development associated with the Tourist Core Area Plan could generate additional recreation demand by increasing the concentration of residents and visitors in the area (TRPA 2012a, page 3.11-17). However, existing recreation opportunities are numerous and can meet that potential increase in demand within and in the immediate vicinity of the Tourist Core (i.e., Ski Run Marina and Beach, Lakeside Marina, Heavenly Resort California Base, Heavenly Gondola at Heavenly Village, Van Sickle Bi-State Park, and on the Nevada side, Kahle Community Park and Community Center, Edgewood Tahoe Golf Course [golf and public beach], the Nevada Stateline-to-Stateline Bikeway at Rabe Meadow, Nevada Beach, Round Hill Pines Beach and other bike paths, hiking and mountain bicycle trails). Furthermore parcels are zoned as open space where passive recreation uses are permitted. It is anticipated that development within the Tourist Core could expand public recreation opportunities within the boundary limits. Therefore, any new demand that is created by development within the Tourist Core is expected to be easily met. In addition, recreation demand would be considered at a project-level during subsequent environmental review and permitting of individual proposed projects.

The Lake Tahoe Unified School District maintains South Tahoe Middle School (located southwest of the Tourist Core Area Plan), which has tennis courts, ball fields, and a gymnasium, and Bijou Elementary School (located south of the Tourist Core Area Plan), which has play areas. Forest lands managed by the U.S. Forest Service located near the Tourist Core Area Plan provide opportunities for active and passive outdoor recreation.

The City of South Lake Tahoe Parks and Recreation Department maintains the following facilities that are near the Tourist Core plan area.

Parks and Recreation Facilities within City of South Lake Tahoe		
Name	Address	Facilities
Recreation and Aquatics Center	Rufus Allen Blvd. near its intersection with US Highway 50	Construction on a new recreation and aquatics center is scheduled for 2024. The new facility includes a pool, lazy river, gym, elevated track, commercial grade kitchen, and meeting rooms.
Recreation and Swim Pool Complex	1180 Rufus Allen Blvd.	Pool, weight room, multi-purpose gym, BBQ, new outdoor playground, sand volleyball court, meeting and party room rentals, adult, youth and teen programs, snack bar, and swim shop.
Ice Arena	1176 Rufus Allen Blvd.	NHL size ice surface with public skating, classes and hockey programs. Café, video arcade, disc sales, party room rentals, and pro shop.

Campground by the Lake	1150 Rufus Allen Blvd.	Open April–October. Cabins, group sites, hook ups.
Bijou Municipal Golf Course	3464 Fairway Ave. & Johnson Blvd.	Open May–October. 9-hole executive golf course with pro shop, practice net, putting green, snack bar and rentals.
South Lake Tahoe Recreation Area, El Dorado Beach, Boat Ramp & Parking	On US 50 at Lakeview Ave.	Concessionaire, picnic and BBQ areas. Boat ramp availability depends on lake level.
Conolley Beach	Behind Timber Cove Lodge on US 50	Public beach.
Lakeview Commons and El Dorado Beach	On US 50 across from Campground by the Lake	Public beach.
Regan Beach	½ mile west of El Dorado Beach off Lakeview Avenue at Sacramento Avenue	Public beach, playground, volleyball court, concessions, and restrooms.
Bijou Community Park	1201 Al Tahoe Blvd.	Group picnic shelters, gazebo/bandstand, playground, game court area, sand volleyball courts, horseshoe pits, fitness trail, 27-hole disc golf course, skateboard park (helmets and pads required), and a central concession/restroom building.
South Lake Tahoe Community Play Fields	1300 Al Tahoe Blvd.	110,000 sq. ft. synthetic turf multi-use play fields with warm-up area, parking, and restrooms.
South Lake Tahoe Senior Center	3050 Lake Tahoe Blvd.	Facility with meeting rooms and programs.
Explore Tahoe — An Urban Trailhead	4114 Lake Tahoe Blvd.	Tahoe Visitor’s Center.
Ski Run Park	1195 Ski Run Blvd	Community park currently under construction that include a play field, playground, and adventure play structures.

The Tourist Core Area Plan supports the development of new recreational opportunities (which constitutes additional recreation capacity) such as the South Shore Greenway shared-use path, the Nevada Stateline-to-Stateline Bikeway and a possible connector shared-use path between Market Street and Van Sickle Bi-State to link the Tourist Core to Douglas County’s South Shore Area Plan area. The approval of any project proposing the creation of additional recreational capacity would be subject to subsequent project-level environmental review and permitting and, if applicable, would be subject to the Persons At One Time (PAOT) system of recreation allocations administered by TRPA as described in Section 50.9 of the TRPA Code (Section 20.703.260 of the Douglas County Code). Currently, the only existing uses within the Tourist Core that would require the allocation of PAOTs from TRPA are beach recreation uses and marinas. Expansion of a marina facility would also require the preparation of a Marina Master Plan and a supporting EIS. No additional PAOTs have been assigned to the Tourist Core Area Plan but may be allocated by TRPA to projects on a project-by-project basis.

Environmental Analysis: *No Impact*

Required Mitigation: **None.**

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

The Tourist Core Area Plan Amendments would not alter or revise policies and practices pertaining to maintenance of public facilities, including roads. The City General Plan, Public/Quasi-Public Facilities and Services Element, (CSLT 2011b, page PQP-4) lists the following goal and policy:

Goal PQP-1.1: To ensure the timely maintenance, expansion, and upgrades of public facilities and services for the entire community.

Policy PQP-1.5: The City shall require that new development pay its fair share of the cost of providing new public services and/or the costs of expanding/upgrading existing facilities in services impacted by new development.

Policy PQP-1.8: The City shall identify operations and maintenance costs and priorities for existing infrastructure, and identify and develop a fair, equitable, and stable fiscal program to finance the ongoing maintenance of infrastructure

Therefore, subsequent projects under the Tourist Core Area Plan would be required to pay all appropriate fees associated with the maintenance of public facilities. Any subsequent projects proposed within the Tourist Core would be subject to permitting by City and/or TRPA. Consistent with existing requirements, permit applicants would be required to demonstrate how any additional public maintenance requirements would be accomplished.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

There are no other known governmental services that would be directly affected by development associated with the Tourist Core Area Plan.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.17 Recreation

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

Table 23: Recreation				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
135. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (CEQA XVa)			X	
136. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (CEQA XVa)			X	
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
137. Create additional demand for recreation facilities? (TRPA 19a)				X
138. Create additional recreation capacity? TRPA 19b)				X
139. Have the potential to create conflicts between recreation uses, either existing or proposed? (TRPA 19c)				X
140. Result in a decrease or loss of public access to any lake, waterway, or public lands? (TRPA 19d)				X

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

See discussion and analysis in Question 132 above for parks and recreation impacts.

