



**Draft Tourist Core Area Plan/Specific Plan Amendment
Initial Study/Mitigated Negative Declaration and Initial Environmental
Checklist/Finding of No Significant Effect**

January 2024



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1.0 INTRODUCTION

1.1 INITIAL STUDY/INITIAL ENVIRONMENTAL CHECKLIST

This Initial Study/Initial Environmental Checklist (IS/IEC) has been prepared to address the potential environmental effects of amending the City of South Lake Tahoe Tourist Core Area Plan/Specific Plan (TCAP), located in the City of South Lake Tahoe, California. The IS/IEC also analyzes the potential environmental effects of a proposed multi-family housing project, that is dependent on the adoption of the proposed TCAP amendment. The “amendment area” is defined as a 1.29 acre parcel, formerly Assessor’s Parcel Number (APN) 029-240-011 that is located adjacent to the former Colony Inn (formerly APN 029-441-004). The proposed amendment would rezone the amendment area from Recreation to Tourist Center Mixed Use and include policies that would limit future land use on the combined parcels (former APN 029-240-011 and APN 029-441-004). The current Recreation district allows single family development as a special use, but does not allow multi-family development. If the amendment is approved, the applicant (HVR Acquisitions) wishes to expand a multi-family housing development previously approved on former APN 029-441-004 (2.5 acre) to the newly combined parcel. The two former parcels referenced above (APNs 029-240-011 and 029-441-004), were legally consolidated into a single parcel in June 2021 and are now designated as APN 029-441-024. As a result, the combined parcel of land is located in two different TCAP zoning districts with different permissible uses, height limits and density. The proposed rezone amendment, if adopted, would resolve this conflict.

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

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

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

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

- Allows local governments to adopt an Area Plan that supersedes TRPA plans and ordinances if the plan is found to be in conformance with the Regional Plan;
- Defines required content in an Area Plan that includes but is not limited to applicable policies, maps, ordinances and development and design standards; and

- Defines which development activities will not have a substantial effect on the natural resources in the Region and allows TRPA to transfer limited development permitting authority to local governments.

1.2 TIERING PROCESS

California Environmental Quality Act

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

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

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

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

While the IS/IEC does not tier from the 2013 TCAP IS/IEC (this document uses more recently available data and provides a project specific analysis), the 2013 document is incorporated by reference. While the 2013 TCAP IS/IEC does not propose mitigation measures, it incorporates mitigation measures adopted under the 2011 General Plan EIR and the TRPA Regional Plan Update EIS. These mitigation measures would continue to be applicable to the project area, and no change to the application of such mitigation measures are proposed.

This IS/IEC concludes that potentially significant impacts are addressed by adopted policies and regulations applicable to the area, and the mitigation measures that have been adopted as part of the approval of the 2011 General Plan. These mitigation measures, to the extent they are applicable to the TCAP, will also be incorporated into project approvals as needed. Nothing in this IS in any way alters the obligations of the City to implement the General Plan mitigation measures. All future projects within the TCAP boundary

would be subject to project-level environmental review and permitting by the City and/or TRPA, with the permitting agency determined based on the size, nature and location of the project (Section 13.7.3 of the TRPA Code).

Tahoe Regional Planning Agency

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

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

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

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

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

1.3 BACKGROUND

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

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

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

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

The Project proposes amendment of the TCAP but maintains the vision and the same priorities. Upon adoption by the City Council and TRPA Governing Board, the amended TCAP will serve as a mutual plan for both the City and TRPA.

1.4 PROJECT LOCATION, SETTING AND SURROUNDING LAND USES

The TCAP functions as the central tourist destination in the South Lake Tahoe area. The boundaries of the TCAP are entirely within the City of South Lake Tahoe, located centrally along US Highway 50 and Ski Run Boulevard between Stateline and Fairway Avenue on US Highway 50 and between US Highway 50 and approximately Pioneer Trail along Ski Run Boulevard. This area serves as a direct recreation access point to Heavenly Mountain Ski Resort, Edgewood Golf Course, Ski Run and Lakeside Marinas, and Van

Sickle Bi-State Park, and as such is predominantly tourist related, with numerous hotels, motels, restaurants, and retail land uses. The area is served by transit, with a Route 50 stop at Beach Retreat & Lodge at US 50 and Takela Drive and at Safeway at US 50 and Johnson Blvd., and a Route 55 stop at Ski Run Blvd. and Spruce, with links to other Tahoe Transportation District routes. Additionally, the South Shore water taxi stops at Timber Cove, among three other stops within the South Shore area. A bike lane within US 50 and multi-use path parallel to US 50 run through the City and link to other bike lanes, bike routes, and multi-use trails in the South Shore with connections extending to Stateline, Meyers, Tahoe Keys, and Camp Richardson.

The TCAP covers approximately 304 acres. The proposed amendment would not change the total area within the TCAP or Town Center boundary. The amendment proposes to change the zoning of 1.29 acres of the newly created APN 029-441-024 from Recreation to Tourist Center Mixed-Use, which is the current zoning of the remainder of the newly formed parcel. Both segments of the parcel are located within the TCAP Town Center, and within the Tourist Center land use designation of the City's General Plan. Figure 1-1 shows the boundary of the proposed amendment area. Table 1-1 documents the existing use, land capability and land coverage for the proposed amendment.

The TCAP Tourist Center Mixed-Use District is intended to primarily provide for tourist accommodation uses, with supporting retail commercial uses to meet the regional demand for quality accommodation in the Stateline area in a manner compatible with a pedestrian environment. The TCAP Recreation District is intended to allow a variety of recreation uses such as dispersed recreation and parks. Permissible uses include day use areas and group facilities.

Surrounding land uses include single-family and multi-family residential uses to the south, tourist and commercial uses to the west and north, and undeveloped and recreation lands (e.g, Van Sickle Bi-State Park) to the east. The parcel immediately east to the area proposed for zone change, APN 029-240-10, is zoned for Recreation and owned by the California Tahoe Conservancy. The adjacent parcel to the north, APN 029-441-003 (3828 Montreal Road), is zoned for Recreation and is privately-owned, undeveloped land that features an easement for vehicle entry into Van Sickle Bi-State Park from Montreal Road and Heavenly Village Way. An electric utility substation is also located immediately south of the amendment area. Finally, a multi-family residential development (Gondola Vista), similar to the future Project development proposed for the combined parcel, is located to the north just past the entry to Van Sickle Bi-State Park.

1.5 PROJECT OBJECTIVES/PURPOSE AND NEED

The proposed TCAP amendment does not propose any changes to the allowable land coverage, building height, or density in the TCAP Development and Design Standards.

The purpose of the proposed TCAP zoning amendment is to facilitate the development of multi-family housing on a 3.79 acre recently combined parcel (APN 029-441-024) that includes 1.29 acres of land within the Recreation zone and 2.50 acres of land within the Tourist Center Mixed Use zone. The Recreation zone does not permit multi-family housing. The applicant (HVR Acquisitions) wishes to develop up to twelve (12) additional multi-family residential units on the 1.29 acre portion of the parcel located within the Recreation zone as Phase 2, following construction of a eighteen (18) unit Phase 1 Multi-Family Project currently in review by the City for the portion included in the Tourist Center zone. Once built out, the eventual project would include a total of thirty (30) multi-family residential structures (a mix of detached and attached units) on the combined 3.79 acre parcel. Two of the Phase 2 units located in building 6 would request residential bonus units from TRPA's pool and would be deed restricted under the "achievable housing" income level. The City application to merge the former parcels (APN 029-441-004 and APN

029-240-011) into a combined parcel (APN 029-441-024) was approved in June 2021. It is anticipated that the multi-family residential units would be subdivided into individual airspace condominiums.

The amendment would result in changes to the land use designation within the amendment area. However, this change aligns with the City's and TRPA's land use maps. The City's General Plan designates the project area as a "Tourist Center." The Tourist Center land use designation is intended for the most intensive land uses, including major commercial/visitor centers and mixed-use residential. This General Plan land use designation is used for areas in the City that are currently developed as commercial/visitor centers, have excess land coverage, where vertical mixed-use projects are appropriate, and are near commercial, employment, transit, and public services. Therefore, the proposed rezoning amendment and subsequent multi-family development project are compatible with Land Use and Community Design Policies, LU-3.3, LU-3.6, and LU-4.3.

While the TCAP currently assigns a Recreation zone to the former APN 029-240-011, the entire project area (combined parcel) is included in the TCAP Town Center Overlay and included in the Transfer of Development Rights Receiving Area. The TRPA Conceptual Regional Land Use Map (https://www.trpa.gov/wp-content/uploads/documents/archive/2/FinalAdoptedRegionalPlanMaps_amended1-2-2018.pdf) identifies the amendment area as "Tourist" land use and within a "Town Center" district. Town centers are targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern and provides economic opportunities in the Region. The amendment is therefore consistent with aspects of both the TRPA Regional Plan and TCAP. Specifically, the rezoning amendment and development project are compatible with TRPA Land Use Policies LU-1.1 and LU-1.2 as well as Community Design Policy LU-2.1.

Precedent exists for rezoning recreation properties to allow for residential and tourist accommodation uses. These include an amendment in the 1990s to Plan Area Statement 070 to permit tourist accommodation uses within the existing Edgewood Tahoe Golf Course and the 2012 RPU's creation of a Resort Recreation District for Edgewood Company's "mountain parcel" and Heavenly Ski Resorts California base lodge area. These amendments allow for multi-family development and tourist accommodation uses on properties formerly zoned Recreation provided existing development is transferred from elsewhere in the Basin to support the development projects. Here, units of use and existing land coverage banked on the former APN 029-441-004 will support development of Phases 1 (approved) and 2 (proposed) of the Project.

When Measure T, a citizen-initiated ballot measure, passed in 2018, there were 1,764 permitted vacation home rentals (VHRs) in the City of South Lake Tahoe. Of those, 1,373 were outside areas designated as Town Center and 391 were within the Town Center. Today, the majority of VHRs within Town Centers consists of units in attached condominium developments, while the majority of VHRs outside Town Centers consists of detached single-family dwellings (SFDs). Measure T's ban of the 1,373 VHRs outside Town Centers went into effect on January 1, 2022. As a result, there is now fewer options in the City to accommodate visitors wishing to reside as a group in a single structure. The majority of single-family dwelling VHRs on the South Shore are now located in the County miles away from the City Center. Allowing residential uses on the recreation zoned property within the Town Center will further the goal of Measure T: remove VHRs from residential neighborhoods and locate them in Town Centers close to services, entertainment and dining. In addition to preserving the residential "feel" of neighborhoods, locating VHRs in walkable Town Center areas reduces VMT and traffic congestion.

The TCAP was originally adopted by the City of South Lake Tahoe on October 14, 2013 and by the TRPA Governing Board on November 11, 2013 and has since been amended to modify land use and plan boundaries. The City is currently processing a separate TCAP amendment package to add minimum residential density requirements for some Plan Districts and address other revisions to make the Plan

consistent with other Regional Plans. The plan provides land use guidance for future development and redevelopment and addresses land use regulations, development and design standards, transportation, recreation, public service and environmental improvements for the area. It encourages general improvement and enhancement for the built environment and provides a framework to change the existing conditions into opportunities for redevelopment with a focus on achieving environmental improvements, encouraging a mixed-use land use pattern that includes tourist accommodation, residential, commercial, public facilities, public spaces and opportunities for housing in close proximity to job centers. The TCAP is the center of tourist services in the City and recreation access and has traditionally been the area with the highest concentration of services and density.

Figure 1-1 Proposed TCAP Amendment Area

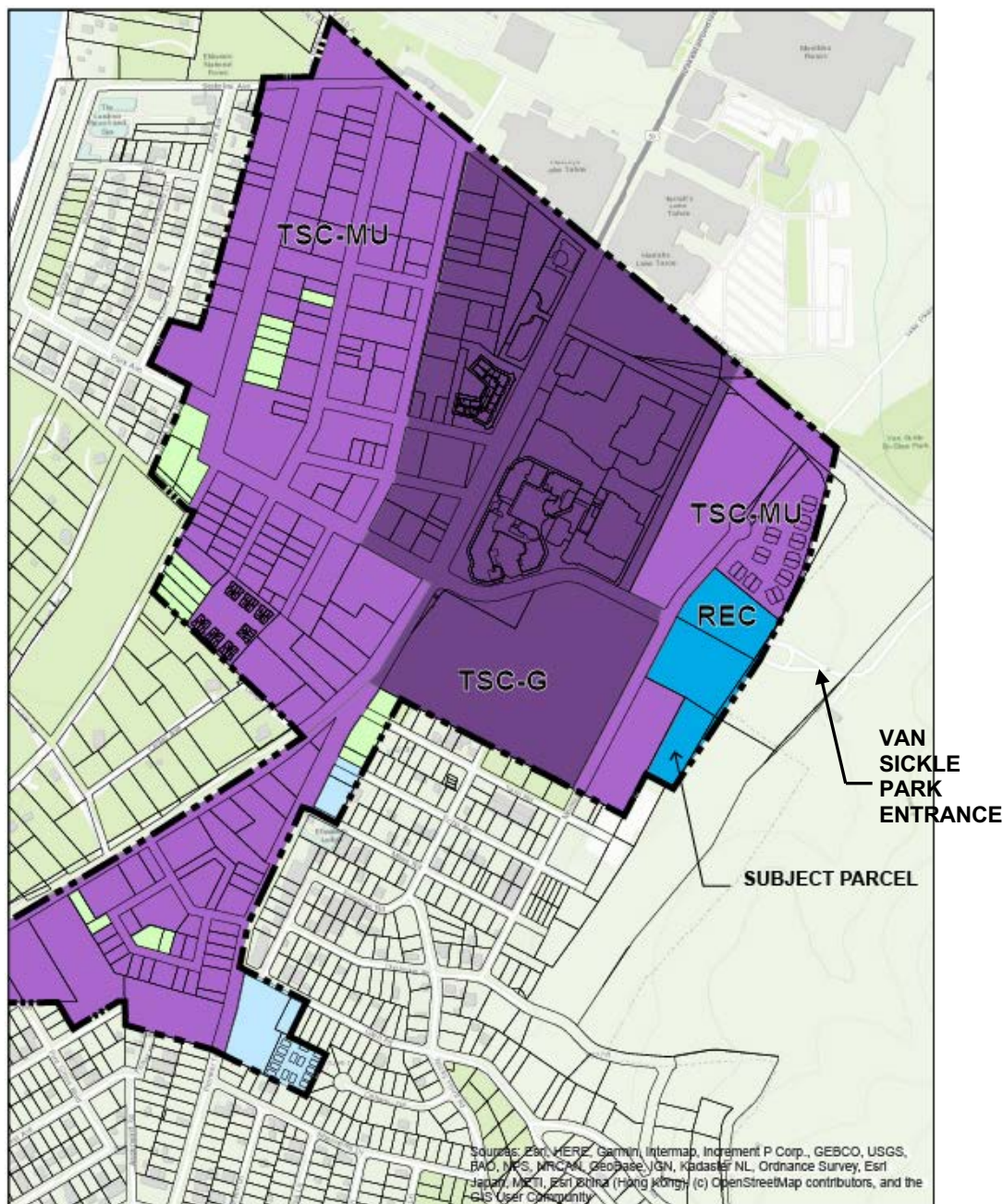


Table 1-1: Existing Amendment Area Land Capability and Land Coverage (APN 029-441-024)

Former Parcel #	Use (Existing/Proposed)	Acreage	Land Capability (square feet)			Total Area	Banked Land Coverage (square feet)		
			Class 1b	Class 5	Class 7		Class 1	Class 5	Total
029-240-011	Recreation/Tourist	1.29	29,660 sf	0	26,601 sf	56,261 sf	0	0	0
029-441-004	Tourist/Tourist	2.50	62,631 sf	46,254 sf	0	108,885 sf	32,247	32,563	64,810
	TOTAL AREA	3.79	92,291 sf (2.12 acre)	46,254 sf (1.06 acre)	26,601 sf (0.61 acre)	165,146 sf (3.79 acres)	32,247	32,563	64,810

Notes: Land capability verification for former APN 029-240-011 dated 12/13/13. Existing land coverage numbers as reported on sheet L0-01 for former APN 029-441-004. These two parcels have since been merged and are now identified as APN 029-441-024.

1.6 DOCUMENT ORGANIZATION

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

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

Chapter 2 contains a description of the TCAP amendment, including an overview of the proposed changes to the Area Plan and Area Plan mapping, and a description of the proposed development Project, that may be permitted should the proposed TCAP amendment be adopted.

Chapter 3 provides the baseline conditions for the environmental analysis.

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

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

1.7 PUBLIC INVOLVEMENT

Opportunities for public participation in the amendment process included a mailed scoping notice and community workshop held on November 12, 2020. At the time of the scoping process, two parcels were proposed for rezone from Recreation to Mixed-Use, including the parcel that is analyzed in this environmental document (former APN 029-240-011) and an adjacent parcel next to the Van Sickle Bi-State Park (APN 029-441-003). Two comment letters were received on the proposed TCAP amendment from the League to Save Lake Tahoe and the California Tahoe Conservancy/Nevada Division of State Parks. The comment letters included concerns over the type of eventual development (e.g., large scale residential or tourist uses) that would be built on the existing Recreation zoned parcel(s), and the proximity of the parcel(s) to the Van Sickle Bi-State Park. Comments suggested that the amendment would change the welcoming historic character and natural aesthetic of the Park, remove mature trees and naturally weathered granite boulders on lands adjacent to the Park, reduce Park parking available for the public, create pedestrian safety and management issues (e.g., user created trails, trash, storage of personal property), result in potential impacts to SEZ and previous restoration areas, and potentially conflict with the approved but not constructed Loop Road project. The League also suggested that the City and TRPA consider an alternative to rezone the subject parcels to open space. Subsequent to the receipt of comments from the Conservancy and League, the proposed amendment was changed to eliminate the recreation zoned parcel immediately adjacent to the Bi-State Park.