Development associated with the Tourist Core Area Plan could generate additional recreation demand by increasing the concentration of residents and visitors in the area and therefore have an effect on recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. However, existing recreation opportunities are numerous and can meet that potential increase in demand within and in the immediate vicinity of the Tourist Core (i.e., Ski Run Park, Ski Run Marina and Beach, Lakeside Marina, Heavenly Resort California Base, Heavenly Gondola at Heavenly Village, Van Sickle Bi-State Park, Bijou Golf Course, and on the Nevada side, Kahle Community Park and Community Center, Edgewood Tahoe Golf Course [golf and public beach], the Nevada Stateline-to-Stateline Bikeway at Rabe Meadow, Nevada Beach, Round Hill Pines Beach and other bike paths, hiking and mountain bicycle trails). The Tourist Core Area Plan also proposes policies and implementing strategies to enhance public transit, biking and pedestrian linkages to recreation uses within and beyond the boundaries of the Tourist Core Area Plan. By providing access to a wider range of public recreation opportunities within and outside the boundary will limit the disproportional effect on any one recreation site or activity.

Furthermore implementation of adopted City's General Plan policies would ensure that existing city parks and recreation facilities would be improved, expanded, and provided with enhanced access for residents. Currently, the City is constructing the Ski Run Park located within the plan area and the new Recreation Center located in near proximity to the Tourist Core, which is slated to open in 2026. Moreover, Policy ROS-1.5 would develop community pool facilities that can be used year-round, while Policy ROS-1.4 would expand and improve the Bijou Golf Course. Additionally, Policy ROS-1.12 seeks to develop more parkland, which would alleviate the existing need for additional developed parkland in the city as well as the anticipated increase in demand for all parks and recreational facilities that would result from implementation of the General Plan (CSLT 2010, page 4.14-9). As a result of this policy, the Ski Run Neighborhood Park is currently under construction and will serve neighborhoods located adjacent to the TSC-MUC District. Therefore, the potential for increased use of existing neighborhood and regional parks or other recreational facilities as a result of implementing the Tourist Core Area Plan is not expected to result in a substantial physical deterioration of existing or proposed recreation facilities.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

See discussion and analysis in Question 132 above for parks and recreation impacts.

The Tourist Core supports the development of new recreational opportunities within and outside the Tourist Core (which constitutes additional recreation capacity) such as the South Shore Greenway shared-use path, the Nevada Stateline-to-Stateline Bikeway and a possible connector shared-use path between Market Street and Van Sickle Bi-State Park to link the Tourist Core to Douglas County's South Shore Area Plan area. In addition, the Area Plan proposes the construction of Class I bike paths and Class II bike lanes throughout the Tourist Core to connect visitors and residents to recreation opportunities.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

See discussion and analysis in Question 132 above for parks and recreation impacts.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

138. Will the Project create additional recreation capacity? (TRPA 19b)

See discussions and analyses in Questions 132, 135 and 136 above that concludes that any potential new recreation demand that is created by development within the Tourist Core is expected to be easily met. Furthermore, the Tourist Core Area Plan also proposes policies and implementing strategies to enhance public transit, biking and pedestrian linkages to recreation uses within and beyond the boundaries of the Tourist Core Area Plan. By providing access to a wider range of public recreation opportunities within and outside the boundary, the disproportional effect on any one recreation site or activity will be reduced.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

No specific projects are being considered as part of the Tourist Core Area Plan, and any projects permitted through the Tourist Core Area Plan would be subject to subsequent project-level environmental review and permitting. Goal R-5 of the Regional Plan specifically addresses incompatibility of recreational uses and the associated system for regulating PAOTs (Section 50.9 of the TRPA Code), which would preclude any conflicts between existing or proposed recreational uses (TRPA 2012d, pages 5-7 and 5-8). Additionally, the potential for expanded land uses to create conflicts between existing land uses was analyzed in Impact 3.11-2 of the RPU EIS (TRPA 2012a, page 3.11-21) and was found to be less than significant due to the existing protections in the goals and policies of the Regional Plan.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

Direct public access to Lake Tahoe and public lands within the Tourist Core is available at the Ski Run Marina and Beach, Lakeside Marina and Van Sickle Bi-State Park. Access is also available to guests of private lakefront tourist accommodation uses that provide access to paying guests. Public access is also now available on lands privately owned by Edgewood Companies just north of the Area Plan boundary. The TRPA-approved Edgewood Lodge and Golf Course Improvement Project included the development of a public beach and a pedestrian path extending from the beach to Lake Parkway, thereby creating additional public access to Lake Tahoe from the Tourist Core Area Plan boundaries.

The Tourist Core Area Plan includes state-owned parcels that provide direct access to the Van Sickle Bi-State Park. Other public lands are limited to land owned by the City used to treat stormwater runoff or for SEZ restoration purposes. Development within the Tourist Core would not result in a decrease or loss of access to these public lands. The Tourist Core Area Plan would specifically implement the following policies related to recreation:

- **Policy R-1.1**
Develop an interconnected system of open spaces, gathering places, bike and pedestrian trails, and other types of public and private spaces as part of new development and redevelopment of existing sites.
- **Policy R-3.1**
Develop a bike trail system that links Ski Run Marina, Ski Run Boulevard, the pedestrian/tourist center at Stateline, Lakeside Beach area and Van Sickle Bi-State Park.
- **Policy R-3.2**
Provide pedestrian and bicycle access from the Tourist Center District to Lake Tahoe and Van Sickle Bi-State Park along Stateline Avenue and Park Avenue.
- **Policy R-4.1**
Improve transit and trail connections that access beach recreation facilities.

Therefore, implementation of the proposed policies above, creating and preserving additional open space, construction of additional bike trails, and constructing the South Tahoe Greenway are consistent with TRPA policies encouraging the preservation of natural areas. Providing access to public recreation lands will result in a **beneficial impact**.

Environmental Analysis: *No Impact*.

Required Mitigation: **None**.

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

This section presents the analyses for potential impacts to transportation, traffic and circulation. Table 24 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 24: Transportation, Traffic and Circulation				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
141. 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? (CEQA XVIa)			X	
142. 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? (CEQA XVIb)			X	
143. 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? (CEQA XVIc)				X
144. Substantially increase hazards due to a design			X	

feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (CEQA XVIId)				
145. Result in inadequate emergency access? (CEQA XVIe)			X	
146. Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (CEQA XVI f)			X	
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
147. Generation of 650 or more new average daily Vehicle Miles Travelled? (TRPA 13a)	X, LTS			
148. Changes to existing parking facilities, or demand for new parking? (TRPA 13b)				X
149. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities? (TRPA 13c)				X
150. Alterations to present patterns of circulation or movement of people and/or goods? (TRPA 13d)				X
151. Alterations to waterborne, rail or air traffic? (TRPA 13e)				X
152. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians? (TRPA 13f)				X

141. Would the Project 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? (CEQA XVIa)

The Tourist Core Area Plan Amendments would not alter, revise or conflict with applicable plan, ordinance or policy establishing the measures of effectiveness for the performance of the circulation system. Consistent with the Regional Plan, development and redevelopment associated with the Tourist Core Area

Plan as a whole, and individual projects therein, that would generate a net increase of 1,300 vehicle miles traveled (VMT) or more would be required to prepare a project-level traffic analyses in accordance with Section 65.2.4.B of the TRPA Code. For any new VMT that are generated, TRPA requires an applicant to offset the potential regional traffic and air quality effects of the new VMT by requiring an applicant to meet the standards of significance listed in Table 65.2.3-1. In accordance with Section 65.2.4.C of the TRPA Code, regional and cumulative mitigation measures may include, but not be limited to transit facility construction; transportation system management measures (such as bicycle and pedestrian facilities and use of alternative fuels in fleet vehicles); or transfer and retirement of offsite development rights. In order to offset regional and cumulative impacts, additional development, excepting deed-restricted affordable, moderate, and achievable housing development within areas eligible for Residential Bonus Units, shall contribute to the Mobility Mitigation Fund. The amount of contribution is established in Code subparagraph 65.2.4.D. Thus, this impact would be less than significant.

Also see discussion and analysis in Question 19 above which conclude that all signalized intersections are found to attain LOS standards and analysis in Question 142 below which concludes that the 2013 Tourist Core Area Plan is consistent with applicable congestion management programs.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

142. Would the Project 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? (CEQA XVib)

The Tourist Core Area Plan Amendments would not alter, revise or conflict with applicable congestion management program including but not limited to, level of service standards and travel demand measures, or other standards established by the congestion management agency for designated roads or highways. TRPA is the designated Regional Transportation Planning Agency in the Tahoe Basin and has established Level of Service standards for roadways and intersections and Vehicle Miles of Travel (VMT) standards.

The potential effect is the same as those analyzed in the City General Plan Update EIR, which included an evaluation of LOS for a total of nine key roadway segments and eleven intersections. Four roadway segments are partially or wholly located within the Tourist Core (US Highway 50, Ski Run Boulevard and Pioneer Trail). Three intersections are located within the Tourist Core (US Highway 50/Park Avenue, US Highway 50/Pioneer Trail, and US Highway 50/Ski Run Boulevard). At full build out under the General Plan the GP EIR concluded that all roadway segments and all intersections would achieve the LOS standards under year 2030 traffic conditions (CSLT 2010, pages 4.4-30 through 4.4-40). The amount and location of potential development allowed in the Tourist Core is consistent with the City General Plan, thus implementation of the Tourist Core Area Plan impact is less than significant.

The RPU EIS also evaluated roadway LOS in 2035 along US 50 at Stateline and intersection LOS at the US 50/Ski Run Boulevard and 50/Park Avenue intersections. The assumptions regarding future development in the Tourist Core are articulated in Appendix E.7 of the RPU EIS (2012a). These assumptions include an increase in residential, tourist accommodation, and commercial uses in the Tourist Core, consistent with increases that could occur under implementation of the Regional Plan. The amount and location of potential development allowed in the Tourist Core Area Plan is consistent with the Regional Plan and the RPU EIS analysis. Therefore, based on this modeling, roadway and intersection LOS standards along roadway segments in the Tourist Core would be acceptable in 2035 (TRPA 2012a, pages 3.3-42 and

3.3-44). As documented above for question 141, any project implemented under the Tourist Core Area Plan would require mitigation for new VMT at a project level.

The Tourist Core Area Plan is consistent with the Regional Plan and analysis of VMT contained in the Regional Plan EIS. The City of South Lake Tahoe is also subject to the residential allocation procedures established by the TRPA Code that phases the release of land use allocations contingent upon VMT Threshold being maintained. Therefore, this impact is less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

143. Would the Project 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? (CEQA XVIc)

The Project provides for bicycle and pedestrian transit changes and does not change air traffic patterns or air traffic.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

Consistent with the TRPA Regional Plan and City General Plan, implementation of the Tourist Core Area Plan is expected to enhance pedestrian and bicycle safety. Figure 6-1 of the Transportation and Circulation Element includes the existing and planned bicycle and pedestrian facilities within the Tourist Core. The proposed facilities include sidewalks along Park Avenue, Stateline Avenue, and Pioneer Trail, and in locations along US 50 where sidewalks do not currently exist; completion of bike lanes on US Highway 50, Park Avenue, Pine Avenue and Lakeshore Boulevard; and a connector shared-use path between Market Street and Van Sickle Bi-State Park. Further, Policy T-2.5 of the Transportation and Circulation Element requires sidewalks for all new and expanded uses. The proposed Tourist Core Area Plan improvements would separate pedestrian and bicycle travel from roadway travel lanes, thus reducing the potential for conflicts between motor vehicles, bicyclists, and pedestrians. Specifically, by virtue of adding sidewalks, dedicated bike paths, enhanced transit, and other amenities, safety conditions would be improved and the potential for conflict would be reduced. Furthermore, all transportation and traffic related facilities proposed in the Tourist Core Area Plan would conform to the appropriate federal, state and local roadway, sidewalk intersection design standards (e.g., ASHTOO, MUTCD, Caltrans Highway Design Manual and City Roadway Design Standards) for public health and safety reasons.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

146. Would the Project conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? (CEQA XVII f)

The implementation of the Tourist Core Area Plan would implement policies of the adopted TRPA Regional Plan and City General plan which encourages a land use pattern that promotes the use of alternative modes

of transportation. Tourist Core Area Plan policies calls for construction of pedestrian sidewalk, bike paths, bike lanes and expansion of transit routes to recreation sites. It is expected that the adding sidewalks, dedicated paths, and enhanced transit options will improve safety conditions and allow efficient movement of people in the Tourist Core . To the degree that adoption of the Area Plan results in expanded implementation of these strategies, this impact would be beneficial.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

147. Will the Project result in generation of 650 or more new average Daily Vehicle Miles Travelled? (TRPA 13a)

This potential effect is the same as those analyzed in the TRPA Regional Plan Update, and therefore this analysis tiers from and consist with the RPU EIS.

While the 2013 Tourist Core Area Plan as amended would permit development which could result in generation of new VMT, this change is consistent with the increase in development envisioned in the Regional Plan and analyzed in the RPU EIS, which projected to result in a 10 percent reduction in VMT region wide. Further, the proposed amendment under consideration is not a single project (to which the standard of 650 or more VMT is applicable), but an Area Plan, the implementation of which would likely result in some level of traffic increase.

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to trip generation. Consistent with the Regional Plan, development and redevelopment associated with the Tourist Core Area Plan as a whole, and individual projects therein, is likely to generate 650 or more new average daily VMT. TRPA's updated project assessment process replaces average daily vehicle trip ends with VMT to determine a project's impact to transportation. The updated process screens eventual Area Plan development projects from additional analysis depending on its location: less than 1,300 average daily VMT when a project is within, or within 1/2 mile of a town or regional center; less than 715 average daily VMT in all other areas in the Region. Any subsequent project implemented under the Tourist Core Area Plan that would generate a net increase of VMT over these standards would be required to prepare a project-level traffic analyses in accordance with Section 65.2.4.B of the TRPA Code. For any new VMT that are generated by unexempted Area Plan projects, TRPA requires an applicant to offset the potential regional traffic and air quality effects of the new VMT by requiring payment of the calculated Mobility Mitigation Fee. The mobility mitigation fee amount would be assessed in accordance with the current mitigation fee schedule in the TRPA Rules of Procedure. Thus, this impact would be less than significant.