Pursuant to the requirements of CEQA, this IS/IEC will be sent, along with a Notice of Completion, to the California State Clearinghouse. In addition, copies of this document will be distributed to other Lake Tahoe Region reviewing agencies and interested stakeholders for review. A Notice of Availability and Notice of Public Hearing will be published in the Tahoe Daily Tribune and a Planning Commission hearing will be

conducted to solicit comments during a 30-day public review period. After closure of the public review period, the City of South Lake Tahoe and TRPA staff will respond to any public comments. City staff will then prepare an agenda item for the City Planning Commission's recommendation and City Council's action that include the IS/IEC, comments on the IS/IEC, and responses to the comments. If the City Council determines that the proposed amendment and development Project would not have significant adverse impacts, the City Council may adopt a Negative Declaration of environmental impact and adopt the amendment/approve the Project. Following City Council approval, a Notice of Determination would be filed with the El Dorado County recorder-clerk's office and with the California State Clearinghouse.

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

1.8 RELATIONSHIP TO LAND USE PLANS, POLICIES AND REGULATIONS

The TCAP and project area falls under the direct jurisdiction of both the City of South Lake Tahoe and 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 amendment; it also identifies the plans and policies to which the TCAP must show compliance.

Regional

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

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

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

Important policies addressed in the Lake Tahoe Regional Plan include:

- Retaining the established regional growth control system. Under this system, rampant overdevelopment was stopped and open spaces preserved. Most of the policies from the 1987 Regional Plan stayed in place.

- Creating a more efficient planning system that integrates TRPA requirements into the plans and permits of other applicable government agencies.
- Encouraging property owners to transfer development rights from sensitive and remote areas into Town/Regional Centers with the goal of restoring these lands.
- Eliminating regulatory barriers to support upgrades and environmentally beneficial redevelopment of rundown buildings with aging infrastructure.
- Simplifying overly complicated regulations for homeowners while achieving threshold gain.
- Incorporating the 2020 Linking Tahoe: Regional Transportation Plan (most recently adopted in 2021) and the Active Transportation Plan (adopted in 2015) to support sidewalk and bike trail projects that reduce automobile dependency and increase walkability and safety.
- Continuing to deliver restoration projects under the EIP which achieves erosion control on roadways and restore forests and wetlands.

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

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

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

- Building and site design standards that reflect the unique character of each area and consider ridgeline and viewshed protection;
- Community design standards to vary height and density and promote pedestrian activity and transit use;
- Policies and strategies to promote walking, bicycling, transit use, and shared parking;
- Ensure adequate capacity for redevelopment;
- Identify an integrated community strategy for coverage reduction and enhanced storm water management; and
- Demonstrate that all development activity within the Town Center will provide for and not interfere with environmental gains.

State of California

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

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

Within the TCAP, the CTC has ownership of four parcels. One parcel was acquired to meet excess land coverage mitigation, for bicycle trail or other public service projects, or to sell. A second parcel was purchased to provide recreation access to Van Sickle Bi-State Park – this parcel is nearby to the Recreation parcel proposed for the rezone in this Project. The other two parcels were purchased under the Sensitive Lands Acquisition Program. CTC has also acquired former Caltrans right-of-way for shared-use trail use.

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

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

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

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

The City prepared an updated Pollutant Load Reduction Plan (PLRP) dated October 2021 that details the approach to meet pollutant load reduction requirements.

California Trustee Agencies: State agencies with trustee responsibility in the TCAP boundary include: California Division of Forestry (tree removal and forest resource concerns), State Historic Preservation

Officer (cultural resources), California Department of Fish and Wildlife (plant and wildlife resources), and State Lands Commission, which oversees state-owned sovereign lands (Lake Tahoe).

City of South Lake Tahoe

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

2.0 PROJECT DESCRIPTION

The proposed project includes two amendments to the TCAP, specifically:

- Amend the existing zoning for a portion of APN 029-441-024, specifically the portion of the parcel formerly recognized as APN 029-240-011, from Recreation (Rec) to Tourist Center Mixed-Use (TSC-MU) to allow additional residential uses and match the zoning of the parcel with which it has recently been consolidated (APN 029-441-004);
- Add an applicable TSC-MU policy to APN 029-441-024 that would limit the use of this parcel to residential, linear public facilities, recreation, resource management, and open space (tourist, commercial, and most general public service land uses would be prohibited);

The recreation portion of APN 029-441-024 is located within the TCAP town center overlay and is included as tourist land uses on the Regional Plan maps. No changes to the Regional Plan maps or town center overlay are proposed as part of these amendments. Under the proposal, the existing recreation portion of the combined parcel would be removed from the Recreation District and added to the Tourist Center Mixed Use (TSC-MU) District (see Figure 2-1) in alignment with the other portion of the combined parcel APN 029-441-024 formerly known as APN 029-441-004 (or the former Colony Inn parcel). This amendment would reduce lands zoned Recreation by 1.29 acres, and increase lands zoned Tourist Center Mixed Use by the same amount.

The current Recreation District allows single family dwelling and employee housing but does not permit multi-family dwelling as a permissible residential use. The project applicant wishes to construct a multi-family residential development consisting of thirty (30) attached and detached units on the combined parcel (029-441-024). Four units of three-story multi-family residential development was previously approved by the City on the portion of the combined parcel formerly known as APN 029-441-004 (Permit 21070151 dated August 18, 2021). A Plan Revision has been submitted to the City to increase the number of Phase 1 multi-family residential units from four to eighteen (18) units in four separate structures. Should the TCAP amendments be adopted, a phase 2 multi-family development application would be submitted to add twelve (12) additional multi-family residential units on the former Recreation zoned portion of the combined parcel (APN 029-240-024) (see Figure 2-2). Two of the Phase 2 units would be deed restricted under the “achievable housing” income category. While the former parcel numbers referenced above are in two separate TCAP zoning districts, the parcels have now been officially merged into one parcel by El Dorado County (recorded June 14, 2021, file number 2021-0039544). The amendment seeks to rectify the multiple zonings that now exist within the combined parcel.

Should the amendments be approved, the Project proposes to develop multi-family residential units within the TCAP mixed use district that allows up to 25 units/acre. Based on the available residential density for former APN 029-441-004 (2.49 acres) by itself, up to 62 residential units (2.49 acres times 25 units/acre) could theoretically be proposed for the combined parcel. However, given that former APN 029-441-004 only contains approximately 1 acre of high capability land (with land coverage limited to 70 percent), and building heights are limited to 56 feet, maximum development potential would be much lower, perhaps up to 25 small residential units grouped in attached buildings. Consistent with the City’s housing policy goals to increase density in Town Centers, the combined Phase 1 and Phase 2 Project is proposing thirty (30) multi-family residential units on the 3.79 acre combined parcel that contains approximately 1.67 acres of high capability land. Given the combined parcel only contains 1.67 acres of high capability land, maximum development potential is theoretically up to 42 small multi-family residential units (1.67 acres times 25 units/acre). Each of the 30 proposed multi-family residential units proposed as part of Phase 1 and Phase 2 applications would access Montreal Road using a shared access driveway as shown on Figure 2-2. To help protect adjacent public lands and the privately-owned SEZ to the north of the proposed residential units, a

split rail fence will be placed along a portion of the back perimeter of APN 029-441-024 and internally along the SEZ boundary (including signage regarding protection of proposed SEZ restoration) to encircle the 30 multi-family residential structures on the north, east and south. The new fencing will connect to the existing fencing that encircles the adjacent electrical substation to the south.

The land owner submitted application to TRPA (June 2023) to restore the privately owned SEZ located within APN 029-441-024 north of the proposed multi-family residential development area. The restoration would repair a check dam and flatten the existing drainage channel to increase areas of flooding along the channel to revegetate barren areas within the SEZ boundary. A wrought iron fence is proposed along Montreal Road to restrict access to the SEZ restoration area – at present, pedestrians and bikers cut through the site from Montreal Road to access public lands located to the east. Finally, a pool (approximately 40 by 15 feet) and adjacent sun deck is proposed for the middle of the multi-family residential development and includes excavation of up to five feet in depth.

Limits on overall growth in the Region through the TRPA's regional growth management system remain in place, so the overall regional development potential remains the same with and without the proposed amendment. The amended TCAP will serve as a mutual plan for the City of South Lake Tahoe and TRPA by providing direction for how the area should be regulated to achieve regional environmental and land use objectives. The existing development standards and the specific policies in the TCAP are the land use standards intended to administer and regulate the land use for the project area. Figure 1-1 depicts the portion of the combined parcel (former APN 029-240-011) to be moved from Recreation into the Mixed-Use zone. Figure 2-1 depicts the proposed amendment to the TCAP zoning.

No additional amendments to the TCAP are proposed beyond the rezoning and restriction of land uses within combined APN 029-441-024.

Figure 2-1 – Proposed TCAP TSC-MU Amendment Location

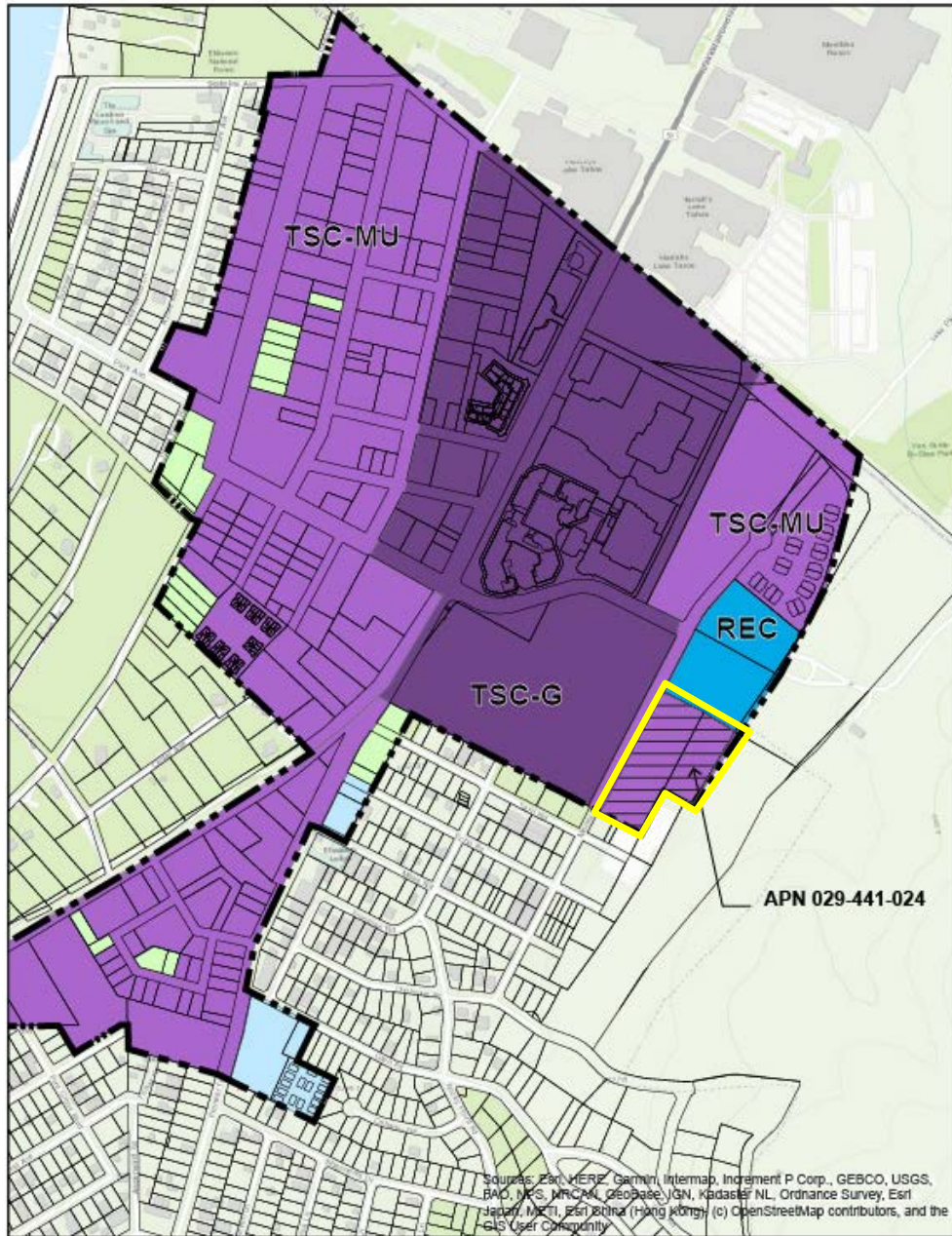
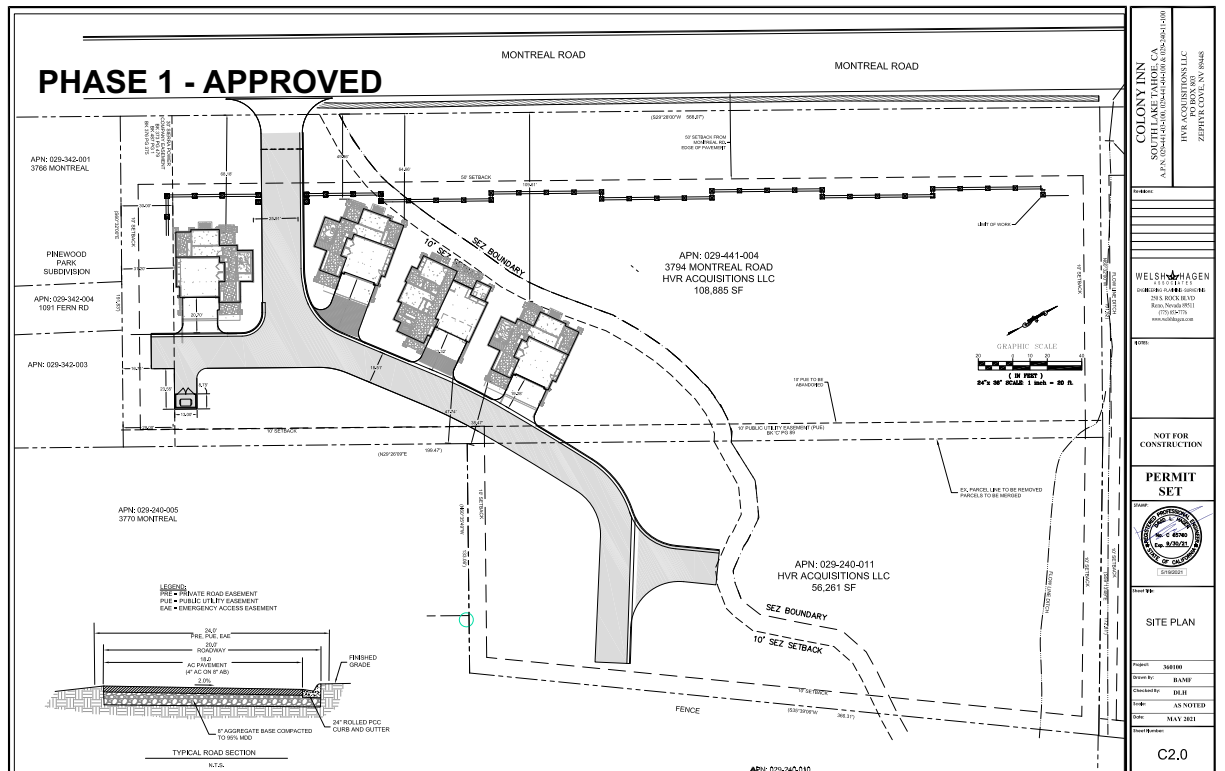
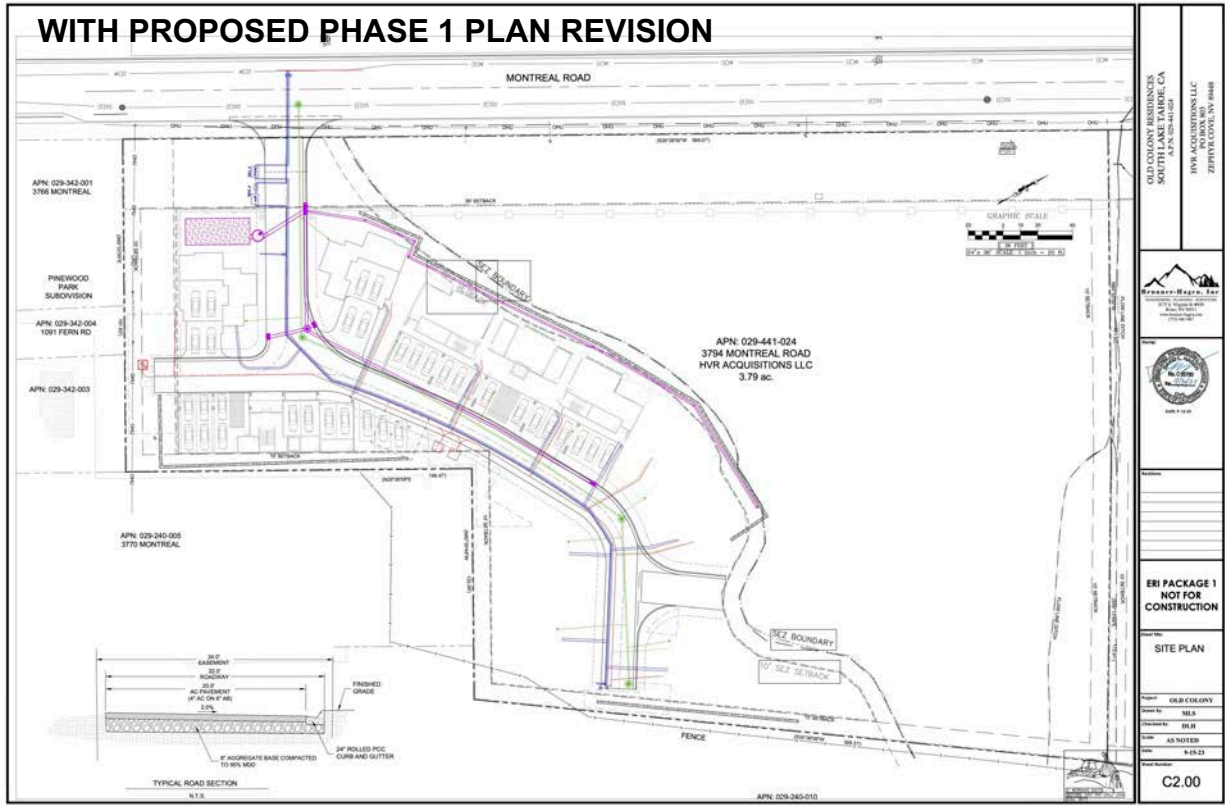


Figure 2-2 – Site Development Plans - Multi-Family Residential Project



MONTREAL ROAD
WITH PROPOSED PHASE 1 PLAN REVISION AND PHASE 2



REQUIRED PARKING			
30 - 2 OR 3 BR UNITS X 2 STALLS/UNIT	=	60 STALLS	
GUEST @ 25 / UNIT * 30 X 25 *	=	9 STALLS	
TOTAL =		69 STALLS	

PROPOSED PARKING			
BUILDING 1 - 1 UNIT	5 BR	4 STALLS	
BUILDING 2 - 1 UNIT	5 BR	4 STALLS	
BUILDING 3 - 4 UNITS	12 BR	10 STALLS	
BUILDING 4 - 10 UNITS	20 BR	14 STALLS	
BUILDING 5 - 1 UNITS	6 BR	4 STALLS	
BUILDING 6 - 8 UNITS	16 BR	10 STALLS	
BUILDING 7 - 2 UNITS	8 BR	5 STALLS	
SURFACE =		9 STALLS	
TOTAL =	30 UNITS	78 BR	67 STALLS

OLD COLONY INN RESIDENCES

HVR ACQUISITIONS LLC
 SCHEMATIC DESIGN - 08.29.23

PACKAGE 2



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The primary list of permissible uses (A: Allowable or S: Special Use or --: not permissible) and maximum densities for the Recreation District and TCAP TSC-MU District are compared in Table 2-1. The rezone of the existing Recreation parcel to the TSC-MU District will:

- Add multi-family residential as an allowed use to the existing Recreation zoned portion of the parcel and other changes to permissible uses as shown in TCAP Table 1;
- Increase the maximum density for multiple-family residential units from 0 units per acre (not an allowed use in Recreation) to 25 units per acre;
- Increase the maximum height allowance on the existing recreation parcel from 36 feet height allowance (with a maximum of three stories) to 56-foot height allowance with a maximum of four stories (currently allowed in TCAP TSC-MU); and
- Limit permissible uses in the TCAP TSC-MU District for the combined APN 29-441-024 to residential uses, uses accessory to any residential use, and uses allowed in all urban areas, such as linear public services (per new note for TSC-MU District in Table 1).

The amendment would alter the range of permissible uses currently allowed within the proposed amendment area, as shown in the TCAP permissible uses Table 1 below. The amendment would also restrict land uses on the combined parcels to residential uses and other uses allowed in all urban areas (tourist and commercial uses would not be allowed, except for accessory daycare uses).

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

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

Land Use Category	Recreation District		Tourist Center Mixed-Use	
	Permissible	Density	Permissible	Density
Residential				
Employee Housing	A	15 DU/acre	S	15 DU/acre
Multiple Family Dwelling	-	-	A	25 DU/acre
Multi-Person Dwelling	-	-	S	25 persons/acre
Single Family Dwelling	S (Caretaker residence only)	1 unit per parcel for parcels less than an acre. 2 units for parcels greater than an acre, provided one unit is an authorized secondary residence	A (includes condos)	1 unit per parcel for parcels less than an acre. 2 units for parcels greater than an acre, provided one unit is an authorized secondary residence
	Recreation District		Tourist Center Mixed-Use	
Land Coverage	Up to 70% with Transfer		Up to 70% with Transfer	
Height	36 Feet		56 Feet	
Minimum Setbacks				
Frontage	N/A		20 feet	
Interior Side (Residential Use)	10 feet		10 feet	
Rear (Residential Use)	10 feet		10 feet	

TCAP Appendix C Table 1 would be revised as follows to limit the land uses allowed on the combined parcel APN 029-441-024.

Table 1: PERMITTED USES BY LAND USE DISTRICT								
Permitted Uses Key: "A" – Allowed Use "S" – Special Use "T" – Temporary Use "TRPA" – TRPA Review Required "–" – Use Not Permitted	TSC-C	TSC-MU	TSC-MUC	TSC-NMX	TSC-G	TSC-G Special Area #1	REC	OS
RESIDENTIAL								
Domestic Animal Raising	-	-	-	-	-	-	S	-
Employee Housing	S	S	A	S	S	S	A	-
Multiple Family Dwelling	A	A	A	A	A	A	-	-
Multi-Person Dwelling	S	S	S	S	S	S	-	-
Single Family Dwelling (includes condominiums)	A8	A	A	A	A	A	S1	-
Accessory Dwelling Unit¹³	A	A	A	A	A	A	S	-
TOURIST ACCOMMODATION								
Bed & Breakfast Facilities	-	<u>A12</u>	A9	S	A	A	-	-
Hotel, Motel, Other Transient Dwelling Units	A	<u>A12</u>	A9	S	A	A	-	-
Time Sharing	A	<u>A12</u>	A9	S	S	A	-	-
RETAIL COMMERCIAL								
General Retail and Personal Services	A	<u>A12</u>	A9	S	A	A	-	-
Building Material & Hardware	S6	-	-	-	-	S	-	-
Nursery	-	-	A9	-	-	S	-	-
Outdoor Retail Sales	A	-	S9	-	-	S	-	-
Eating & Drinking Places	A	<u>S12</u>	A9	S	A	A	-	-
Service Stations ¹¹	S	<u>S12</u>	-	-	S	S	-	-
ENTERTAINMENT COMMERCIAL								
Amusement & Recreation	S	<u>S12</u>	-	-	-	A	-	-
Privately Owned Assembly and Entertainment	S	S	-	-	-	S	S	-
Outdoor Amusements	-	S	S	-	S	S	S	-
SERVICE COMMERCIAL								
Animal Husbandry Services	-	-	-	-	-	A	-	-
Business Support Services	A7	<u>S12</u>	S9	-	S	A	-	-
Health Care Services	A2,5	-	A9	-	A	A	-	-
Professional Offices	A3,4	<u>A12</u>	A9	A	A	A	-	-
Schools – Business & Vocational	S	-	S9	-	S	A	-	-
LIGHT INDUSTRIAL COMMERCIAL								
Small Scale Manufacturing	S	<u>S12</u>	S9	S	-	-	-	-
WHOLESALE/STORAGE COMMERCIAL								
Vehicle Storage & Parking ¹¹	S	<u>S12</u>	S9	S	S	S	-	-
GENERAL PUBLIC SERVICE								
Religious Assembly	-	<u>S12</u>	S9	-	S	A	-	-
Cultural Facilities	S	<u>S12</u>	S9	-	S	A	-	-
Daycare Centers/Preschool	A	<u>A12</u>	A10	A	A	A	-	-
Government Offices	-	-	A9	-	-	S	-	-
Local Assembly & Entertainment	S	<u>S12</u>	-	-	-	S	-	-
Local Public Health and Safety Facilities ¹¹	A	A	A	A	A	A	A	A
Public Owned Assembly & Entertainment	S	S	-	-	-	-	S	-
Public Utility Centers ¹¹	-	<u>S12</u>	-	-	-	-	-	-
Social Service Organizations	-	-	A9	-	A	A	-	-
LINEAR PUBLIC FACILITIES								

Table 1: PERMITTED USES BY LAND USE DISTRICT								
Permitted Uses Key: "A" – Allowed Use "S" – Special Use "T" – Temporary Use "TRPA" – TRPA Review Required "–" – Use Not Permitted	TSC-C	TSC-MU	TSC-MUC	TSC-NMX	TSC-G	TSC-G Special Area #1	REC	OS
Pipelines & Power Transmission	S	S	S	S	S	S	S	S
Transit Stations & Terminals	S	S	S	S	S	S	S	S
Transportation Routes	S	S	S	S	S	S	S	S
Transmission & Receiving Facilities	S	S	S	S	S	S	S	S
RECREATION								
Cross Country Ski Courses	-	-	-	-	-	-	S	-
Day Use Areas	A	A	A	A	A	A	A	A
Group Facilities	-	-	-	-	-	-	S	-
Outdoor Recreation Concessions	-	-	-	-	S	S	-	-
Participant Sport Facilities	S	-	-	-	-	-	-	-
Riding and Hiking Trails	-	-	-	-	-	S	S	-
Rural Sports	-	-	-	-	-	S	S	-
Snowmobile Courses	-	-	-	-	-	S	S	-
Visitor Information Centers	S	S	-	-	S	-	-	-
RESOURCE MANAGEMENT								
Forest and Timber Resource Management	A	A	A	A	A	A	A	A
Vegetation Resource Management	A	A	A	A	A	A	A	A
Water Quality Improvements and Watershed Management	A	A	A	A	A	A	A	A
Wildlife and Fisheries Resource Management	A	A	A	A	A	A	A	A
Range Management	-	-	-	-	-	-	A	-
OPEN SPACE								
Allowed in all areas of the Region	A	A	A	A	A	A	A	A

Note: In the Regional Center all residential projects exceeding 100,000 square feet or non-residential projects exceeding 80,000 square feet require TRPA review and approval. In the Town Center all residential projects exceeding 50,000 square feet or non-residential projects exceeding 40,000 square feet require TRPA review and approval.

1. Caretaker Residence Only
2. All Health Care Services are allowed except emergency outpatient or urgent care facilities which shall only be considered along Heavenly Village Way, formerly Park Avenue.
3. Allow Realty Offices within the district and limit financial services to ATMs.
4. Allow consideration for placement of Realty Offices within the district, and only when operated in conjunction with approved Park Avenue Redevelopment fractional ownership tourist accommodation projects. Such use shall occupy no more than five percent (5%) of the commercial floor area with any project area within the district.
5. All Health Care Services uses permissible throughout special district; provided that any Health Care Services uses proposed to front on either side of US Highway 50 and/or the intersections of Heavenly Village Way (formerly Park Avenue) and Stateline Avenue are limited to second floor or higher. See TRPA Ordinance 2009-05 Exhibit 2 for specific limitation locations.
6. Outdoor storage and display is prohibited.
7. Shall not front on US Highway 50.
8. Condominiums only.
9. Use not permitted in Special Area #1, which comprises of APNs 028-081-02, 028-081-04, & 028-081-15.
10. Daycare center allowed as an accessory use.

11. Land use category is identified in TRPA Code Section 60.3 as a “possible contaminating activity.” Triggering special requirements pursuant to TRPA Code Section 60.4 if located within a Source Water Protection Zone.
12. **Use not permitted in APN 029-441-024.**
13. **See TRPA Code of Ordinances section 21.3.2 for the permissibility of accessory dwelling units.**

3.0 BASELINE

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

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

4.0 METHODOLOGY AND ASSUMPTIONS

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

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

These program-level environmental documents include a regional and city-wide scale analysis and a framework of mitigation measures that provide a foundation for subsequent environmental review at an area plan level. These documents serve as first-tier documents for the TRPA review of the proposed TCAP Amendments. To the extent that the Area Plan is consistent with the Regional Plan and the RTP, for which the program EISs were prepared, the TCAP Amendments could be found to be “within the scope” of the program EISs. The IS/IEC is also a project-level environmental document for a proposal to add twenty six additional multi-family residential units to a previously approved project that included four multi-family residential units. As such, this IS/IEC also supports the environmental review and permitting by the City of South Lake Tahoe for the revised Project.

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

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

These questions contemplate whether land use/zoning changes resulting from the adoption or amendment of an area plan would result in new uses that could result in potential environmental impacts not previously contemplated by the community plans, PASs, and Regional Plan. The proposed amendments do not create new districts, but shift one parcel from Recreation to the Mixed Use district. Since the amendments include policies that limit use to residential housing and encourage higher density consistent with City housing policy to increase density in Town Centers, the amendments are within the scope of development contemplated in the City’s General Plan. 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 Amendments and Multi-Family Housing Project
2. Lead agency name and address:

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

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

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

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

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

Tahoe Regional Planning Agency: Alyssa Bettinger, Senior Planner, (775) 589-5301,
abettinger@trpa.gov

4. Project location:

The TCAP is located within the City of South Lake Tahoe, and the area proposed for amendment is located east of Montreal Road as shown on Figure 1-1.

5. Project sponsor's name and address:

HVR Acquisitions LLC
PO Box 803
Zephyr Cove, NV 89448

6. General Plan designation: Tourist.
7. Zoning: Tourist Center Mixed-Use / Recreation
8. Description of project: Refer to Chapter 2 of this document.
9. Surrounding land uses and setting:

Refer to Section 1.4 in Chapter 1 of this document.

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

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

5.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

5.2 CEQA ENVIRONMENTAL DETERMINATION

On the basis of this Initial Study:

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

John Hitchcock, Planning Manager
City of South Lake Tahoe

Date

5.3 TRPA ENVIRONMENTAL DETERMINATION (TO BE COMPLETED BY TRPA)

On the basis of this TRPA Initial Environmental Checklist:

- a. The proposed project could not have a significant effect on the environment and a finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedures 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/wp-content/uploads/Initial_Environmental_Checklist.pdf.

5.4.1 CEQA

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

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

Source: CEQA Appendix G Environmental Checklist Form 2018

5.4.2 TRPA

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

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

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

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

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

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

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

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

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

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

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

The TCAP contains scenic vistas visible from public roadways, with one scenic vista located on Hwy 50 facing SSE, toward the project area, but because of intervening vegetation the amendment area is not visible from any scenic vista. The amendment area is characterized by non-sensitive lands and SEZ that was previously developed but since restored. The portion of Highway 50 associated with Scenic Roadway Unit 32 (Casino Area) includes viewshed #32-1, which looks towards and over the amendment area to Heavenly Valley ski-hill. Views from this Roadway Unit viewshed area are primarily foreground views of dense urban development, including the commercial strip, signs, and little natural vegetation. Middleground views of mountains are dominated by scars of Heavenly Valley ski-hill for southbound travelers. The 2015 rating for this roadway unit included a travel route rating threshold composite score of 14.5 (nonattainment). The 2019 scenic resource evaluation did not include any changes to this viewshed. Visual improvements to the built environment in the area occurred between 2001 and 2019; however, the analysis indicates that landscape view scores have remained at a score of 1 since 1982. The amendment area lies within the viewshed between Scenic Roadway Unit 32 on Hwy 50 and Heavenly Mountain Resort, but is not visible from Hwy 50 or any other scenic corridor.

In amending the parcel from Recreation to TSC-MU, the existing height and coverage allowances in the TCAP TSC-MU would be applied to the rezoned parcel. Therefore, the maximum allowed height would increase from 36 feet to 56 feet; a difference of 20 feet. In addition, the coverage limit would increase from 30 percent to 70 percent with coverage transfer on applicable lands with capability 4-7. The amendment would also alter what land uses are allowed on the parcel with transference into the TCAP TSC-MU. The amended parcel would add multi-family residential as an allowed use and increase the maximum density for multiple-family residential units from 0 units per acre (not an allowed use in Recreation) to 25 units per acre (per TSC-MU Zoning). As part of the proposed amendment, commercial and tourist land uses would be prohibited on the combined parcel.

No changes are proposed that would affect the existing Design Standards in the TCAP.

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

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

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

The amendment area is not visible from major roadways, scenic turnouts, public recreation areas on TRPA list, or Lake Tahoe.

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

The 56-foot height limit within the amendment area would apply to any development so as to not exceed the height of trees within the surrounding forested areas and would blend in with background vegetation based on proposed building materials and colors.

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

The amendment area is not visible from major roadways, scenic turnouts, public recreation areas on TRPA list, or Lake Tahoe. Building design uses colors and building materials compatible with nearby forested areas and most of the residential buildings are set back from the public roadway so that proposed landscaping will offer screening of the structures.

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

The amendment area is not visible from TRPA scenic threshold travel routes or scenic resources.

The 2013 TCAP IS/IEC found that impacts from the TCAP Design Standards on scenic vistas were less than significant. The amendment would allow an additional 20 feet of height for development on the subject parcel; however, this is already allowed in the adjacent TCAP TSC-MU, and the application of this standard on the parcel would not result in a substantial impact due to the eventual project-level findings required, as noted above. Potential buildout under the proposed amendment would limit building height to 56 feet (4

stories) on the current recreation parcel. The subsequent Project proposed for the combined parcels will consist of seven buildings containing up to 30 attached and detached units at a maximum height of 56 feet. Implementation of the TCAP Design Standards to avoid and minimize impacts to scenic vistas by prohibiting buildings to protrude above the forest canopy and ridgeline would ensure no significant impact to scenic vistas would occur.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The amendment area is not located on any state scenic highways. US Highway 50 is proposed to be realigned through the City of South Lake Tahoe commercial core area. If that project is eventually constructed, the project site would be located adjacent to a state highway, though the current “scenic highway” designation through the urban core is considered “eligible” and not officially designated. Other than distant views of the ridgelines and tree canopy outside the area proposed for amendment, the area footprint does not contain other unique visual resources such as rock outcroppings, scenic trees, or historical buildings. Therefore, the Project has no impact on state designated scenic highways.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

As discussed above in Question 5.4.3-1, the existing visual character of the project area consists of partially cleared, partially wooded land surrounded by existing roads, residences, utilities, recreation, and commercial uses. The project area is not located within a scenic corridor. The existing visual character of the area is urban, with little uniformity.

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

The amendment does not include specific Design Standards other than what is provided generally by the City and TRPA for new development.