See also response to Question 142 above.

Environmental Analysis: *Yes, Less than Significant Impact.*

Required Mitigation: **None.**

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

While the proposed Tourist Core Area Plan Amendments could result in changes to existing parking facilities, the changes would be consistent with the development envisioned in the Regional Plan and analyzed in the Regional Plan Update and the RPU EIS. Therefore, the potential changes to existing parking

facilities would comply with the Regional Plan and would occur in compliance with the City and TRPA Codes.

The City Code (Chapter 6.10) and proposed amendments to the Tourist Core Area Plan design standards (Appendix C) require any subsequent development under the Area Plan to meet standards for parking supply and design. The proposed Area Plan amendments include possibilities for reductions to parking supply standards for multi-family residential and commercial projects located within 0.5 mile of transit stops or with contribution to alternative transportation measures. To utilize the reduced parking standards, an applicant must demonstrate that the alternative parking standards would not impact offsite parking facilities. As this would ensure the adequate design and provision of parking, this impact would be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

See discussions and analyses for Questions 147, 148, 150, 151 and 152.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

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

The Tourist Core Area Plan Amendments would not alter or revise the regulations pertaining to roadway and intersection level of service (LOS). The total amount of new development in the Tourist Core is constrained by the growth control system in the Regional Plan and the proposed new permissible uses in the Tourist Core Area Plan would be consistent with the types of uses envisioned in the Regional Plan (see project description of this IS/IEC). As such, the Tourist Core Area Plan is within the envelope of the Regional Plan, and no additional information on potential future projects within the Tourist Core is known. Therefore, there is no need to further analyze roadway and intersection LOS beyond what was contemplated for the Regional Plan.

The RPU EIS evaluated roadway LOS in 2035 along US 50 at Stateline and intersection LOS at the US 50/Ski Run Boulevard and 50/Park Avenue intersections. The assumptions regarding future development in the Tourist Core are articulated in Appendix E.7 of the RPU EIS (2012a). These assumptions include an increase in residential, tourist accommodation, and commercial uses in the Tourist Core, consistent with increases that could occur under implementation of the Tourist Core Area Plan. Based on this modeling, roadway and intersection LOS standards along roadway segments in the Tourist Core would be acceptable in 2035 (TRPA 2012a, pages 3.3-42 and 3.3-44). However, because modeling conducted for the RPU predicted further degradation of roadway LOS along two roadway segments on the north shore that are already operating at unacceptable levels, Sections 50.4.2 and 50.4.3 of the TRPA Code were added to include the phased release of land use allocations followed by monitoring and forecasting of actual roadway LOS. Proposed amendments would add parcels to the Area Plan boundary, but buildout assumptions for

residential units and commercial floor area are not substantially increased. Further, any subsequent project implemented under the Tourist Core Area Plan that would generate a net increase of VMT over the standards of significance (Code Section 65.2.3.D.2) would be required to prepare a project-level traffic analyses in accordance with Section 65.2.4.B of the TRPA Code. Any impacts on roadway or intersection LOS would require mitigation at a project level. Thus, this impact would be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

The proposed permissible uses in the Tourist Core Area Plan, as listed in Appendix C of the Tourist Core Area Plan, prohibit future development of rail and air traffic within the Tourist Core.

With respect to waterborne traffic, the Tourist Core Area would not alter or revise the regulations pertaining to Shorezone activities. In accordance with Section 13.7.3 of the TRPA Code, TRPA would retain responsibility for enforcing and implementing Shorezone regulations as described in Chapters 80 through 85 of the TRPA Code. The Tourist Core Area Plan identifies waterborne transit stops at the Ski Run Marina and the Lakeside Marina but does nothing in the Tourist Core Area Plan (e.g., use changes) to alter waterborne traffic beyond what is currently allowed under existing conditions and permitted to occur under the TRPA Shorezone Ordinances.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Consistent with the TRPA Regional Plan and City General Plan, implementation of the Tourist Core Area Plan is expected to enhance pedestrian and bicycle safety. Figure 6-1 of the Transportation and Circulation Element includes the existing and planned bicycle and pedestrian facilities within the Tourist Core. The proposed facilities include sidewalks along Park Avenue, Stateline Avenue, and Pioneer Trail, and in locations along US 50 where sidewalks do not currently exist; completion of bike lanes on US Highway 50, Park Avenue, Pine Avenue and Lakeshore Boulevard; and a connector shared-use path between Market Street and Van Sickle Bi-State Park. Further, Policy T-2.5 of the Transportation and Circulation Element requires sidewalks for all new and expanded uses. The Tourist Core Area Plan improvements would separate pedestrian and bicycle travel from roadway travel lanes, thus reducing the potential for conflicts between motor vehicles, bicyclists, and pedestrians. Specifically, by virtue of adding sidewalks, dedicated bike paths, enhanced transit, and other amenities, safety conditions would be improved and the potential for conflict would be reduced.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.19 Tribal Cultural Resources (CEQA)

This section provides analysis regarding the project’s potential for substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, as it applies to the following below, identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 43: Tribal Cultural Resources				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
153. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) (CEQA XVIIIa)			X	
154. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (C) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (C) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe (CEQA XVIIIb).			X	

153. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? (CEQA XVIIIa)

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

There is no evidence of intact, potentially significant Washoe cultural sites within the existing Tourist Core plan area. Pursuant to AB 52, the City of South Lake Tahoe sent notification letters to the Ione Band of Miwok Indians, Washoe Tribe of California and Nevada, Shingle Springs Band of Miwok Indians, and the United Auburn Indian Community on March 13, 2023. To date, no response has been received.

Federal and state regulations, the TRPA Code (Chapter 67) and City General Plan policies address protection of tribal cultural resources and provide processes to avoid or minimize impacts to such resources. Included in the existing Codes and policies are measures to identify tribal cultural resources discovered during ground disturbing construction activities, and protect those deemed by the tribes to have unique ethnic values. Project development within the amendment area will be required compliant with federal and state regulations, TRPA Code and General Plan policies during project specific review, and therefore, would not alter or adversely affect tribal cultural resources.

See discussion and analysis for Questions 47 through 50 above. Implementation of federal and state regulations, TRPA Code (Chapter 67), and General Plan policies address protection of historic, cultural, archaeological and paleontological resources and provide processes to avoid or mitigate impacts to these resources. Therefore, any development associated with the proposed amendments would not result in a physical change that would affect unique ethnic cultural values. Thus, this impact is considered to be **less than significant**.

Environmental Analysis: *Less than Significant Impact*

Required Mitigation: **None**.

154. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? (CEQA XVIIIb).

See discussion and analysis for Question 153 above.

Environmental Analysis: *Less than Significant Impact*

Required Mitigation: **None**.

5.4.20 Utilities and Service Systems (CEQA) and Energy and Utilities (TRPA)

This section presents the analysis for potential impacts to utilities, service systems and energy. Table 25 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 25: Utilities, Service Systems and Energy				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
155. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (CEQA XVIIa)			X	
156. 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? (CEQA XVIIb)			X	
157. 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? (CEQA XVIIc)				X
158. Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed? (CEQA XVIIId)			X	
159. Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to			X	

serve the Project's projected demand in addition to the provider's existing commitments? (CEQA XVIIe)				
160. Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs? (CEQA XVIIIf)			X	
161. Comply with federal, state, and local statutes and regulations related to solid waste? (CEQA XVIIg)				X
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
162. Use of substantial amounts of fuel or energy? (TRPA 15a)				X
163. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy? (TRPA 15b)				X
Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:				
164. Power or natural gas? (TRPA 15a)				X
165. Communication systems? (TRPA 15b)				X
166. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider? (TRPA 15c)				X
167. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage				X

treatment provider? (TRPA 15d)				
168. Storm water drainage? (TRPA 15e)				X
169. Solid waste and disposal? (TRPA 15f)				X

155 Would the Project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (CEQA XVIIa)

Implementation of the Tourist Core Area Plan would require some additional wastewater conveyance and treatment capacity. However, in the south shore, existing average wastewater flow rates is little more than half of the total export capacity (Table 26). Because the permitted growth in the Regional Plan would result in very low levels of growth, development under the Tourist Core Area Plan would not double wastewater flow rates, thus, it is reasonable to assume that sufficient capacity would be available to accommodate increased levels of new commercial, tourist and residential units in the Tourist Core.

Furthermore, all development permitted by the Tourist Core Area Plan would be required to comply with Section 32.5 of the TRPA Code, which requires that all projects be served by facilities that provide treatment and export of wastewater from the Tahoe Region. Section 50.4.1(C) of the TRPA Code prohibits distribution of allocations to jurisdictions with insufficient wastewater capacity to support residential development, and Section 13.10.7 of the TRPA Code requires demonstration of adequate sewer capacity prior to occupancy of a transferred unit (TRPA 2012a, page 3.13-16).

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

As the STPUD wastewater treatment plant currently exhibits excess capacity of 3.7 mgd on average dry days, the project is not expected to require additional treatment capacity at the wastewater treatment plant. Moreover, STPUD wastewater demand projections for 2028 were estimated to be 5.8 mgd, which is well within the maximum capacity of 7.7 mgd.

Table 26 Average Flow Rates and Total Capacity			
Export District	Average Flow (mgd)	Total Capacity (mgd)	Average Remaining Capacity (mgd)
South Tahoe Public Utility District	4.0	7.7	3.7
Source: STPUD Sewer System Management Plan, May 2020			

As described above, the wastewater generated by potential increases in development within the Tourist Core plan area would not require additional capacity or infrastructure. The proposed amendments would help facilitate development within the Area Plan, but would add little additional development potential at

buildout given the existing TRPA growth management restrictions. Therefore, the Tourist Core Area Plan would have a **less than significant** impact on wastewater collection and treatment systems.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

156. Would the Project 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? (CEQA XVIIIb)

See discussion and analysis for Question 155 above that concludes adequate wastewater capacity exists and therefore the construction of new water or wastewater treatment facilities or expansion of existing facilities is unlikely.

The existing General Plan and 2013 Tourist Core Area Plan policies would ensure that the City coordinates with STPUD and the other water purveyors in the Tourist Core plan area on the planning and construction of water supply infrastructure required by new development. These policies would also ensure that the City requires new development to pay its fair share of the costs of expanding and upgrading existing facilities and services impacted by the new development as well as to meet minimum fire flow requirements. As such, this impact is considered to be **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

157. Would the Project require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (CEQA XVIIc)

All development permitted through the Tourist Core Area Plan would be required to meet TRPA BMP standards to reduce runoff and pollutant loading from impervious cover as specified in Section 60.4.6 of the TRPA Code, except where special conditions exist and are approved by TRPA, infiltration facilities designed to accommodate the volume of runoff generated by a 20-year, 1-hour storm are required for approval of all projects. Therefore, there would be no unplanned alterations or improvements to existing stormwater drainage systems associated with the Tourist Core Area Plan.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

158. Would the Project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (CEQA XVIIId)

Implementation of the Tourist Core Area Plan would result in some increased demand for water supply for new residential units, tourist accommodation units, and commercial and public service facilities. However surface water allocation to the Tahoe Region pursuant to the Truckee River Operating Agreement (TROA) is 34,000 acre feet/year (afy), and projected Region-wide demand is approximately 28,079 afy (TRPA 2012, page 3.13.-11). Additional demand generated by the TRPA Regional Plan is approximately 1,725 afy which, given remaining water supply availability, could be accommodated with existing supplies. Thus, it is reasonable to assume that sufficient capacity would be available to accommodate increased levels of new commercial, tourist and residential units in the Tourist Core.

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

Additionally, any project proposing construction, reconstruction, or expansion of a structure would be required to meet the Basic Services and Facilities Standards contained in the TRPA Code. Therefore, implementation of the Tourist Core Area Plan would not create water use in excess of the maximum permitted capacity of the service provider. Thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None**.

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

All development permitted by the Tourist Core Area Plan would be required to comply with Section 32.5 of the TRPA Code, which requires that all projects be served by facilities that provide treatment and export of wastewater from the Tahoe Region. Section 50.4.1(C) of the TRPA Code prohibits distribution of allocations to jurisdictions with insufficient wastewater capacity to support residential development, and Section 13.10.7 of the TRPA Code requires demonstration of adequate sewer capacity prior to occupancy of a transferred unit (TRPA 2012a, page 3.13-16). Thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None**.

160. Would the Project be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs? (CEQA XVIIIf)

This potential effect is the same as that analyzed in the General Plan Update EIR where up to 1,162 new residential units and up to 386,000 square feet of CFA is expected to be developed during the 20 year buildout period. Based on a per capita residential solid waste generation rate of 0.25 tons per resident per year (CIWMB, 2007b) and a 2009 average of 2.460 persons per household (DOF, 2009), the anticipated residential development would be expected to generate an additional 715 tons of solid waste per year by 2030. Based on an average per employee solid waste generation rate of 1.3 tons per employee per year (CIWMB, 2007c) and an estimated 2,245 new employees in the Planning Area, the anticipated commercial development would be expected to generate an additional approximately 2,919 tons per year. Therefore, full buildout of the proposed General Plan Update would result in the generation of approximately 3,634 additional tons of solid waste per year by 2030 (or about 10 tons per day) with a portion of that attributable to the Tourist Core Area Plan.