A substantial change in the scale of development possible on the current recreation parcel is not anticipated as a result of the amendment due to land use limitations proposed for the combined parcel, which would limit uses to multi-family residential. As discussed under Impact 5.4.3-1, development has the potential to be visually beneficial to the amendment area. The multi-family structures will be new development, but they would be compatible with TCAP design standards and therefore improve the built environment compared to nearby existing development (e.g., the commercial center to the north). The character and

quality are expected to improve as a result of development that would incorporate the TCAP design standards discussed above, as well as the additional height design requirements established by the TRPA and City should additional height be requested. Increases in the coverage allowance (with transfer) would occur on the parcel under proposed development, however this would be consistent with the mixed-use, urban setting of the area. Finally, changes to allowable building height for the parcels will not impact existing viewsheds due to the required findings for additional height which includes screening of the additional height or limits height to below the tree canopy when viewed from major roadways, the waters of the lake or public viewpoints, and requires no net loss of views along a scenic travel route, among other findings.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The parcel to be amended and multi-family project area currently includes no light sources. Proposed multi-family development of the parcels include new sources of exterior lighting that follow adopted TCAP design standards regarding light and glare (TCAP Appendix C Development and Design Standards). Furthermore, the proposed development would be subject to City and TRPA review. The existing lighting standards are found in Section H of the Substitute Design Standards and address exterior, pedestrian zone, street, and safety/security lighting. The standards are designed to reduce light pollution, protect nighttime views, and reduce light splay onto adjoining parcels by requiring all lighting to be directed downward and fitted with cutoff shields.

The TCAP requires the use of a variety of natural-appearing material and colors that blend in with the natural setting and prohibits the use of flood lighting, reflective materials, or lighting strips, including neon/fluorescent tubing to minimize reflectivity and glare. The TCAP contains standards for different types of lighting (e.g., buildings, landscaping). Lighting must be directed downward, include cut off shields, and the light source must be shielded from view. The proposed lighting specifications are consistent with the required lighting standards. Therefore, glare or reflectivity from a project proposed under the TCAP will not adversely affect day or nighttime views in the area. No significant impact is anticipated.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

The amendment area is not visible from any state or federal highway, Pioneer Trail, or from Lake Tahoe. Views of the amendment area from US Highway 50 are screened by intervening vegetation and existing structures, but rooftops of a future development project may be visible from US Highway 50 views looking through the former Raley's Center. The 56-foot height limit within the amendment area would apply to a future Project so as to not exceed the height of trees within the surrounding forested areas and compliance with TCAP design standards for building materials and color would ensure that future structures blend in with background vegetation. If adopted, the proposed amendments would be followed by application for multi-family residential structures of four stories and heights up to 56 feet. Because the addition of multi-family residential rooftops would not be a noticeable change to existing US Highway views in the commercial corridor, there would be no impact to US Highway 50 scenic scores.

US Highway 50 is proposed to be realigned through the City's commercial core area. If that project is constructed, the realigned highway would pass adjacent to the project area. The analysis of scenic impacts associated with that roadway realignment project were addressed in the US 50/South Shore Community Revitalization Project EIR/EIS and are addressed in Section 5.4.23 (specifically question 5.4.23-2 cumulative impacts) of this IS/IEC.

As discussed in Question 5.4.3-1, viewshed 32-1 on Scenic Roadway Unit 32 (Casino Area) on Highway 50 faces the project area. However, because of intervening development and vegetation, the amendment area is not visible from the viewpoint. Therefore, changes to the project area would not adversely affect the scenic quality ratings. Thus, implementation of the amendment will not result in adverse impacts on views from any state or federal highway, Pioneer Trail or from Lake Tahoe.

Environmental Analysis: *Visible from US Highway 50, Not Visible from Pioneer Trail or from Lake Tahoe/No Impact.*

Required Mitigation: **None.**

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

The amendment area is partially visible from the Van Sickle Bi-State Park public recreation area entrance driveway, though the Park is not on TRPA's official public recreation site list. The amendment area is not visible from the Park's trailhead/parking area or trail network located 0.5 mile from Montreal Road because of intervening vegetation/forest canopy. The entrance to Van Sickle Bi-State Park is located within an easement on a privately owned parcel (APN 029-441-003) immediately north of the combined parcels (APN 029-441-024). This adjacent parcel was originally proposed to be included in this TCAP amendment and subsequent development project, but was removed following completion of the public scoping process (see Section 1.7) and concerns raised by the California Tahoe Conservancy on potential impacts to the Park entrance and visitor experience. As shown in Figure 5-1, the amendment area would be effectively screened from viewpoints along the Van Sickle entrance roadway by intervening vegetation and therefore would not adversely impact scenic views of Park visitors. A grove of conifer trees parallels the Park entrance road and offers screening of views to the south of the proposed amendment parcel. In addition, SEZ vegetation south of the open meadow provides additional screening of views towards the amendment parcel. This SEZ vegetation is protected and will not be removed under the amendment or subsequent multi-family residential development. Proposed tree removal for the development of multi-family residential housing units and access/driveways/parking would be located on the south end of the amendment parcel and would not be discernable to visitors on the Park entrance roadway or informal dirt trail because of the vegetation to remain and distance (approximately 450 feet) between the viewpoints and the proposed development.

The parcel southeast of the project area, APN 029-240-010, is state-owned land. While not part of Van Sickle Bi-State Park, this parcel is part of the former US Highway 50 Bypass acquisition and proposed for eventual use as the South Tahoe Greenway shared-use trail alignment, that would connect to the Park. The amendment area is not visible from any TRPA recognized recreation sites or bike trail corridors, but would be visible at the southeast corner of the parcel from the proposed South Tahoe Greenway shared-use trail (TCAP Figure 6-1) once constructed. If approved, the visibility of residential structures from the shared-use trail corridor would be similar to views of residential homes for most of the shared-use trail corridor through South Lake Tahoe. TCAP design standards for building materials/colors, setbacks and site landscaping ensure that visible structures do not detract from viewsheds offered from the public trail corridor. As such, while the amendment area and future multi-family development would be visible from the South Tahoe Greenway shared-use trail once constructed, the TCAP design standards and adjacent topography and vegetation would ensure that impacts are less than significant.

Environmental Analysis: Visible from future TRPA designated bicycle trail/*No Impact*.

Required Mitigation: **None**.

Figure 5-1 View toward Amendment Area from Van Sickle Bi-State Park Entrance



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

As discussed above in Questions 5.4.3-1 (CEQA Checklist 1a) one scenic viewshed on US Highway 50 within Roadway Unit 32 faces the amendment area, but the amendment area is not visible from the US Highway 50 scenic viewpoint, the lake or shoreline. As such, neither the amendment or subsequent project would block or modify an existing view of Lake Tahoe or other scenic vista as seen from a public road or recreation area.

Environmental Analysis: *No Impact*.

Required Mitigation: **None**.

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

The TCAP includes design standards with which the development in the amendment area would be required to comply. Current TRPA and City design standards are reflected in the TCAP and are also applicable. The proposed amendment would not alter the adopted design standards but proposes to change the maximum height for the Recreation parcel from 36 feet (up to three stories) to 56 feet (up to four stories). The project complies with TCAP Design Standards listed in Appendix C of the TCAP.

Pursuant to Chapter 13 of the TRPA Code of Ordinances, the TCAP incorporates the height standards permitted in Table 13.5.3-1: Minimum Development Standards for Area Plans (TRPA Code, page 13-3). Table 13.5.3-1 permits up to a maximum of 56 feet (four stories) in areas designated as Town Centers. The amendment would allow for the maximum 56-foot height allowance of the TCAP TSC-MU on the amended parcel, if the additional height findings can be met. Therefore, the height allowance would remain in compliance with TRPA height limits. All proposed multi-family residential development in the project area would be compliant with the maximum 56-foot height allowance.

As discussed in the Regional Plan Update EIS, there are benefits to increased height and density within Town Centers. This incentivizes redevelopment, and by concentrating development in the Town Center, creating a more compact development pattern to decrease use intensity outside of the area. Combined with the other design standards, and protective measures incorporated into the adopted TCAP Design Standards including the requirement to setback all portions of a structure above 25 feet in height, the visual quality and character of the affected area would be protected; therefore, no significant impact would result from implementing the height standards within the amendment area.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The project area is not in a Scenic Resource Area protected and included in the SQIP. Furthermore, the roadway segments located within the TCAP are designated by TRPA as an Urban Scenic Corridor, which recognizes that development can be the dominant visual features provided that the development complements the natural environment.

The evaluation presented above for Questions 5.4.3-1 through 5.4.3-7 (CEQA Checklist 1a through 1d) concludes that redevelopment within the amendment area would be subject to TCAP Design Standards, as well as TRPA and City standards and ordinances. The project would not be inconsistent with TRPA Design Review Guidelines as the TCAP provides substitute development and design standards that supersede the Design Review Guidelines. Therefore, development activity would not result in significant impacts when the design standards and protective measures of the TCAP are implemented.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.4 Agriculture and Forestry Resources

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

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

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

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

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

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

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

The amendment and project area are 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 pose no impact to such lands.

Public Resources Code section 12220(g) defines forest land as, “land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.” The amendment will rezone part of the project area from recreation to mixed-use. The land on the former Colony Inn site is previously developed and lightly forested. It is not forest land and is zoned in the City General Plan for urban tourist development. Furthermore, the parcel is located in a TCAP Town Center, which is characterized by urban land uses. While the amendment parcel is currently zoned for recreation, no recreation use exists. Therefore, the amendment conflicts with no zoning of and causes no rezoning of forest land, timberland or timberland zoned Timberland Production.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.5 Air Quality

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

Table 5-4: Air Quality				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
5.4.5-1. Conflict with or obstruct implementation of the applicable air quality plan? (CEQA IIIa)			X	
5.4.5-2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under applicable federal or state ambient air quality standards? (CEQA IIIb)			X	
5.4.5-3. Expose sensitive receptors to substantial pollutant concentrations? (CEQA IIIc)			X	
5.4.5-4. Result in other emissions, such as objectionable odors, adversely affecting a substantial number of people? (CEQA III d)			X	
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
5.4.5-5. Substantial air pollutant emissions? (TRPA 2a)				X
5.4.5-6. Deterioration of ambient (existing) air quality? (TRPA 2b)				X
5.4.5-7. Creation of objectionable odors? (TRPA 2c)				X

5.4.5-1. Would the Project conflict with or obstruct implementation of the applicable air quality plan? (CEQA IIIa)

The proposed zone change would not alter, revise, conflict or obstruct the regulations pertaining to air quality and proposes no changes to air quality policies. The area surrounding the parcel proposed for rezone is developed, formerly developed, or partially developed. The amendment would rezone a recreation parcel to mixed-use, but because of proposed policies to limit land use to residential, tourist accommodation would not be allowed and so the number of multi-family units available on the combined parcel (APN 029-441-024) would be similar to what could have been developed as tourist accommodation on former APN 029-

441-004 by itself. Therefore, the maximum development associated with the amendments (42 small multi-family residential units on the high capability portion) and subsequent Project (proposed at 30 multi-family residential units) would not conflict with implementation of an applicable air quality plan. The amendment parcel is within one-quarter mile of transit, commercial and public service uses, indicating that new development in this area is in the appropriate location to generate the shorter trip lengths and lower vehicle-miles traveled needed to meet the air quality goals of the Regional Plan and City's General Plan.

TRPA's 2020 Regional Transportation Plan (RTP) includes an analysis of its conformity with the California State Implementation Plan to ensure that the RTP remains consistent with State and local air quality planning work to achieve and/or maintain the national ambient air quality standards (NAAQS). The proposed amendment does not propose substantial changes to land use assumptions for mixed-use assigned to the amendment area and the TCAP would continue to promote higher density residential uses within one-quarter mile of transit, commercial, and public service uses, and therefore would not change the conformity determination by state regulators.

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

Short-Term Construction Emissions

Potential future development would involve tree removal, site excavation and foundation work, building construction and related construction emissions. Construction emissions are described as short-term or temporary in duration. Reactive Organic Gases (ROG), Carbon Monoxide (CO) and Nitrogen Oxides (NOx) (ozone precursors) emissions are primarily associated with gas and diesel equipment exhaust and the application of architectural coatings. Fugitive dust emissions (PM10 and PM2.5) are primarily associated with site preparation and vary as a function of such parameters as soil silt content, soil moisture, wind speed, acreage or disturbance area, and vehicle travel by construction vehicles on- and off-site.

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

- Implement measures recommended by the El Dorado County Air Quality Management District.
- Prohibit open burning of debris from site clearing unless involved with fuels reduction project.
- Utilize low emission construction equipment and/or fuels and use existing power sources (e.g., power poles), wherever feasible.

- Restriction of idling of construction equipment and vehicles.
- Apply water to control dust as needed to prevent dust impacts offsite.”

Implementation of these standard TCAP mandated measures will address short-term construction-related emissions for potential buildout on the amendment parcel.

Long-Term Operational Emissions

Future development within the project area has limited potential to affect regional air quality and create localized exposure to CO emissions because the proposed amendments do not substantially increase development intensity given the restriction on commercial and tourist uses, limiting future use to residential development only. Secondly, the project area is small and supports a small amount of growth compared to the nearby commercial core area and is within a mixed-use area served by transit and bicycle transportation facilities to reduce dependence on individual vehicle trips. Likewise, the range of uses and density that would be allowed within combined parcel project area is the same as the range of uses allowed on the former Colony Inn parcel by itself.

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

To ensure that impacts are less than significant, the project is required to pay TRPA air quality mitigation fees for new trips, now calculated as vehicle miles traveled (VMT). Air quality mitigation fees contribute the project’s fair share of cost towards the construction or operation of transportation projects in the Regional Transportation Plan that reduce air quality emissions. Therefore, the potential for future emissions is the same with or without the amendment. Using the TRPA Project Assessment online tool, the amendment (that would allow up to 42 multi-family residential units on the high capability portion of the combined parcel) is calculated to generate no more than 782 VMT and the subsequent 30 unit multi-family residential Project is anticipated to generate 559 VMT which means the proposed amendment and any subsequent multi-family residential housing project is screened out from a detailed VMT evaluation. The air quality mitigation fee for the 30 unit combined Phase 1 and Phase 2 Project will be \$109,675.80 (based on approximately \$49.90 per VMT). At present, the City does not have a jurisdictional VMT tool developed, so they are using the TRPA tool for VMT evaluation.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

The amendment if approved, proposes to permit multi-family residential land use within the TCAP recreation district on 1.29 acres formerly identified as APN 029-240-011. However, under the proposed TCAP amendment, specifically the proposed policies for the combined parcel that limit land use to multi-

family residential (prohibiting tourist and commercial uses) and , the number of potential residential units would equal up to 42 units based on the 1.69 acres of high capability land on the combined parcel. Based on the available density for the portion of the combined parcel located within the Tourist Center Mixed Use zone, up to 62 tourist accommodation or residential units (2.49 acres times 25 units/acre) could be proposed for a portion of the combined parcel. However, given that the 2.5 acre portion of the combined parcel only contains approximately 1 acre of high capability land, maximum development potential would likely be much lower, perhaps no more than 25 units. Consistent with the proposed policies in the amendments, if adopted the amendments would theoretically permit up to 42 multi-family residential units on the high capability portion of the combined parcel. The subsequent Project under consideration in this environmental document is proposing 30 multi-family residential units on the 3.79 acre combined parcel that contains approximately 1.67 acres of high capability land. The 30 total multi-family units would provide density consistent with City housing policy goals to increase density in Town Centers while complying with land coverage and height limits for the high capability portion of the project area. Limits on overall growth in the Region through the TRPA’s regional growth management system remain in place, so the overall regional development potential remains the same with and without the proposed amendment. The proposed multi-family development is within one-quarter mile of transit, commercial and public service uses, and will include trails and pedestrian walkways to connect to services, indicating that new development in this area is in the appropriate location to generate the shorter trip lengths and lower vehicle-miles traveled needed to meet the air quality goals of the Regional Plan and City’s General Plan.

The Region is designated by the state of California as non-attainment for PM₁₀, as presented in Table 5-5. A significant cumulative impact results if the Project causes a considerable increase in PM₁₀. Given the reduction in potential residential development that would occur with adoption of the proposed TCAP amendments, this impact is considered less than significant.

Pollutant	CA Status	Federal Status
1-Hour Ozone	Attainment	--
8-Hour Ozone	Attainment	Attainment/Unclassified
PM ₁₀	Nonattainment	Attainment/Unclassified
PM _{2.5}	Attainment	Attainment/Unclassified
CO	Attainment	Maintenance
NO ₂	Attainment	Attainment/Unclassified
SO ₂	Attainment	Attainment/Unclassified
All Others	Attainment (Sulfates, Lead)/Unclassified (Hydrogen Sulfide and Visibility Reducing Particles)	--

Source: RB 2019 (<https://ww2.arb.ca.gov/resources/documents/maps-state-and-federal-area-designations>) and US EPA 2020 (<https://www.epa.gov/green-book>)

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

Typical sensitive receptors include residences, hospitals, and schools. The area proposed for amendment is currently undeveloped. No new uses are proposed as allowed or special uses under the amendment that are not presently allowed in the project area. As discussed in Questions 5.4.5-1 and 2 above, the potential increase in pollutant concentrations would not be substantial even if the project area was developed at the highest density (up to 42 multi-family residential units based on 25 unit/acre on the 1.69 acres of high capability land available within the combined parcel). More than 42 units would be theoretically allowed under current TCAP zoning for just the front portion of the combined parcel. Please refer to the analysis for Question 5.4.5-1, above.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

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

As a general matter, the types of land use development that pose potential odor problems include wastewater treatment plants, refineries, landfills, composting facilities and transfer stations, none of which are allowed in the TCAP TSC-MU. No such uses currently occupy the amendment area. The land uses in the TCAP TSC-MU are not characteristic of the types of uses that would result in the development of a major source of objectionable odor.

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

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

See analysis for Question 5.4.5-1.

Environmental Analysis: *No Impact*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

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

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

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

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

The boundary of the proposed amendment area was reviewed against 1) the California Department of Fish and Wildlife’s California Natural Diversity Database (CNDDDB), and 2) the U.S. Fish and Wildlife Service’s online Planning and Conservation System (IPaC) database to identify potential habitat for candidate, sensitive, or special status species.