As discussed above, South Tahoe Refuse (STR) is under contract with the City to collect solid waste from city households and businesses as well as to process and transfer all solid waste for disposal or recycling. STR's main facility, which consists of a transfer station, materials recovery facility, and the Tahoe Basin Container Service, has a total permitted capacity of 370 tons per day, but currently receives 200 to 250 tons per day. The remaining capacity of 120 to 170 tons per day is sufficient to serve the growth anticipated under the proposed General Plan Update. Any additional staffing or equipment required to increase service to the city would be funded through the additional service rates that would be collected by STR from the

new development. Solid waste is expected to be disposed of at the Lockwood Regional Landfill in Sparks, Nevada. This landfill has a total capacity of approximately 43 million tons and is expected to reach capacity by the year 2025. However, multiple large-scale expansions to the facility are expected before this capacity is reached. In addition, the city currently achieves a nearly 50 percent diversion rate (CIWMB, 2008a); therefore, the increase in solid waste requiring disposal at the landfill would be anticipated to be about half that generated by the planned development or approximately 1,817 tons year or 5 tons per day. In addition, implementation of the City's Sustainability Plan includes developing a recycling action plan to achieve a 55 percent diversion rate.

Both the STR main facility and the Lockwood Regional Landfill have sufficient capacity to manage the growth anticipated under the proposed General Plan Update as well as the Tourist Core Area Plan. Therefore, this impact is considered to be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

161. Would the Project comply with federal, state, and local statutes and regulations related to solid waste? (CEQA XVIIlg)

The Lockwood Regional Landfill will receive solid waste generated within the Tourist Core and have sufficient capacity to serve the needs as discussed in Question 158 above. Existing resource recovery operations provide recycling of various materials, including green waste and construction material, which further reduces the quantity of waste sent to the landfill pursuant to state law. All projects proposed within the Tourist Core would be subject to Chapter 23 of the City Code regulating refuse and garbage TRPA Regional Plan Land Use Element Goal 5, Policy ,1 Public Services Element Goal 3, Policy 2, and the City General Plan Policy PQP-3.3 requiring the transport of solid waste outside the Basin in compliance with California state laws. Thus, the Tourist Core Area Plan complies with federal, state, and local statutes and regulations related to solid waste.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

162. Will the Project result in use of substantial amounts of fuel or energy? (TRPA 15a)

All development permitted through the Tourist Core Area Plan would occur in accordance with the Regional Plan and City Code. While any new construction would require electric and natural gas service as part of the basic services (Chapter 32 of the TRPA Code) the entire area within the Tourist Core is located within close proximity to existing electric and gas infrastructure. Additionally, projects requiring new or modified connections would be subject the requirements and fees of the applicable utility providers. The utility companies project that based on their forecasting and recent growth trends, the available capacity would far exceed the demand generated at build-out of the Regional Plan (TRPA 2012a, page 3.13-20).

Also see discussion and analysis for Question 110 above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

163. Will the Project result in substantial increase in demand upon existing sources of energy, or require the development of new sources of energy? (TRPA 15b)

See discussion in Question 162 above that concludes that the available capacity would far exceed the demand generated at build-out of the TRPA Regional Plan; therefore, demand create by implementation of the Tourist Core Area Plan would not exceed available capacity, or require the development of new sources of energy. Thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

See discussion and analysis for Question 162 above that concludes that the available capacity would far exceed the demand generated at build-out of the TRPA Regional Plan; therefore, demand create by implementation of the Tourist Core Area Plan would not result in a need for new systems, or substantial alterations to power or natural gas. Thus, this impact is less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

Communication systems are not listed as a required basic service by TRPA Code or the City Code; however, the City Code requires any communication wires to be installed underground (Section 8-35 SLTCC). Any development or redevelopment permitted through the Tourist Core Area Plan would be located within existing service areas for communication systems providers. Each project would be responsible for any elected connection or subscription to communication systems within the region. Additionally, the increased development and re-development could stimulate investment in improved broadband service, which was identified as a need in the Lake Tahoe Basin Prosperity Plan (WNDD 2010). Thus, this impact is less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

166. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to utilize additional water which amount will exceed the maximum permitted capacity of the service provider? (TRPA 15c)

See discussion and analysis for Question 156 above that concludes additional capacity exists in the Tahoe Region and therefore a need for new systems, or substantial alterations to utilize additional water is unlikely. Thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

167. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider? (TRPA 15d)

See discussions and analyses for Questions 155, 156 and 159 above that concludes additional sewage capacity exists in the Tahoe Region and therefore a need for new systems, or substantial alterations to utilize additional treatment capacity is unlikely. Thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None**.

168. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to storm water drainage? (TRPA 15e)

See discussion and analysis for Question 157 above, concluding that this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None**.

169. Except for planned improvements, will the Project result in a need for new systems, or substantial alterations to solid waste and disposal? (TRPA 15f)

Implementation of the Tourist Core Area Plan would result in some new development that would increase the Region's overall solid waste generation. Solid waste generation under the TRPA Regional Plan is anticipated to increase to 115,200 tons per year with some small portion of that attributable to the Tourist Core Area Plan. Given the substantial existing capacity of 22 million tons, and planned expansion that would allow for a total capacity of 204 million tons at the Lockwood Regional Landfill, waste disposal needs for development under the Tourist Core Area Plan could be adequately served in the future. Thus, this impact is **less than significant**.

Environmental Analysis: *Less than Significant Impact*.

Required Mitigation: **None**.

5.4.21 Mandatory Findings of Significance

This section presents the analyses for mandatory findings of significance. Table 27 identifies the applicable impacts, anticipated level of impact, and whether mitigation measures are required to reduce impacts to a less than significant level.

Table 27: Mandatory Findings of Significance				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
170. 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? (CEQA XVIIIa)			X	
171. Does the Project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? (CEQA XVIIIb)			X	
172. Does the Project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? (CEQA XVIIIc)			X	

TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
173. Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory? (TRPA 21a)				X
174. Does the Project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.) (TRPA 21b)				X
175. Does the Project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?) (TRPA 21c)				X
176. Does the Project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly? (TRPA 21d)				X

170. 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? (CEQA XVIIIa)

Fish and Aquatic Habitat

The Tourist Core Area Plan Amendments would not alter or revise any TRPA Regional Plan policies pertaining to the Shorezone and Lakezone, management of aquatic resources, or permitting of projects affecting these habitats. In accordance with Section 13.7.3, TRPA retains responsibility for implementing and enforcing all Shorezone regulations (Chapters 80 through 85 of the TRPA Code). The Tourist Core Area Plan would permit development and redevelopment only in accordance with the Regional Plan and General Plan, and any projects proposed within the plan area that could affect aquatic habitats would be subject to TRPA's existing regulations requiring project-specific environmental review and development and implementation of project-specific measures for any significant effects on fish habitat as a condition of project approval. This potential impact was analyzed in the RPU EIS and, with implementation of TRPA's existing policies and code provisions, found to be less than significant (TRPA 2012a, page 3.10-45). Construction activities could result in temporary increases in sedimentation, small amounts of fill placed in aquatic habitats, and the release and exposure of construction-related contaminants. As under existing conditions, these impacts would be minimized and mitigated through construction BMPs and compensatory mitigation requirements as specified in TRPA and City policies and code provisions, and other applicable federal and state regulations.