The IPaC database identified the following species as potentially affected by activities within the project area: Sierra Nevada yellow-legged frog (*Rana sierrae*) (federal endangered) and Lahontan cutthroat trout (*Oncorhynchus clarkii henshawi*) (threatened). Nine migratory birds were also listed in the IPaC database: bald eagle (*Haliaeetus leucocephalus*), Cassin’s finch (*Carpodacus cassinii*), golden eagle (*Aquila chrysaetos*), olive-sided flycatcher (*Contopus cooperi*), black-throated gray warbler (*Dendroica nigrescens*), Clark’s grebe (*Aechmophorus clarkii*), evening grossbeak (*Coccothraustes vespertinus*), long-eared owl (*asio otus*), and willet (*Tringa semipalmata*). However, suitable habitat for these species is not present, and the database identified no known critical habitat in the project area. The project area was previously developed and about half of the surrounding parcels to the north, south, and west are developed with urban land uses (public service, commercial, park entrance).

The CNDDDB database identified the following species within the South Lake Tahoe quadrangle: Sierra Nevada yellow-legged frog (*Rana sierrae*) (state threatened), willow flycatcher (*Empidonax traillii*) (state endangered), Tahoe yellow cress (*Rorippa subumbellata*) (state endangered), and great grey owl (*Strix nebulosa*) (state endangered). Suitable habitat for Tahoe yellow cress is not present in the TCAP amendment area. Sierra Nevada yellow-legged frog and willow flycatcher have not been observed in the

area according to the CNDDDB records and do not have suitable habitat within the proposed amendment parcels.

Therefore, implementation of the amendments and development would not result in the reduction in the number of any unique, rare, or endangered species of animals, including waterfowl.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The U.S. Fish and Wildlife Service's IPaC database identifies SEZ riparian habitat within the amendment/project area and TRPA has verified approximately 2.12 acres of land capability district 1b (SEZs) land. However, much of the SEZ located on the former Colony Inn site was previously disturbed/covered and has just recently been restored. The restoration of the SEZ and riparian habitat has been compromised by an incision in the drainage channel which has reduced water runoff to the restored SEZ vegetation. Though unrelated to the proposed amendment or subsequent project, the applicant has submitted an application and plans to TRPA to improve the functionality of the SEZ/riparian portions of the combined parcel. The amendments would rezone a current Recreation parcel to mixed-use, but the subsequent multi-family residential development project proposes no building or development within the mapped SEZ or setbacks on either parcel. All future development would be located within the high capability portions of the project area. Therefore, implementation of the amendments and project would not result in the deterioration of riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

There are no federally protected wetlands on the two parcels in the amendment or project area.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

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

The proposed amendment and project would not alter or revise the regulations pertaining to the migration or movement of animals. Due to the prior development of the project area, the area provides poor habitat for wildlife migration or nursery sites. The project is compliant with all federal, state, and TRPA regulations in Chapter 62 and 63 (Wildlife Resources and Fish Resources, respectively) of the TRPA Code of

Ordinances. Therefore, the project will not interfere substantially with the movement of any native resident species.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The amendment does not alter or conflict with existing local policies or ordinances protecting biological resources. The project is compliant with all federal, state, and TRPA regulations in Chapter 62 and 63 (Wildlife Resources and Fish Resources, respectively) of the TRPA Code of Ordinances.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The project area includes banked land coverage resulting from the removal and restoration of the former Colony Inn and native vegetation on the back portions of the two parcels. Proposed project development is consistent with all applicable land capability limitations and all land coverage is proposed for high capability lands. Removal of native vegetation is in compliance with land development capabilities.

The proposed amendment would not alter or revise the regulations pertaining to native vegetation protection during construction. Consistent with existing conditions, vegetation surrounding the construction site of a project is required to comply with Section 33.6, Vegetation Protection During Construction, of the TRPA Code of Ordinances. Protective requirements include installation of temporary construction fencing, standards for tree removal and tree protection, standards for soil and vegetation protection, and revegetation of disturbed areas.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Further, vegetation removal would be required to comply with existing TRPA, federal, and state regulations, permitting requirements, and environmental review procedures that protect habitat that supports riparian vegetation and critical wildlife. Specifically, wildlife habitats are protected by Sections 61.1.6 (Management Standards for Tree Removal), and Chapter 62 (Wildlife Resources) of the TRPA Code of Ordinances. While the project area contains SEZ habitat, the proposed development avoids this land. The mapped SEZ and any riparian vegetation within the project area will be avoided and further protected via a 10-foot setback.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The proposed amendment would not alter or revise the regulations pertaining to new vegetation and do not change requirements to comply with the State of California Model Water Efficient Landscape Ordinance.

Consistent with existing conditions, the project is compliant with the TRPA Code provisions (e.g., Section 61.4, Revegetation) and Goals and Policies that prohibit the release of non-native species in the Tahoe Region. Generally, native species require less fertilizer and water than non-native species. Provisions for fertilizer management and preparation of fertilizer management plans that address the type, quantity, and frequency of use of fertilizers are included in Section 60.1.8 of the TRPA Code. The project vegetation plan proposes the use of Quaking Aspen deciduous trees, Incense Cedar and Jeffrey Pine coniferous trees, various deciduous and evergreen shrubs, and various perennial and ornamental grasses. Furthermore, these will be planted in a revegetation mix of soil (Landscape Plan, sheet L2-01).

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion and analysis for Question 5.4.6-1 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The portion of the project area that is currently zoned for mixed-use would require the removal of 22 trees that are 30 inches or greater in diameter at breast height. The proposed amendment parcel that is currently within the Recreation zone, would require the removal of 3 trees that are 30 inches or greater in diameter at breast height (Temporary BMP Plan sheet C 3.0). The removal of trees larger than 30 inches in diameter within Recreation zones requires findings for the protection of public health or public service use. With adoption of the proposed TCAP amendment to change the Recreation parcel to a mixed-use zone, the removal of any native, live, dead or dying trees would be consistent with Chapter 61, Vegetation and Forest Health, of the TRPA Code of Ordinances.

Environmental Analysis: *No Impact.*

Required Mitigation: **None**

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

See discussion and analysis for Question 5.4.6-13 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion and analyses for Questions 5.4.6-1 and 5.4.6-3 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion and analyses for Question 5.4.6-1.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion and analysis for Question 5.4.6-4 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion and analyses for Questions 5.4.6-1, 2, and 4 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

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

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

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

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

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

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

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

There are no historical resources evident within the project area, listed on TRPA historic resources lists, or identified in the Natural Resources and Conservation Section of the TCAP (page 3-12). The project area is the site of the former Colony Inn and currently consists of restored SEZ lands and a lightly wooded forest area. The former Colony Inn portion of the project area was subject to a SEZ restoration in 2009 – the land owner has submitted application to TRPA (June 2023) to correct the former restoration work that has seen recent drainage channel incision and subsequently less flooding of the adjacent SEZ soils. In addition to the lack of any man-modifications, previous development, removal of buildings, and conservation efforts have revealed no archaeological deposits, including those of human remains.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.8 Energy (CEQA/TRPA)

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

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

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

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

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

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

The City of South Lake Tahoe has committed to a goal of 100 percent renewable energy by 2032 and is working with the local electricity provider to reach that goal and invest in greater renewable energy sources. The City Code includes requirements for water conservation devices in new or replacement facilities and

requires energy efficient outdoor lighting, which conserves energy consumption and are incorporated into the Development and Design Standards of the TCAP Amendment (TCAP Appendix C). The City has also adopted the 2016 California Energy Code within the City's building regulations, and has a Green Building Program with recommended energy efficiency measures for residential projects. TRPA Regional Plan Land Use Element AQ-1.5 encourages the construction of energy efficient buildings, replacement of energy inefficient buildings, and improvements to the efficiency of existing buildings.

Development permitted within the parameters of the proposed TCAP amendments and subsequent project would comply with energy efficiency goals and policies of the Regional Plan, City Code, and TCAP Design Standards. While any new construction would require electric and natural gas service as part of the basic services (Chapter 32, Basic Services of the TRPA Code of Ordinances) the entire area within the TCAP amendment area is currently served by existing electric and gas infrastructure. 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); therefore, demand created by the project would not exceed available capacity, or require the development of new sources of energy.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Table 5-9: Geology and Soils and Land				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
<p>5.4.9-1. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:</p> <ul style="list-style-type: none"> i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42? ii) Strong seismic ground shaking? iii) Seismic-related ground failure, including liquefaction? iv) Landslides? (CEQA VIIa) 			X	
<p>5.4.9-2. Result in substantial soil erosion or the loss of topsoil? (CEQA VIIb)</p>			X	
<p>5.4.9-3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (CEQA VIIc)</p>			X	
<p>5.4.9-4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property? (CEQA VIId)</p>			X	

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

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

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

5.4.9-1.ii) Strong seismic ground shaking?

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

5.4.9-1.iv) Landslides?

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

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

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

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

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

The potential for seismic-related ground shaking in the Region could also contribute to public safety risks and property damage associated with ground failure including liquefaction, lateral spreading, collapse, and settlement. Relatively high ground water levels in the area can contribute to the potential for ground failure, particularly during excavation and construction of below-grade structures (CSLT 2011, page 4.8-29). Hazards associated with seismic-related ground failure are regulated by the California Building Standards Code adopted by the City in Title 6 of the City's Code to ensure that structures are properly designed and constructed to withstand anticipated ground failure. The risk of injury or property damage from strong ground shaking or resulting ground failure would not increase as a result of the proposed boundary amendment and this is a less than significant impact.

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

According to the California Geological Survey (CGS), the project area is not in any known fault, liquefaction, or landslide zones. The Project site is relatively flat, and development does not propose substantial excavation or fill slopes. A BMP plan includes measures to protect disturbed soils and adjacent drainage facilities during construction.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

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

Proposed project development is on a very slight slope (0-5%) and will not be significantly graded. The project includes approximately 1.5 acres of grading and clearing. A Stormwater Pollution Prevention Plan is required as well as a valid State Waste Discharge Identification Number prior to any soil disturbance. The project is compliant with TRPA Code of Ordinances Section 33.4, Special Information Reports and Plans and City Code Chapter 7.20, and used the code to determine the design, grading, and construction practices required to avoid or reduce geologic hazards including those associated with unstable, expansive soils and slope failure. Adherence to existing regulations would ensure impacts would be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

This potential impact was previously analyzed as part of the TRPA Regional Plan Update, and therefore this analysis incorporates by reference the RPU EIS. The amendment would not alter or revise the regulations pertaining to land capability and IPES. The land coverage limitations of the adopted Regional Plan (Chapter 30 of the TRPA Code) and existing TCAP, which allows up to 70 percent land coverage on high capability lands (Class 4 through 7), and limit development to 1 percent land coverage on Class 1b land, remain in effect. Since the amendment area contains Class 5/7 and 1b lands and is located further than 300 feet from Lake Tahoe, maximum land coverage limits shall be 70 percent of high capability lands within the amendment area. The potential effects of these changes were analyzed in the RPU EIS (TRPA 2012, page 3.7-40) and were found to be less than significant.

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

The amendment does not propose an alternative comprehensive land coverage management system as defined in Section 13.5.3B of the TRPA Code of Ordinances. As such, the amendments have no effect on land capability or land coverage within the amendment area.

Development projects in the amendment area are subject to permitting by the City and/or TRPA and Project plans demonstrate that proposed compaction and land coverage are within the limits allowed in Chapters 30 and 53 of the Code. Land coverage calculations prepared for the Project (Coverage Plan, sheet L0-03 dated 11/2/23) demonstrate that proposed land coverage would total 28,128 square feet in Class 5 lands, 105 square feet in Class 1b (SEZ) lands (70 square feet at a 1.5:1 mitigation ratio), and 15,646 square feet in Class 7 lands, for a total of 43,879 square feet. With the exception of footings for the wrought iron fence along Montreal Road proposed to limit access to the proposed SEZ restoration area, no land coverage is proposed on the Class 1b lands. Using the Bailey land capability system limits, allowable land coverage for Class 5 would be 11,563 square feet (25 percent), 7,980 square feet for Class 7 (30 percent) and 922 square

feet for Class 1b (1 percent). Based on the Project's location within the TCAP, maximum allowable land coverage would equal 50,998 square feet (70 percent of high capability lands). However, based on the project area's location within the former Colony Inn site (former APN 029-441-004), there is banked land coverage (in excess of base allowable land coverage totals) available for the Project to utilize. Banked land coverage includes 32,247 square feet within Class 1b lands and 32,563 square feet within Class 5 lands. The Project proposes to utilize all 32,563 square feet of banked Class 5 land coverage for the proposed Class 5 and 7 land coverage, 105 square feet of the banked Class 1b land coverage for the Montreal Road wrought iron fence (70 square feet at a 1.5:1 mitigation ratio) located within the SEZ, and 1,789 square feet of the banked Class 1b land coverage for the proposed Class 7 land coverage.

The proposed wrought fencing along Montreal Road, located within the SEZ portion of the project area, would keep pedestrians and bikers out of the SEZ restoration work area and help avoid future disturbance to the site from unauthorized entry for persons seeking to access public lands to the east. Pursuant to TRPA Code Section 30.5.2.D, land coverage and disturbance may be permitted in Land Capability District 1b (Stream Environment Zone) for erosion control projects, habitat restoration projects, wetland rehabilitation projects, stream environment zone restoration projects, and similar projects, programs, and facilities if TRPA finds that:

1. The project, program, or facility is necessary for environmental protection;

The 70 square foot (counted as 105 square feet with 1.5:1 ratio) of land coverage for wrought iron fence posts is necessary to keep pedestrians, bike riders and sometime vehicles from entering the portion of the project area north of the fenced multi-family residential units where SEZ restoration work will be occurring under a separate application submitted to TRPA June 2023. Long term, the fencing will provide protection to the SEZ area after the restoration is completed, keeping unauthorized users out of the SEZ.

2. There is no reasonable alternative, including relocation, that avoids or reduces the extent of encroachment in the stream environment zone; and

The location for the fencing is proposed close to Montreal Road where the SEZ habitat is less sensitive to man-made disturbance because of the existing sidewalk and roadway.

3. Impacts are fully mitigated and, if applicable, transferred land coverage requirements pursuant to subparagraph 30.4.3.B.5 are met.

Construction of the wrought iron fencing requires 70 square feet of new land coverage in SEZ. To mitigate the new land coverage, Code Subsection 30.5.3 requires application of BMPs and additional land coverage mitigated with restoration in LCD 1b at a restoration/disturbance ratio of 1.5:1. The Project includes temporary BMPs to offset effects of the new fence footings, and 35 square feet of additional SEZ land coverage retirement to meet the 1.5:1 restoration ratio.

The banking of land capability Class 1b (SEZ) land coverage involved restoration on the former Colony Inn parcel (former APN 029-441-004) and not the recreation zoned parcel (former APN 029-240-011). When the Colony Inn was torn down, 104 TAUs and 1 RUU were banked on the site. Of the 104 TAUs, 84 were banked in Class 1b (SEZ) lands and 20 were banked in Class 5 lands. The previous owner completed the Class 1b restoration to obtain bonus development rights for transferring the banked units of use out of the SEZ (a one to one match). The Class 1b land was restored pursuant to a plan approved by both TRPA and Lahontan. Several years of monitoring occurred and the restoration passed final TRPA inspection on October 16, 2015 (TRPA File No. ERSP2009-3560). TRPA released the restoration project security on November 20, 2015. Unfortunately, erosion and other activities that occurred in years following

the successful restoration have caused an incision in the restored Class 1b area such that water is no longer retained and leaves the site. The functioning of the restored SEZ has suffered as a result. However, while neither the proposed amendment nor subsequent multi-family residential project application will have an impact on Class 1b (SEZ) lands located within the combined parcel (APN 029-441-024), an application has been submitted for TRPA approval (June 2023) for an SEZ restoration plan. The banked Class 1b land coverage is available for use on the higher capability lands within the amendment area.

Because the Project exceeds allowable land coverage limits outlined in the Bailey Land Capability System, excess land coverage mitigation is required as outlined in TRPA Code Chapter 30. Excess land coverage mitigation is calculated as follows:

64,810 square feet of banked land coverage on former APN 029-441-004 compared to 20,465 square feet of allowable land coverage for the combined parcel used for the Project Area (12,189 square feet of allowable land coverage on former APN 029-441-004 and 8,276 square feet of allowable land coverage on former APN 029-240-011) equals 44,345 square feet of excess land coverage. The excess land coverage mitigation shall be accomplished by one of the following options:

Option 1: $[(\text{Construction cost estimate} \times .0350)/8] \times \$8.50 = \text{required excess land coverage mitigation fee}$

$$(\$1,178,665 \times .0350)/8 \times \$8.50 = \$43,832$$

or

Option 2: $[(\text{Construction cost estimate} \times .350)/8] = \text{required excess land coverage reduction (permanent retirement of Class 1b banked land coverage)}$

$$(\$1,178,665 \times .0350)/8 = 5,157 \text{ square feet retired}$$

Based upon the collection of TRPA mandated excess land coverage mitigation fees or permanent retirement of banked land coverage, no impact occurs.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The proposed amendments would not alter or revise the regulations pertaining to grading. Consistent with existing requirements, grading and construction activities would be required to comply with the provisions of Chapter 33, "Grading and Construction," of the TRPA Code and Chapter 7.20 of the City Code. Chapter 33 includes specific provisions for timing of grading, winterization of construction sites, specifications for cut and fills areas, protection of vegetation during construction, and preparation of a Slope Stabilization Plan for projects at the request of TRPA. The City Code (Chapter 7.20) requires all projects to implement temporary best management practices (BMPs) in accordance with the *Handbook of Best Management Practices*. The BMPs must be maintained throughout the construction period until winterization and installation of permanent BMPS occurs at construction finalization.

The Project site is relatively flat, and development does not propose substantial excavation or fill slopes.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The amendment would not alter or revise the regulations pertaining to BMPs for soil erosion. Consistent with existing requirements, soil disturbance associated with the project in the amendment area would be required to comply with Chapters 33 (Grading and Construction) and 60 through 68 (Various Resource Management Chapters) of the TRPA Code of Ordinances and Chapter 7.20 of the City Code. The Project site is relatively flat, and development does not propose substantial excavation or fill slopes. A BMP plan includes measures to protect disturbed soils and adjacent drainage facilities during construction. See discussion under Question 5.4.9-8 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The amendment does not alter or revise the regulations pertaining to grading, excavation, and new disturbance. The project is compliant with the provisions of Chapter 30 (Land Coverage) of the TRPA Code of Ordinances and Chapter 7.20 of the City Code regarding permanent disturbance and Section 33.3.6 of the TRPA Code regarding protection of subsurface groundwater. The Evaluation of Seasonal High Groundwater (Welsh Hagen Associates) reports that soil mottling indicative of the seasonal high groundwater level was encountered at a depth of 8 feet to the depth explored, 9 feet. No groundwater was encountered to the depth explored of 9 feet. Excavation depths for buildings and other physical project facilities will not exceed 5 feet and therefore no groundwater interception will occur.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion and analysis for Question 5.4.9-8 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The project area includes mapped SEZ lands, but no SEZ disturbance because project development conserves these lands. The project area does not include any beaches, river or stream channels or lakes.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

The amendment would not alter or revise the regulations pertaining to geologic hazards. Chapter 35, Natural Hazard Standards, of the TRPA Code includes provisions addressing avalanche, floodplains, and wildfire and Chapter 6.15 of the City Code, addresses CBC and IBC building standards that include protections for persons and property from seismic and geologic hazards. The Project is required to meet applicable building codes and standards and has undergone site-specific geotechnical analysis as specified by Section 33.4 (Special Information Reports and Plans) of the TRPA Code of Ordinances and Chapter 7.20 of the City Code. As such, the Project would not expose people or property to geologic hazards.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

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

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

Because implementation of the Regional Plan, General Plan, and existing TCAP policies would not change under the amendment, and because the allowable land-uses and associated densities that would be allowed in the amendment area would generate VMT within TRPA Thresholds, the proposed multi-family residential development that is requested subsequent to approval of the proposed amendments would not result in a measurable increase in predicted Regional Plan GHG emissions. Using TRPA’s online VMT calculation tool for the potential buildout for 42 multi-family residential units (the maximum number of units that could theoretically be built under the proposed amendment), VMT is estimated to equal 782. As such, the level of VMT generation associated with the amendments would be screened out from further analysis under TRPA’s 2021 project impact assessment and air quality mitigation fee framework (e.g., less than 1,300 VMT for projects located within a Town Center).

Given the proposed TCAP amendment policy language that would limit land use to multi-family residential uses and therefore exclude mixed-use development containing residential and tourist/commercial land uses

within the combined parcels described in Section 2.1, implementation of the proposed zoning amendment and subsequent project approval would not substantially increase potential TCAP development density. Therefore, the proposed TCAP amendments would not result in a measurable increase in greenhouse gas emissions compared to existing TCAP zoning. Thus, this impact is considered less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

The amendment and project do not alter adopted TCAP policies regarding GHG, and the existing TCAP is consistent with applicable plans, policies and regulations adopted in the TRPA Regional Plan, Sustainable Communities Strategy, and City General Plan to reduce emissions of greenhouse gases. As discussed in Question 5.4.10-1 above, the City and TRPA would continue to implement existing practices described in Mitigation Measure 3.5-1 of the RPU EIS, General Plan Policy NCR-5.10, and TCAP Policy NCR-5.1 which includes developing GHG reduction measures on a project-specific basis within the TCAP. The TCAP would continue to implement policies of the TRPA Regional Plan which calls for concentrating development in town centers in a pedestrian- and transit-oriented environment that focuses on enhancing non-auto modes such as walking, biking, and transit as a strategy to reduce greenhouse gas emissions.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

As discussed in Question 5.4.10-1 above, the Project would not result in any adverse alteration of air movement, moisture or temperature or change in climate.

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

Project construction requires the use of diesel fuel for the operation of construction equipment. From an air quality perspective, one of the primary concerns related to diesel fuel consumption is the resultant exposure of sensitive receptors to emissions of toxic air contaminants (TACs) that can occur during both the construction and operational phases of a project. The Project would not include the construction or operation of any major sources of TAC emissions such as power-generating plants or other heavy industrial uses.

The construction of multi-family residential units within the amendment area could result in short-term increase in the use of diesel fuel and associated short-term diesel exhaust emissions, including diesel particulate matter (PM), from the use of off-road diesel equipment required for site grading and excavation, paving, and other construction activities. However, given the restriction that the combined parcel can only be used for multi-family residential units, long term operational impacts related to use of diesel fuel would not be increased (e.g., no tourist or commercial uses would be permitted). Therefore, the overall exposure of sensitive receptors to TACs or potential for exposure would not increase as a result of the amendments and project.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Table 5-11: Hazards and Hazardous Materials and Risk of Upset and Human Health				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
5.4.11-1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (CEQA IXa)			X	
5.4.11-2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (CEQA IXb)			X	
5.4.11-3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (CEQA IXc)			X	
5.4.11-4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (CEQA IXd)				X
5.4.11-5. For a Project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? (CEQA IXe)			X	

5.4.11-6. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (CEQA VIII f)			X	
5.4.11-7. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? (CEQA IX g)			X	
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
5.4.11-8. Involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions? (TRPA 10a)				X
5.4.11-9. Involve possible interference with an emergency evacuation plan? (TRPA 10b)				X
5.4.11-10. Creation of any health hazard or potential health hazard (excluding mental health)? (TRPA 17a)				X
5.4.11-11. Exposure of people to potential health hazards? (TRPA 17b)				X

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

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

Construction would involve the storage, use, and transport of hazardous materials typical of construction and operation of multi-family residential land uses projects. Commonly used hazardous materials expected to be used during construction and operation of the Project include asphalt, gasoline, diesel, lubricants, paints, and solvents. CHP and Caltrans regulate transportation of hazardous materials on area roadways, and the use of these materials is regulated by the DTSC as outlined in CCR 22.

The Project Applicant, builders, contractors, business owners, and others would be required to use, store, and transport hazardous materials in compliance with local, State, and federal regulations during construction and operation. Compliance with mandatory State and federal standards for the transport and use of hazardous materials will reduce potential hazardous materials impacts to less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

Construction would involve the storage, use, and transport of hazardous materials typical of construction and operation of multi-family residential land uses projects. 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 development is required to implement and is consistent with regional, federal, state, and local regulations regarding the release of hazardous materials into the environment due to reasonably foreseeable upset and accident conditions. Therefore, this impact would be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

The nearest school is Bijou Community School, located approximately 1.8 miles from the amendment and project area. The use, storage, and transport of hazardous materials are required to be in compliance with local, state, and federal regulations during project construction and operation. Facilities that use hazardous materials are required to obtain permits and comply with appropriate regulatory agency standards and the discovery of contamination requires construction sites to cease operations. Since all development in the amendment area is required to comply with regional, federal, state, and local regulations addressing safety from hazards, including hazardous materials, the impacts of this impact are anticipated to be less than significant impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

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

The proposed amendment is located within a town center, where wildfire danger is inherently less because these areas are further from the wildland-urban interface, and there is more defensible space and pavement. New multi-family housing that may be facilitated by the amendment is still subject to fire marshal approval and local building standards that incorporate best practices and materials for home hardening to help prevent structure loss during a wildfire.

By concentrating higher density developments of remaining residential growth in centers and along evacuation routes such as major highways, rather than in lower density residential neighborhoods closer to the wildland-urban interface, or on residential neighborhood roads which may have limited exit routes, the proposed amendment may benefit evacuation planning. As documented in *The Relative Influence of Climate and Housing Development on Current and Projected Future Fire Patterns and Structure Loss Across Three California Landscapes* (Syphard, 2019), project density influences how likely a fire is to start or spread, and how likely it is that the development and its occupants will be in danger when a fire starts. Fire spread and structure loss is more likely to occur in low- to intermediate-density developments. This is because there are more people present to ignite a fire (as compared to undeveloped land), and the development is not concentrated enough (as compared to high-density developments) to disrupt fire spread

by removing or substantially fragmenting wildland vegetation. As such, centers and other urban areas adjacent to town centers are typically less fire prone than less developed areas of the Lake Tahoe Region.

Neither the amendment nor project would alter or revise the existing regulations or amend the City's Local Emergency Operations Plan or Emergency Management Plan. The amendment and project would not impair the implementation of or physically interfere with the City Natural Hazard Management Plan or Emergency Management Plan and therefore results in a less than significant impact.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

See discussion and analysis for Question 5.4.11-6 above.

The portion of the project area (former Colony Inn site) was previously developed but has since been restored. Development previously located within the SEZ has been removed and the site partially restored to pre-development conditions. Land coverage that was removed and restored has been banked. There are trees located within the project area, as the majority of the area is undeveloped, and the area is in close proximity to a fire station. The amendment would not increase the risk of exposing people and structures to hazards involving wildland fires in wildland-urban interface areas. Because the amendment area is within a very high wildfire severity zone, planned development on the site will be consistent with and implement state (e.g., Title 24 California Code of Regulations, California Building Code, Part 2, Chapter 7A), regional, and local regulations designed to reduce the risk of wildfire. All new structures are required to comply with the California Fire Code, which establishes minimum standards for materials and material assemblies to provide a reasonable level of exterior wildfire exposure protection for buildings in wildland-urban interface areas. Chapter 5.05 of the City Code, which is currently applicable to the project area, contains fire regulations adopted to safeguard life and property from fire and explosion hazards. City General Plan policies require the use of fire resistant materials, installation and maintenance of defensible space, and meeting fire flow requirements in new or rehabilitated structures. Implementation of these policies, in conjunction with the existing California Fire Code and City Code requirements would reduce impacts associated with wildland fires to a less than significant level.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.12 Hydrology and Water Quality

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

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

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

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

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

The proposed boundary amendment would not alter or revise the regulations pertaining to discharge into groundwater or surface waters and groundwater and surface water quality applicable to the amendment area. Chapter 60 of the TRPA Code of Ordinances (Water Quality) includes standards for discharge limits to surface and ground waters. Chapter 7.15 of the City Code regulates urban runoff and stormwater quality.

The amendment does not alter these requirements and no change in the application of these requirements and standards would occur. Since all existing state and local protections for surface water would remain in place and would not be altered by the amendment, and water quality BMPs (in accordance with Chapter 60 of the TRPA Code) would continue to be required for all development, the amendments would not result in adverse discharges to surface waters or alteration of surface water quality.

All development and infrastructure improvements within the amendment area would be required to meet the discharge standards of the Lahontan Regional Water Control Board. Projects that would create more than one acre of disturbance are required to prepare a Storm Water Pollution Prevention Plan (SWPPP). The Project has been designed to meet the discharge standards of the Lahontan Regional Water Quality Control Board (collect and treat the 20 year, 1 hour storm event) and applicable stormwater discharge permits (Overall Site Grading Plan, sheet C 5.0). The Project does not propose facilities to withdraw groundwater, nor does it propose underground facilities that would intercept an aquifer. The Project includes stormwater treatment facilities that are designed to collect and infiltrate stormwater runoff from paved parking, buildings and other hardscape areas. The proposed stormwater treatment plan will be reviewed during the TRPA and the Lahontan Regional Water Quality Control Board permitting process to ensure that collected runoff does not result in an adverse change to groundwater levels or groundwater quality.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The implementation of the amendment and project would not increase development density that would significantly deplete groundwater or interfere with recharge. Because TRPA Code of Ordinances Section 32.4 (Water Service) requires demonstration of adequate available water supply within an existing water right prior to permit approval, implementation of the amendment would not result in a substantial reduction in the amount of surface water or the water available for public water supplies.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

The proposed rezoning amendment and residential development project would not alter or revise the regulations pertaining to the course or direction of water movements. Project stormwater treatment plans are documented on project design sheet C 5.0 and treat the contributing drainage areas including building/roofs, roadways and parking lots. Treatment is proposed for storm water management throughout the project with infiltration trenches for collection of building runoff. Inlets are distributed throughout the site as a Best Management Practice (BMP) to collect stormwater runoff from paved driveway/parking lot areas. Stormwater is routed to the treatment vault in the western corner of the project area that is designed to capture a minimum of the 20-year, 1 hour storm runoff event.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

See discussions and analyses for Question 5.4.12-3.i.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

See discussions and analyses for Question 5.4.12-3.i.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

The proposed amendment would not alter or revise the regulations pertaining to floodplains in Section 35.4 of the TRPA Code of Ordinances (Floodplains) or Chapter 6.65 of the City Code. The amendment area is not located within the FEMA-mapped flood hazard area (FIRM Map 06017C0380F dated April 3, 2012).

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

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

The zoning amendment would continue to implement the policies of the Regional Plan (TRPA 2012d) which provides for increased density of development in Town Centers and the Regional Center. The City has prepared and adopted a Natural Hazard Mitigation Plan which provides guidance to the City for the development of pre-mitigation and post-mitigation recovery for disasters in all hazard classifications. Emergency procedures in the City are guided by South Lake Tahoe's Emergency Management Plan (EMP) and the South Lake Tahoe Fire Department's Fire Planning Process. The EMP provides a framework to guide the City's efforts to mitigate and prepare for, respond to, and recover from major emergencies or disasters.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

The proposed zoning amendment would not alter or revise the regulations pertaining to water quality control plans or sustainable groundwater management plans applicable to the amendment area. Chapter 60 of the TRPA Code of Ordinances (Water Quality) includes standards for discharge limits to surface and ground waters. Chapter 7.15 of the City Code regulates urban runoff and stormwater quality. The TRPA Lake Tahoe Water Quality Management Plan (208 Plan) and City of South Lake Tahoe Pollutant Load Reduction Plan would continue to apply to the area and the amendment propose no changes to this plan. The TCAP recognizes these plans and TRPA Water Quality Improvement Projects, none of which are altered by the amendments.

Project development meets the discharge standards of the Lahontan Regional Water Control Board. Projects that would create more than one acre of disturbance are required to prepare a Storm Water Pollution Prevention Plan (SWPPP). The TCAP amendment does not alter these requirements and no change in the application of these requirements and standards would occur.

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The proposed amendment would not alter or revise the regulations pertaining to the course or direction of water movements. There are no surface waters in the amendment area. The project is subject to permitting and environmental review, and TRPA Code sections described above as well as all other federal, state, and local regulations pertaining to the course or direction of water movements.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussions and analyses for Question 5.4.12-3.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussions and analyses for Question 5.4.12-3.iv.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The proposed amendment would not alter or revise the regulations pertaining to surface water management. Surface water and water rights in California are managed by the California State Water Resources Control Board. The development project is required to comply with Chapters 32 (Basic Services) and 60 (Water Quality) of the TRPA Code of Ordinances, which address the provision of basic services to projects and the protection of source water.

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussions and analyses for Question 5.4.12-1 above. There are no surface waters within the amendment/project area.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussions and analyses for Questions 5.4.12-1, 5.4.12-2 and 5.4.12-9 through 5.4.12-10 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The amendment area is not located within 600 feet of drinking water sources and is outside the mapped source water protection zones for existing wells near Ski Run Blvd. and US Highway 50 (TRPA, 2000).

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.13 Land Use and Planning

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

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

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

The amendment modifies the zoning of one parcel (former APN 029-240-011) from Recreation to TSC-MU and proposes a policy that limits land uses to residential development (prohibiting commercial and tourist uses) for the combined parcel. Residential is a compatible land use for the nearby community.

The area is surrounded by existing development and rezoning the recreation parcel to mixed-use would not physically divide the community. There are no plans to divide the area with roads, trenches, railroads, fences or other divisive features. The project proposes driveways that would connect the residential development to an established community, and said development is compliant with all TRPA and City policies and regulations.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion and analysis for 5.4.13-4 below.

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

See discussion and analysis for 5.4.13-4 below.

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

The proposed amendments would not alter or conflict with the policies in the TRPA Regional Plan or City General Plan, nor would they amend policies in the adopted TCAP.

However, the amendment would result in changes to the land use designation within the amendment area. The City's General Plan designates the project area as a "Tourist Center." The Tourist Center land use designation is intended for the most intensive land uses, including major commercial/visitor centers and mixed-use residential. This General Plan land use designation is used for areas in the City that are currently developed as commercial/visitor centers, have excess land coverage, where vertical mixed-use projects are appropriate, and are near commercial, employment, transit, and public services. Therefore, the proposed rezoning amendment and development project are compatible with Land Use and Community Design Policies, LU-3.3, LU-3.6, and LU-4.3.

While the TCAP currently assigns a Recreation zone to the proposed amendment parcel, the parcel is also included in the TCAP Town Center Overlay and included in the Transfer of Development Rights Receiving Area. The TRPA Conceptual Regional Land Use Map (https://www.trpa.gov/wp-content/uploads/documents/archive/2/FinalAdoptedRegionalPlanMaps_amended1-2-2018.pdf) identifies the amendment area as "Tourist" land use and within a "Town Center" district. Town centers are targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern and provides economic opportunities in the Region. The amendment is therefore consistent with aspects of both the TRPA Regional Plan and TCAP. Specifically, the rezoning amendment and development project are compatible with TRPA Land Use Policies LU-1.1 and LU-1.2 as well as Community Design Policy LU-2.1.

Recreation zoning does not allow for residential uses, while mixed-use zoning allows for residential, among a variety of other uses, increasing the potential density and development intensity of the amendment area. Since the proposed policies included in the amendments (applicant proposed and City proposed) will prohibit tourist and commercial uses otherwise available in the TSC-MU district and thereby limit future use to residential development, the total number of multiple-family units within the combined parcel (APN 029-441-024) would not be substantially greater compared to the number allowed under TSC-MU for the former Colony Inn parcel itself (from 25 to 42 potential multi-family residential units based on the amount of high capability land available on the combined parcel).