Rare or Endangered Species and Communities

The Tourist Core Area Plan Amendments would not alter or revise TRPA Regional Plan policies regarding the protection of rare, endangered, or sensitive plant and animal communities. Compliance with all provisions of the Resource Management and Protection regulations found in Chapter 67 of the TRPA Code is still required for all project review delegated to the City. The Tourist Core Area Plan would permit development and redevelopment only in accordance with the TRPA Regional Plan and City General Plan, and any projects proposed within the plan area that could affect sensitive plant or animal communities would be subject to TRPA's existing regulations requiring project-specific environmental review and development and implementation of project-specific measures for any significant effects on fish habitat as a condition of project approval. This potential impact was analyzed in the RPU EIS and, with implementation of TRPA's existing code provisions and requirements, found to be less than significant (TRPA 2012a, page 3.10-50). During project-level environmental review, potential impacts to protected plant or animal communities would be identified and minimized through the design process and/or through compensatory mitigation, as required under TRPA and applicable federal and state regulations. Additionally, any new development and redevelopment within the Tourist Core Area Plan boundary would occur in accordance with TRPA policies that incentivize transfers of land coverage and development rights from sensitive lands, and require restoration and retirement of the sending sites (TRPA 2012a). This policy could result in a benefit to the associated special status species through enhancement and restoration of riparian and wetland habitats.

Cultural, Historical, and Archeological Resources

The Tourist Core Area Plan Amendments would not alter or revise TRPA Regional Plan policies regarding the protection of cultural, historical, or archeological resources. Compliance with all provisions of the Resource Management and Protection regulations found in Chapter 67 of the TRPA Code is still required for all project review delegated to the City. In addition, federal and state regulations address protection of

these resources and provide mechanisms to minimize impacts. The Tourist Core Area Plan would permit development and redevelopment only in accordance with the TRPA Regional Plan and the City General Plan, some of which could occur on properties with known or unknown cultural, historical, or archeological resources. With the Tourist Core Area Plan boundary, known cultural and historic resources of local interest include the former Lapham Hotel and McCombers Station. The potential impacts to cultural resources were analyzed in the RPU EIS and, with implementation of TRPA's existing code provisions, found to be less than significant (TRPA 2012a, beginning on page 3.15-13). During project-level environmental review, cultural, historical, and archeological resources specific to the site would be identified, significance determined, and appropriate mitigation implemented in accordance with federal, state, City, and TRPA regulations.

Because the Tourist Core Area Plan Amendments propose no changes to existing policies regarding aquatic habitats, special status plant or animal communities, or to cultural, historical, and archeological resources, and because federal, state, and TRPA protections are already in place, implementation of the Tourist Core Area Plan would not result in the degradation of these resources.

In addition, the Tourist Core Area Plan, as amended, is consistent with the TRPA Code of Ordinances Chapter 13.5.3.G concerning modification to Town Center boundaries. As analyzed herein, TRPA and the City have determined that implementation of the updated Area Plan, including all elements of the plan, existing environmental protection requirements, and adopted RPU and GP mitigation, would achieve and maintain TRPA's environmental threshold carrying capacities and result in environmental improvement. Therefore, the Tourist Core Area Plan Amendments would not have the potential to degrade the quality of the environment. Thus, these impacts are less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

Like the General Plan itself, the Tourist Core Area Plan is a collection of goals, policies, and measures designed to guide the development of the plan area and support the Region in attaining environmental thresholds and other important objectives. Because these policies are implemented in the Tourist Core Area Plan over the long-term (i.e., 20 years) and are applicable to all programs and projects over this period, they are inherently cumulative in nature.

The cumulative projects contemplated in the GP EIR (TRPA 2012a, pages 4-2 through 4-10) include Environmental Enhancement, Land Management Plans, TTD/TMPO projects and programs, and other development projects. These projects and programs also apply to the Tourist Core Area Plan, their scope and characteristics are not known to have substantially changed, no additional cumulative projects or programs are known at this time.

Because the Tourist Core Area Plan, as amended, will be wholly consistent with the General Plan and because no specific projects are proposed for which contributions to cumulative impacts may be defined and assessed, the cumulative impacts analysis prepared for the Regional Plan is also applicable to the Tourist Core Area Plan.

As discussed in Questions 68, the GP EIR concluded that General Plan implementation could result in increased development, redevelopment, and construction activity resulting in an increase in overall greenhouse gas (GHG) emission that would make a cumulatively considerable contribution to global climate change. Because the Tourist Core Area Plan is consistent with and implements the General Plan and the GP EIR, development and population growth anticipated during the Tourist Core Area Plan horizon could also contribute cumulatively to global climate change. The GP EIR disclosed this significant effect; mitigated it and concluded that with implementation of relevant policies from the General Plan Update, the City's Sustainability Plan (which calls for development of a GHG inventory and reduction target), and associated mitigation measure MM 4.5.6 are anticipated to mitigate GHG emissions in a manner consistent with current state efforts to reduce GHG emissions under AB 32 and SB 375. Specifically implementation of IMP-8.6 (Greenhouse Gas Emission Reduction Strategy in the years 2013-2015) in combination with implementation of Mitigation Measure MM 4.5.6 that would require coordination with future TRPA future GHG reduction efforts and the establishment of an emission reduction target consistent with AB 32 and SB 375 reduction efforts would ensure that City GHG emissions are mitigated. Thus, this impact is considered less than cumulatively considerable (CSLT 2011a, page 4.0-4 through 4.0-5). Because the Tourist Core Area Plan is consistent with and implements the General Plan and is consistent with the GP EIR, development and population growth anticipated during the Tourist Core Area Plan plan horizon is not expected to make a considerable contribution to global climate change. Thus this impact is considered less than significant.

Additional consideration is applied below to those resources that could result in more localized cumulative effects, including noise, geologic hazards, scenic resources, and recreation.

Traffic

The Tourist Core Area Plan potential effect on traffic was discussed under Section 5.4.18. The Tourist Core Area Amendments would not alter, revise or conflict with applicable plan, ordinance or policy establishing the measures of effectiveness for the performance of the circulation system. Consistent with the Regional Plan, development and redevelopment associated with the Tahoe Valley Area Plan as a whole, and individual projects therein, that would generate a net increase of 650 average daily VMT or more would be required to prepare a project-level traffic analyses in accordance with Section 65.2.4.B of the TRPA Code. For any new VMT that are generated, TRPA requires an applicant to offset the potential regional traffic and air quality effects of the new VMT by requiring an applicant to contribute to the Mobility Mitigation Fund. The mobility mitigation fee amount would be assessed in accordance with the current mitigation fee schedule in the TRPA Rules of Procedure. Furthermore, all individual projects would be required to meet all applicable LOS standards for roadways and intersection standards. For these reasons the Tahoe Valley Area Plan, as amended would not contribute to an increase in traffic levels that results in cumulatively adverse impacts. Thus, this impact is less than significant.