Although the list of uses changes, the changes in allowed land uses do not significantly alter the land use direction of the area or conflict with goals and implementation measures in the Regional Plan or General Plan for Town Centers. In fact, both the amendment and development project support transit-oriented development goals and policies of the TRPA Regional Plan, TCAP, and City of South Lake Tahoe General Plan. Amending the subject parcel to the TCAP TSC-MU supports the goal of delivering higher density

housing in Town Centers and protection of mapped SEZ areas, which are proposed for conservation in the Project.

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

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

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

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

The use of natural resources, such as construction wood or metals, or gasoline will occur incrementally with project development. The use of natural resources, such as construction materials (e.g., concrete, wood or metals) and fuel (e.g., diesel, natural gas and gasoline) would occur during project construction and to some extent, long-term operation of the Project (fuel and public utilities). The RPU EIS (TRPA 2012a, page 5-3) acknowledged the potential increase in the use of natural resources resulting from development within the Tahoe Region. The Project is consistent with development density and goals for the project area. Therefore, the use of natural resources is consistent with assumptions used in the RPU EIS and would not be in quantities that would result in a significant effect.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.15 Noise

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

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

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

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

The proposed zoning amendment does not alter the CNEL standards set forth in the TCAP for the overall TSC-MUD district. The noise standard in Recreation land use is 55 CNEL as compared to 60 CNEL in the TCAP TSC-MU. However, because the proposed amendment would exclude commercial and tourist uses on the combined parcel and limit future use to multi-family residential , anticipated noise levels would be less than may be allowed within the TSC-MU district.

Noise/Land Use Compatibility

Policy LU7-2 of the TCAP requires an acoustical analysis as part of the environmental review process when noise-sensitive land uses are proposed in areas exposed to existing or project exterior noise levels exceeding the levels shown in Table HS-1 and HS-2 of the City General Plan, so noise mitigation may be included in the project design. The City and/or TRPA would only approve projects that can demonstrate compliance with the applicable noise standards. The Project site is not located adjacent to land uses with high ambient noise levels. However, the US Highway 50 South Shore Community Revitalization Project plans to relocate US Highway 50 to a new alignment located adjacent to the project area. Existing Ordinance and General Plan policies will guide the development of the new highway corridor as described below. As such, proposed land uses would be compatible with the future US Highway 50 transportation corridor.

Traffic-Related Noise

Code of Ordinances Section 68.8.3 requires all substantial transportation projects in transportation corridors that are not in attainment of adopted CNEL standards incorporate mitigating design features to achieve adopted standards. As documented in Appendix A, the project will result in an increase in vehicle travel (up to 559 VMT) and traffic volumes on roadways; however, the potential increase in traffic would not result in a noticeable increase in traffic noise, particularly given the size of the amendment area and the presence of existing transit services, which would reduce individual vehicle trips associated with new development. A noticeable increase in traffic noise (e.g., 3 dB) requires a doubling of traffic in the measurement area and the potential increase in vehicle trips would be a very small percentage of the existing baseline; therefore, no noticeable increase in traffic-related noise would occur as a result of the amendment.

To ensure that the generation of noise levels in excess of standards established for the TCAP is not exceeded, the TCAP incorporates a noise policy which is designed toward reducing traffic-related noise. Policy LU7-1 requires the mitigation of new transportation noise sources to the levels shown in Table HS-2 of the City General Plan (CSLT 2011b, page HS-10) at all outdoor activity areas and interior spaces of

existing noise-sensitive land uses. Further, the City and/or TRPA would continue to evaluate individual projects within the TCAP amendment area at a project level and would enforce CNEL standards on a project-by-project basis pursuant to the noise limitations in Chapter 68 (Noise Limitations) of the TRPA Code of Ordinances.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

The amendment would not alter existing noise policies and do propose new development. Construction activities associated with projects could potentially expose noise-sensitive receptors to levels that exceed TRPA noise standards and/or expose noise-sensitive receptors to excessive noise levels. Construction activities would include site preparation (e.g., demolition, clearing, excavation, grading), foundation work, paving, building construction, utility connections, finishing, and cleanup. These activities typically involve the use of noise-generating equipment such as cranes, excavators, dozers, graders, dump trucks, generators, backhoes, compactors, and loaders. Noise levels associated with these types of equipment are typically between 70 and 85 dBA Lmax at 50 feet.

The TRPA Standard Conditions of Approval for Grading Projects (TRPA Permit Attachment Q) and Standard Conditions of Approval for Residential Projects (TRPA Permit Attachment R) include construction provisions that call for the location of construction staging areas as far as feasible from sensitive air pollution receptors (e.g. schools or hospitals), closure of engine doors during operation except for engine maintenance, location of stationary equipment (e.g. generators or pumps) as far as feasible from noise-sensitive receptors and residential areas, installation of temporary sound barriers for stationary equipment, and use of sonic pile driving instead of impact pile driving, wherever feasible. As required by TRPA Code Chapter 3, any project with potentially significant impacts would require mitigation.

The TCAP incorporates the City's General Plan noise policies and provides expanded protection from groundborne vibration and groundborne noise levels. Policy LU7-3 requires an analysis of a vibration impact be conducted for all construction activities that include impact equipment and activities such as pile driving, soil compaction, or vibratory hammers that occur within 200 feet of existing structures. These policies ensure that construction operations are designed to avoid or mitigate for vibrations above 0.02 inches/second (0.5 mm/second). At present, construction plans do not call for the use of these types of vibration emitting equipment.

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

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See the response to Question 5.4.15-1, above. While the maximum allowable CNEL for the amendment area would increase with the proposed zoning amendment, neither the amendment nor subsequent development project proposes new land uses that would increase noise levels that are inconsistent with plan guidance.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

Single-event noise standards are set forth in Section 68.3.1 of the TRPA Code of Ordinances for aircraft, water craft, motor vehicles, motorcycles, off-road vehicles, and over-snow vehicles. The project's limitation to residential use would not create single event noise levels in excess of TRPA standards. The zoning amendment proposes changes in land use, but only a small increase in allowable CNEL (an increase of 5) and no significant noise increase is expected.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The TCAP amendments and Project propose residential buildings on the combined parcel that was once home to the Colony Inn and includes the adjacent recreational zoned parcel. While adjacent land uses include a public service yard (electrical substation) and commercial retail center, the existing CNEL levels do not exceed 60 dBA. TRPA noise monitoring efforts completed for the most recent threshold evaluation (TRPA, 2019) document average noise levels across monitored hotel/motel and commercial areas are well within the 60 dBA threshold standard (<https://thresholds.laketahoeinfo.org/ThresholdIndicator/Detail/34>).

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The zoning amendment rezones one parcel from Recreation to TSC-MU. Land uses allowed in the TCAP TSC-MU would be applied to the amendment area, but proposed policies will prohibit tourist and commercial uses within the amendment area. The project in the amendment area will be compliant with TRPA and City noise standards. Since it is currently adjacent to a mixed-use area, continuation of the uses and types of allowed uses through the TCAP amendment would not result in incompatible uses.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See the response to Question 5.4.15-2, above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.16 Population and Housing

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

Table 5-16: Population and Housing				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
5.4.16-1. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (CEQA XIVa)				X
5.4.16-2. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere? (CEQA XIVb)				X
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
5.4.16-3. Alter the location, distribution, density, or growth rate of the human population planned for the Region? (TRPA 11a)				X
5.4.16-4. Include or result in the temporary or permanent displacement of residents? (TRPA 11b)				X
TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
5.4.16-5. Affect existing housing, or create a demand for additional housing? Will the proposal decrease the amount of housing in the Tahoe Region? (TRPA 12a-1)				X
5.4.16-6. Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates				X

affordable by lower and very-low-income households? (TRPA 12a-2)				
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5.4.16-1. Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? (CEQA XIVa)

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

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

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

5.4.16-5. Will the Project affect existing housing, or create a demand for additional housing? Will the proposal decrease the amount of housing in the Tahoe Region? (TRPA 12a-1)

5.4.16-6. Will the Project affect existing housing, or create a demand for additional housing? 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-2)

The proposed TCAP amendments and subsequent residential development project are intended to facilitate construction of multi-family residential units on the combined parcel that once included the former Colony Inn hotel. No existing housing will be removed for the Project. Project construction would increase future population in the TCAP area; however, this growth is consistent with the Regional Plan, TCAP, and City General Plan. While currently zoned as Recreation, the amendment area is identified by TRPA Regional Plan land uses maps as Tourist within a Town Center District and is within an area marked for Transfer of Development Rights Receiving Area for existing development and multi-residential units. The purpose of the receiving District (TCAP TSC-MU) is to provide a mix of uses, including residential uses within a transit-oriented area. The amendment would maintain the permissible use of employee housing that Recreation zoning allows. While the subsequent Phase 1 and Phase 2 multi-family project proposes construction of new residential units, the anticipated population growth associated with the planned density is consistent with theoretical development potential on the former Colony Inn site under current TCAP goals and policies. Therefore, there is no impact.

Should the amendment be approved, the subsequent Phase 2 multi-family project includes two units that will request residential bonus units and be deed restricted under the “achievable housing” income category. This income category has been added to TRPA’s definition of housing available for the residential bonus unit program to increase opportunities for persons who qualify based on income (e.g., household income less than 120% area mean income) or who are full time equivalent workers in the Lake Tahoe Basin.

Environmental Analysis: *Less than Significant Impact/No Impact.*

Required Mitigation: **None.**

5.4.17 Public Services

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

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

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

See discussion and analysis for Questions 5.4.17-4 and 5.4.17-5 below.

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

See discussion and analysis for Question 5.4.17-4 below.

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

See discussion and analysis for Question 5.4.17-4 below.

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

The proposed amendment and project would facilitate multi-family residential development within the amendment area. These changes would result in localized population increases that create an additional demand for police, fire protection, emergency services and to a lesser degree, schools. However the existing TCAP TSC-MU District on the former Colony Inn site would allow this same level of residential development without the proposed amendment, so the amendment does not create an increased change to the number of overall residential units or population increases that the TCAP currently allows.

With respect to police protection services, the South Lake Tahoe Police Department provides law enforcement services within the area. The California Highway Patrol (CHP) Valley Division, which includes the greater Sacramento area and the Sierra Nevada foothills to the west, is responsible for all traffic related incidents and assists the Police Department when necessary. The CHP area office is located at 2063 Hopi Avenue in Meyers. The Valley Division oversees four major highways and miles of county roads in the Region including US 50 and SR 89. Jail facilities are managed by the El Dorado County Sheriff's Department and are located at 1051 Al Tahoe Boulevard. The jail is a Type II facility and may house both pre-sentenced and post-sentenced male and female defendants. The jail has a capacity of 158 beds.

South Lake Tahoe Fire Rescue (SLTFR) is a municipal fire department that is primarily organized, equipped, and trained to perform fire suppression duties in structural firefighting, initial attack wildland firefighting, vehicular fires, traffic collisions and any other call for service. Additionally, SLTFR provides Advanced Life Support (ALS) paramedic level medical care and responds to all medical aid calls within the city as well as outside of the city when requested through mutual aid. ALS transport is not handled by the fire department--it is run by Cal Tahoe Ambulance through the Cal Tahoe Joint Powers Authority which operates out of private facilities in the City. The department currently operates three staffed fire stations including Fire Station One (the nearest station is at Ski Run Blvd and Pioneer Trail), Fire Station Two (2951 Lake Tahoe Blvd), and Fire Station Three (2101 Lake Tahoe Blvd). The Fire Department currently serves the amendment area, and the amendment would not affect current service or demand. The amendment would increase the area that permits multi-family residential development, but would not substantially increase the total number of residential units that could be constructed since employee housing is already an allowable land use on the recreation zoned part of the combined parcel. In addition, the project would

be required to ensure adequate fire protection services per the City's General Plan and permitting process. General Plan policies also require the installation of fire-resistant materials, and incorporation of fire safe landscaping and defensible space in all remodeled or new construction. Furthermore, new construction will follow current California Fire Code to prevent or minimize fires. The proposed amendment would allow structures of up to 56 feet (four stories) on the parcel currently zoned Recreation, as is currently allowed in the TCAP TSC-MU. Though the amendment would allow an additional story, the Project is proposing three-story multi-family structures, and therefore the amendments do not create impacts to public services that were not accounted for in the original TCAP analysis.

The Lake Tahoe Unified School District (LTUSD) serves a 10.1 square mile area that includes the TCAP area as well as the entire City of South Lake Tahoe. LTUSD operates eight schools but has had to close schools in the recent past due to declining enrollment. Given the current facilities and stagnant enrollment, LTUSD is not experiencing any capacity issues and does not expect any such issue to occur in the future. With the limited growth allowed by the TRPA Regional Plan that results in a projected growth rate of 10.8% for the next twenty years or 0.58% a year (TRPA 2012a, page 3.12-12) the implementation of the zoning amendment is not expected to exceed the existing capacity or result in a need for new or physically altered governmental facilities. The amendment slightly increases the land area where multiple family residential units would be permitted, but given the small area of the amendment, population increases would not adversely affect school enrollment. Estimated population of the maximum multi-family residential development permissible under the proposed amendments (42 units based on the available high capability land) would be approximately 105 to 126 residents (2.5 to 3 persons/units). However, it is possible that multi-family residential units in the amendment location could be used for short term vacation rental, and so permanent population numbers would likely be substantially less. Therefore, impacts associated with implementation of the TCAP amendment would be less than significant.

Within the TCAP, public facilities include Fire Station #1, the transit center, and Explore Tahoe Visitor Center at Heavenly Village, none of which are in the proposed amendment area. Implementation of the amendment is not expected to result in increased demand for community facilities and services or a need for new or physically altered governmental facilities as the amendment would not substantially create new population.

Given current public service staffing levels, the proximity of services, implementation of City policies to minimize fire risk and reduce demand, declining school enrollment, and since the amendment area is already served by these services, it is not anticipated that implementation of the amendment and development project 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.

No other public facilities are within the proposed development area. Implementation of the project is not expected to result in increased demand for community facilities and services or a need for new or physically altered governmental facilities as the amendment would not substantially create new populations.

See discussion and analysis in Question 5.4.17-5, below, for parks and recreation impacts.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The proposed amendments would rezone an existing portion of the combined parcel (former APN 029-240-011) from Recreation to mixed-use, the zoning associated with the remainder of the newly combined parcel (former APN 029-441-004). The two parcels, now combined (APN 029-441-024), are privately-owned by the same owner. The associated Project proposal would construct multi-family residential units on the rezoned portion of the parcel. The residential development would effectively eliminate the parcels use for recreational land uses. However, at present, there are no recreational facilities in planning stages for the parcel.

Adjacent State-owned land located to the east, where the South Tahoe Greenway shared-use trail is proposed for future development, would still be available to serve recreational purpose should multi-family residential units be constructed on the re-zoned portion of the parcel. Access to the future South Tahoe Greenway for nearby residents and visitors to the South Tahoe tourist core would be provided by way of the Van Sickle Bi-State Park entrance located 200 feet north of the amendment area and not through the privately-owned APN 029-441-024. However, the California Tahoe Conservancy is concerned that residents of the proposed residential development may create informal user trails between the privately-owned parcel and the state owned lands to access the future Greenway trail and the Park. The League to Save Lake Tahoe is concerned that residents may create informal trails within the SEZ portions of the combined parcel restored following the removal of the former Colony Inn hotel. Such actions could disturb vegetation, create erosion, and increase trash on public lands and within the privately-owned SEZ boundary. The Conservancy is also concerned that residents could store personal belongings on the state owned land located directly behind and to the southeast of the proposed residential homes. To mitigate the potential impacts to public lands and the privately-owned SEZ, the proposed multi-family residential project (Phase 1 Plan Revision) includes split rail fencing along a portion of the perimeter of APN 029-441-024 and internally along the SEZ boundary to encircle the proposed multi-family residential structures. The new fencing will connect to the existing fencing that encircles the adjacent electrical substation to the south. Inclusion of the proposed fencing as part of the Phase 1 Plan Revision will reduce the potential for significant impacts to adjacent Parks, public recreational lands and the restored privately-owned SEZ from misuse by future residents.

The amendments and subsequent project will generate recreation demand by increasing the number of residents in the project area, however, this increase is consistent with the development levels allowable under the current Regional Plan, TCAP and City General Plan. The amendments would not increase demand beyond what was previously analyzed in the TCAP. The potential localized increase of up to 90 residents (30 total multi-family units at up to 3 persons/unit), or visitors if the homes are used as short-term rentals, would not cause a significant impact because a similar number of tourist accommodation or residential units could be constructed today under existing zoning. If built out as tourist units or smaller attached residential units, the former Colony Inn parcel could accommodate approximately 25 units by itself. Therefore, the proposed amendments and subsequent Phase 2 Project application do not substantially increase the number of residents or visitors that a subsequent project application would permit on the site.

Existing recreation opportunities are numerous and can meet the potential increase in resident or visitor population from the proposed multi-family residential project within and in the vicinity of the TCAP (i.e. Timber Cove Marina, Connolley Beach, Ski Run Marina and Beach, Lakeside Marina, Heavenly Resort California Base, Heavenly Gondola, Van Sickle Bi-State Park, Bijou Golf Course [and public beach], the Nevada Stateline to Stateline Bikeway at Rabe Meadow, Nevada Beach, Round Hill Pines Beach and other bike paths, hiking and mountain bicycle trails, and other public parks). Many recreational facilities and bike routes are less than one mile from the area to be amended, and Van Sickle Bi-State Park is immediately adjacent. The existing TCAP includes policies and implementing strategies to enhance public recreation

facilities, as does the City's General Plan. Because of the wide range of public recreation opportunities within and outside the boundary, visitor usage is spread out, avoiding demand that causes substantial deterioration of any one facility. In addition, the proposed TCAP amendment policies would reduce the number of potential multi-family housing units that could be constructed on the combined parcel compared to existing conditions. Therefore, the potential for increased use of existing neighborhood and regional parks or other recreational facilities as a result of implementing the project is not expected to result in or accelerate a substantial physical deterioration of recreation facilities.