Water Quality

The Tourist core Area Plan potential effect on water quality was discussed under Section 5.4.11. All new development and redevelopment within the Tourist Core would be required to meet existing BMP standards to control potential increases in stormwater runoff and pollutant loading onsite. As specified in Section 60.4.6 of the TRPA Code, except where special conditions exist and are approved by TRPA, infiltration facilities designed to accommodate the volume of runoff generated by a 20-year 1-hour storm are required for approval of all projects within the Tahoe Basin. Therefore, new development within the Tourist Core is not expected to cumulatively create or contribute additional runoff that would exceed the capacity of existing or planned stormwater drainage system.

Cultural Resources

The Tourist Core Area Plan potential effect on cultural resources was discussed under Section 5.4.7. Because federal and state regulations, the TRPA Code (Chapter 67) and General Plan Policies (CSLT 2010, pages NCR-6 through NCR-7) address protection of these resources and provide processes to avoid or minimize impacts to historic and archaeological resources and any development associated with the Tourist Core Area Plan would be required to comply with federal and state regulations, TRPA Code and General Plan policies, during project specific review, it would not contribute to an adverse cumulative effect on archeological or historical resources.

Noise

The Tourist Core Area Plan potential effect on noise levels was discussed under Section 5.4.14. The Tourist Core Area Plan would continue or strengthen the noise standards currently in effect. In addition, the City and/or TRPA would continue to implement the project specific noise reduction measures described in the Regional Plan EIS, General Plan EIR and the Tourist Core Area Plan. For these reasons the Tourist Core Area Plan would not contribute to an adverse cumulative increase in noise levels.

Hazards

The potential for increased exposure to geologic hazards is addressed Section 5.4.8, above. Because existing TRPA and City protections are in place, and because project-specific environmental review would be required for all projects, implementation of the Tourist Core Area Plan would not result in increased exposure of people or property to geologic hazards. As part of the 2012 RPU EIS analysis, TRPA conducted an analysis of wildfire risk and its impact on emergency evacuation analysis, considering the amount of growth forecast for the region. This amendment does not propose additional growth, only amendments to area plan boundary, land uses and design standards intended to encourage buildout of the remaining residential and commercial development within the Tourist Core Area Plan. As such, the amendments do not exacerbate previously identified wildfire risk from the buildout development of new residential housing. The proposed amendments are focused on town centers and areas immediately adjacent to town centers, where wildfire danger is inherently less because these areas are further from the wildland-urban interface, and there is more defensible space and urban development (e.g., pavement). New housing developments and commercial buildings that may be facilitated by the amendments are still subject to local building standards that are written to ensure structures can withstand fire and be used to shelter in place. Thus, the proposed amendments would not contribute to an adverse cumulative effect on hazards.

Scenic Resources

Scenic resources are addressed under Section 5.4.3, above. Because the Tourist Core Area Plan carries forward and strengthens the existing scenic protections, and because all permitted projects would continue to meet the TRPA scenic threshold non-degradation standard, the Tourist Core Area Plan would not contribute to an adverse cumulative effect on scenic resources.

Recreation

The potential effects of the Tourist Core Area Plan on recreation facilities and demand are discussed under Section 5.4.17, above. The Tourist Core Area Plan protects existing recreational resources and provides for the development of increased recreation opportunities through the construction of a bike paths and lanes.

Summary

Implementation of the Tourist Core Area Plan would be consistent with land use changes and policies contemplated and analyzed in the GP EIR, including their potential to contribute to cumulative environmental effects. This discussion of cumulative effects tiers from the cumulative impact discussion included in the GP EIR. Additionally, the GP EIR identified resources with localized cumulative issues such as traffic, water quality, cultural resources, noise, geologic hazards, and scenic impacts, which were further analyzed in this IS/ND/IEC and were not found to have adverse cumulative effects. Therefore, implementation of the Tourist Core Area Plan and the cumulative projects contemplated in the GP EIR would not result in a considerable contribution to cumulative adverse conditions.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

As described above, projects permitted through the Tourist Core Area Plan would require project-level environmental review and would be required to comply with all applicable TRPA, federal, state, county, and City regulations, including protections for human health and safety. Therefore, implementation of the Tourist Core Area Plan would not create a substantial direct or indirect adverse effect on human beings.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

See analysis in Question 170 that concludes that the Tourist Core Area Plan proposes no changes to existing policies regarding aquatic habitats, special status plant or animal communities, or to cultural, historical, and archeological resources, and because federal, state, and TRPA protections are already in place, implementation of the Tourist Core Area Plan would not result in the degradation of these resources.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

The TRPA Regional Plan is a broad suite of policies, ordinances, and land use controls designed specifically to achieve long-term environmental goals. The Tourist Core Area Plan would implement the policies of the TRPA Regional Plan and City General Plan, which—among others—call for concentrating development and redevelopment in town centers (e.g., the TSC-MU, TSC-MUC, TSC-NMX and TSC-G) zoning districts) and the regional center (the TSC-C zoning district), combined with transfer of land coverage and

development rights from sensitive lands and lands more distant from community centers, and restoration of those areas (TRPA 2012a).

The Tourist Core Area Plan, like the Regional Plan itself, is a collection of policies and ordinances; no specific projects are proposed or would be approved through approval of the Tourist Core Area Plan. However, as described in Section 5.4 of the RPU EIS, the Regional Plan will be implemented through projects that would have short-term effects, but through which long-term term environmental goals will be achieved.

The potential development permitted through the Tourist Core Area Plan could commit raw land to new development resulting in permanent alterations to soils, habitats, and land uses. Development in accordance with RPU and Tourist Core Area Plan policies and ordinances, however, would result in a refinement of the land use pattern within the Region through redevelopment in urban areas and transfer of development rights from sensitive lands to improve the long-term sustainability of natural resources and to support social and economic health (TRPA 2012a).

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

See analysis in Question 171 that concludes implementation of the Tourist Core Area Plan would be consistent with land use changes and policies contemplated and analyzed in the RPU EIS, including their potential to contribute to cumulative environmental effects. This discussion of cumulative effects tiers from the cumulative impact discussion included in the RPU EIS. Additionally, the RPU EIS identified resources with localized cumulative issues such as noise, geologic hazards, scenic impacts, and recreation impacts, which were further analyzed in this IS/ND/IEC and were not found to have adverse cumulative effects. Therefore, but for the cumulative contribution to global climate change discussed above, implementation of the Tourist Core Area Plan and the cumulative projects contemplated in the RPU EIS would not result in a considerable contribution to cumulative adverse conditions.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

See discussion and analysis for Question 172 above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

5.5 CERTIFICATION [TRPA ONLY]

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

Person preparing application

at County

Date

5.6 REFERENCES

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