The zoning amendment and Project do not propose changes to existing recreation facilities or to the policies and implementation measures in the existing TCAP.

Environmental Analysis: *No Impact*

Required Mitigation: **None.**

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

The zoning amendment would not alter or revise policies and practices pertaining to public facility and roadway maintenance. The City's existing policies in the Public/Quasi-Public Facilities and Services Element regarding public facility and road maintenance remain in effect (Goal PQP-1.1, Policy PQP-1.5, and Policy PQP-1.8).

The subsequent Phase 2 project plan for 30 multi-family residential homes includes one paved driveway for vehicle access, but does not result in a need for new or altered public roads or pedestrian facilities. The project area driveway will connect each approved multi-family residential home to Montreal Road. Residents can access nearby commercial and recreational land uses by way of existing pedestrian facilities located along Montreal Road and other nearby roadways. Driveway design meets the City and TRPA development and design codes.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.18 Recreation

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

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

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

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

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

See discussion and analysis in question 5.4.17-5 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The proposed amendment and multi-family residential project do not create additional recreation capacity.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The residential development project does not physically impact existing or planned recreational facilities. The entrance to the Van Sickle Park is located nearby, approximately 200 (from property line) to 500 feet (from driveway) north of the proposed TCAP amendment area and multi-family residential development. In November 2020, a previous application for amendment of the TCAP included a request to rezone a second privately-owned Recreation parcel (APN 029-441-003) located north of the Former Colony Inn parcel and the Recreation parcel included in this analysis. However, based on comments received from the League to Save Lake Tahoe (League) and the California Tahoe Conservancy (CTC)/Nevada Division of State Parks (NV State Parks) regarding the level of development proposed for the Recreation parcels (high density residential and tourist uses), pedestrian and vehicle safety, and potential Park management issues from increased use by adjacent residents/visitors, the project applicant revised the proposed TCAP amendment application. The revised application eliminates the Recreation parcel (APN 029-441-003) located north of the Former Colony Inn parcel that includes an easement for the Van Sickle Park entrance and now only includes the single privately-owned Recreation parcel (former APN 029-240-011) located east of the former Colony Inn parcel. The TCAP amendment application was also revised to add policies that would limit future development on the combined parcel (former Recreation parcel and former Colony Inn parcel) to multi-family residential development (specifically it excludes commercial and tourist uses). These changes to the proposed TCAP amendment largely address the concerns raised by the League and CTC/NV State Parks and eliminate the potential for direct impacts to the Park entrance roadway and intersection on Montreal Road. However, the California Tahoe Conservancy is concerned that residents of the proposed residential development may create informal user trails between the privately-owned multi-family residential parcel and the state owned lands to access the future Greenway trail and the Park. The League to Save Lake Tahoe is concerned that residents may create informal trails within the SEZ portions of the combined parcel restored following the removal of the former Colony Inn hotel. Such actions could disturb vegetation, create erosion, and increase trash on public lands and within the privately-owned SEZ

boundary. The Conservancy is also concerned that residents could store personal belongings on the state owned land located directly behind and to the southeast of the proposed residential homes. To mitigate the potential impacts to Parks and other public recreational lands from new residents of the proposed multi-family development, the project Phase 1 Plan Revision now includes perimeter fencing to reduce the potential for creation of informal trail access that may result in significant impacts to adjacent Parks and public recreational lands from misuse by future residents.

While the amendment would change the land use of the amendment area from recreation to tourist center mixed-use (residential), no recreational facilities or uses currently exist within the amendment area or combined parcel proposed for multi-family residential development. Nor does the combined parcel provide public access to publicly-owned lands located east of the amendment area, where the future South Tahoe Greenway shared-use trail is proposed.

As such, development of multi-family residential on the combined parcel would not impact existing access to existing or planned recreational uses.

Goal R-5 of the Regional Plan specifically addresses incompatibility of recreational uses and the associated system for regulating PAOTs (Section 50.9 of the TRPA Code), which would preclude any conflicts between existing or proposed recreational uses (TRPA 2012d, pages 5-7 and 5-8). Additionally, the potential for expanded land uses to create conflicts between existing land uses was analyzed in Impact 3.11-2 of the RPU EIS (TRPA 2012a, page 3.11-21) and was found to be less than significant due to the existing protections in the goals and policies of the Regional Plan.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

Direct public access to Lake Tahoe and public lands is not located within the privately-owned amendment area. Public access to Van Sickle Bi-State Park and other state owned lands contiguous with the Park property and amendment parcel (including the Conservancy owned land proposed for the future South Tahoe Greenway) is located approximately 200-300 feet north of the amendment area on Montreal Road via the Van Sickle Park entrance roadway and informal dirt trail. Residents of the proposed multi-family residential development could access the Park and future Greenway trail by walking out to Montreal Road by way of the proposed driveway, then along Montreal Road on existing pedestrian facilities to the Park entrance. From there an existing dirt trail provides access to the Park facilities and the future Greenway trail connection. The Conservancy is concerned that the limited vehicle parking within the Park would be utilized by private users from the proposed multi-family residential project within the amendment area, thereby decreasing access to the Park by the public. This concern is unlikely to occur as the Van Sickle parking lot is located 0.6 mile away from the proposed entrance to the multi-family residential development. Further, each detached residential unit would include a two car garage plus two parking spaces within the driveway and the attached residential units would include parking underneath and along the access driveway. Therefore, the amendments and subsequent multi-family residential development would not decrease public access to public lands.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Table 5-19: Transportation, Traffic and Circulation				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
5.4.19-1. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? (CEQA XVIIa)				X
5.4.19-2. Conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? (CEQA XVIIb)			X	
5.4.19-3. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (CEQA XVIIc)				X
5.4.19-4. Result in inadequate emergency access? (CEQA XVIId)				X
TRPA Initial Environmental Checklist Item	Yes,	No, With Mitigation	Data Insufficient	No
5.4.19-5. Generation of 650 or more new average daily vehicle miles traveled (VMT) (TRPA 13a)?				X
5.4.19-6. Changes to existing parking facilities, or demand for new parking? (TRPA 13b)		X		
5.4.19-7. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities? (TRPA 13c)				X
5.4.19-8. Alterations to present patterns of circulation or movement of people and/or goods? (TRPA 13d)				X

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

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

The TCAP, City General Plan, City Code, TRPA Linking Tahoe Regional Transportation Plan, TRPA Regional Plan, and TRPA Code of Ordinances contain transportation goals, policies, implementation measures, and mitigation requirements applicable to the amendment area. Performance levels are established through level of service (LOS) criteria, which is set at LOS C for rural recreation roads, and D on rural and urban developed roads and signalized intersections, and may be LOS E during peak hours in urban hours of less than four hours per day (TRPA Regional Plan Transportation Element Policy 4.11). Likewise, the standard in General Plan Policy TC-1.2 and TCAP Policy T-1.2 is LOS D on all streets and intersections, with up to 4 hours of LOS E acceptable during peak periods. Other policies seek to increase multi-modal and non-motorized travel, although there is no performance threshold for these policies.

The amendment does not propose to alter or revise, and would not conflict with, an applicable plan, ordinance or policy establishing the measures of effectiveness for the performance of the circulation system. Existing plans, ordinances, and policies would continue to be applicable and implemented in the project area. The amendment would not increase vehicle trips so as to conflict with LOS standards because the traffic impacts of the allowed uses, and small increase in multi-family density applicable to the amendment area are planned for in local and regional plans. As stated in the July 8, 2019 traffic memo prepared for a similar project application that included up to 17 residential units (Appendix A), multi-family development of the amendment area has the potential to result in an increase of approximately 112 daily vehicle trip ends and up to 11 PM peak hour trips, which is considered an insignificant increase as described in Section 65.2.3.C of the TRPA Code of Ordinances and would not be expected to cause an exceedance of the traffic operational thresholds. Under the revised Project application that would include a total of 30 multi-family residential units to meet the City’s housing policy goals to increase density in the Town Centers, the total number of daily vehicle trip ends would equal just under 200 using the same trip generation rates and reductions for non-auto trips, still considered an insignificant increase per TRPA goals and policies.

The proposed TCAP amendments would continue to implement policies of the adopted TRPA Regional Plan and City General Plan, which encourages a land use pattern that promotes the use of alternative modes of transportation. Any potential development within a mixed-use area already served by transit, bicycle, and pedestrian facilities would support existing transportation goals and policies and would increase the potential to replace individual vehicle trips with transit or non-motorized trips. The amendment area is near Transit Route 55 and 50 with bus stops located at Moss Rd., Park Ave., and former Raley’s with daily service provided from 6:00 AM to 7:00 PM. There is also a Class I bike path (shared use path) along Ski Run Blvd. and US Highway 50 and a Class II bike lane on Pioneer Trail that connects the Class I paths to the general project area. CTC’s proposed South Tahoe Greenway, a proposed Class I Share Use Path in the TCAP (Figure 6-1, Proposed Transportation Network, September 2020), would bisect the publicly-owned parcel adjacent to the amendment area (APN 029-240-10). The TCAP policies regarding transit, bicycle and pedestrian facilities would apply to the amendment area. The existing TCAP goals include promoting the area as a pedestrian and transit-oriented center and seek to establish development and design standards that improve the pedestrian and transit environment through complete streets. No adverse change to the existing facilities is proposed.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

TRPA is the designated Regional Transportation Planning Agency in the Lake Tahoe Region and has established Level of Service (LOS) standards for roadways and intersections and Vehicle Miles of Travel (VMT) standards. TRPA and TMPO administer regional programs to reduce Vehicle Miles Travelled (VMT) and achieve regional VMT standards in the Tahoe Basin. VMT is dependent on the origin and destination of persons traveling to and from uses within the TCAP boundary and the net increase in region-wide trips after accounting for transferred development. VMT is a measure of automobile travel within the transportation system, and an indicator of the degree of integration between the transportation system and planned uses (i.e., a lower VMT indicates greater beneficial integration of transportation systems and land uses to reduce personal vehicle travel). VMT is also a proxy for regional traffic congestion, as well as for air quality. The recently adopted VMT threshold (“TSC1 – Reduce Annual Daily Average VMT Per Capita by 6.8% from 12.48, the 2018 baseline, to 11.63 in 2045) transitions from an air quality focus to a transportation and sustainable communities perspective.

The updated project impact assessment process implements the new VMT threshold at the project and plan level. The proposed TCAP amendments would expand the area available for multi-family residential development by rezoning the former recreation parcel to tourist center mixed-use. However, it also includes policies that limits the uses in the combined parcel to multi-family residential (prohibits commercial and tourist uses). As such, the amendments do not increase the overall development density or intensity of the combined parcels, as the western portion of the combined parcel (former APN 029-441-004; currently zoned as mixed-use) could be developed at densities of up to 25 units per acre without the proposed amendments.

The amendments would not create a measurable VMT increase compared to existing conditions. Increases in VMT do not exceed thresholds or conflict with applicable congestion management plans, as the potential maximum development of 42 multi-family residential units under the proposed amendments (based on 1.69 acres of high capability land within the combined parcel) would create an additional 782 VMT, which is below the 1,300 VMT screening limit for the project area (within the tourist core/town center). Therefore the amendment area is screened from additional analysis – only the mobility mitigation fee would be needed to mitigate the VMT of the subsequent 30 unit multi-family residential development project. Therefore, potential impacts related to the VMT standard are considered to be less than significant.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

Consistent with the TRPA Regional Plan and City General Plan, implementation of the proposed amendment does not increase hazards. Should the amendment be approved, the subsequent 30 unit multi-

family residential project (including existing approval, Phase 1 plan revision and proposed Phase 2) complies with appropriate federal state, and local roadway, sidewalk, and intersection design standards (e.g., AASHTO, MUTCD, Caltrans Highway Design Manual, City Public Improvement and Engineering Standards, and TCAP Development and Design Standards) for public health and safety reasons.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion and analysis for Questions 5.4.11-6, 5.4.11-9, and 5.4.17-1 above that conclude that implementation of the amendment and subsequent Project will not impact emergency evacuation plans or access. The amendment and project do not include changes to roadways that would impair access and does not propose new public roadways. Likewise, the amendment does not propose new land uses or developments that would impair existing access. The proposed 30 unit multi-family residential project complies with state and/or local requirements for roadway design (e.g., South Lake Tahoe City Code Article VII. Parking, Driveway and Loading Spaces) to ensure emergency vehicles have appropriate access and turning radius for emergency response.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.19-5. Will the Project generate 650 or more new average daily vehicle miles travelled (VMT)? (TRPA 13a)

TRPA has replaced the (daily vehicle trip end) DVTE standard long used for determination of transportation impact determination with a vehicle miles traveled (VMT) standard. As discussed in Question 5.4.19-2, adoption of the proposed amendments would permit a maximum potential residential buildout of 42 multi-family units on the 1.69 acres of high capability land located within the combined parcel. However, the proposed Phase 1 Plan Revision and upcoming Phase 2 project application propose a maximum of 30 multi-family residential units, resulting in a total of 559 VMT based on the TRPA project impact assessment (PIA) tool. Ultimately, even with the change in zoning from recreation to tourist center mixed use, the amendments would not substantially increase maximum development potential on the combined parcels due to the limited amount of high capability land available for development and limitation on land uses that excludes future mixed-use projects and the possibility of combined tourist/residential projects. With adoption of the amendments, potential VMT impacts are consistent with those previously analyzed in the TCAP. Given that this is considered an insignificant impact as described in Section 65.2.3.C of the TRPA Code of Ordinances, the potential to exceed the threshold does not increase with implementation of the amendments.

Because the subsequent proposed multi-family development project proposes no more than 30 units), the VMT of the housing project (estimated at 559 VMT) will be less than the potential impact evaluated for the amendments. Thus, there is no impact.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

Neither the amendment nor subsequent Project will change existing parking facilities. The multi-family residential project plan accounts for parking requirements in the TCAP, City parking ordinance (e.g., South Lake Tahoe City Code Article VII. Parking, Driveway and Loading Spaces), and TRPA Code. The Tourist Core Area Plan defers to City Code for off-street parking requirements. Multi-family residential developments within the City are required to have two spaces per unit, and 0.25 spaces of guest parking for each unit located in attached residential buildings. Adequate parking is proposed for the detached single family residences (buildings 1, 2, and 5) and the proposed duplex (building 7). There is adequate parking for the proposed Phase 1 plan revision that would increase total multi-family units to 18 with parking supply of 37 total spaces for attached units and parking demand of 36 spaces. However, when combined with the proposed Phase 2 multi-family residential project (12 additional units), 56 parking spaces are required for the attached residential units and the plans depict only 49 proposed parking spaces. As such, the combined Phase 1 and Phase 2 Project has a parking deficit equal to 7 parking spaces that will need to be provided offsite through an agreement with adjacent land owners or through amendment to the onsite parking standards for the TCAP. Therefore, the impact to parking supply is significant and requires mitigation to be considered less than significant.

Environmental Analysis: *Less than Significant Impact with Mitigation.*

Required Mitigation: **TRAN-1 Parking Supply.**

Prior to construction of Phase 2 multi-family residential units, the applicant shall either enter into an agreement with an offsite land owner to utilize seven parking spaces, get agreement from the City for parking on nearby public roadway right of way, submit a parking analysis that supports a reduction in the parking demand ratio, or work with the City to amend TCAP parking standards for multi-family residential housing so that a parking deficit does not occur.

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

See discussions and analyses for Questions 5.4.19-3, 5.4.19-5, 5.4.19-6, 5.4.19-8, 5.4.19-9 and 5.4.19-10. The amendment will not impede the construction of the proposed South Tahoe Greenway Class I Share Use Path on the adjacent publicly-owned parcel (APN 029-240-010). Future residents of multi-family residential units constructed within the amendment area as a result of the proposed rezone would be required to access the shared-use trail like other residents in the City who reside on or near the trail corridor, using neighborhood connections, or other public access points (e.g., Van Sickle Bi-State Park).

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion and analysis for Question 5.4.19-2 and Appendix A.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion and analysis for Questions 5.4.19-1, 5.4.19-3, and 5.4.19-4. The driveway location for the proposed multi-family residential project has been reviewed and approved by the City as part of the Project's Phase 1 approval. The driveway plan anticipates development of additional multi-family residential units on the existing recreation parcel. The amendments would allow for the project applicant to build 12 additional multi-family residential units (Phase 2), each of which would access Montreal Road using the approved but not constructed driveway location. No additional access to public roadways would be necessary.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

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

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

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

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

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

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

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

There is no evidence of intact, potentially significant Washoe cultural sites within the existing TCAP or proposed amendment area. Pursuant to AB 52, the City of South Lake Tahoe 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 December 14, 2021. To date, no response has been received.

Federal and state regulations, the TRPA Code (Chapter 67) and City General Plan policies address protection of cultural resources and provide processes to avoid or minimize impacts to such resources. Included in the existing Codes and policies are measures to identify cultural resources discovered during ground disturbing construction activities, and protect those deemed to be potentially eligible for the National Register or of unique ethnic value. 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 5.4.7-1, 5.4.7-4, and 5.4.7-5 above. Implementation of federal and state regulations, TRPA Code (Chapter 67), and General Plan policies address protection of historic, cultural, archaeological and paleontological resources and provide processes to avoid or mitigate impacts to these resources. Therefore, any development associated with the amendment would not result in a physical change that would affect unique ethnic cultural values.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Table 5-21: Utilities and Service Systems				
CEQA Environmental Checklist Item	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
5.4.21-1. Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunication facilities, the construction or relocation of which could cause significant environmental effects? (CEQA XIXa)				X
5.4.21-2. Have sufficient water supplies available to serve the and reasonably foreseeable future development during normal, dry, and multiple dry years? (CEQA XIXb)				X
5.4.21-3. Result in a determination by the wastewater treatment provider that serves or may serve the Project that it has adequate capacity to serve the Project’s projected demand in addition to the provider’s existing commitments? (CEQA XIXc)				X
5.4.21-4. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? (CEQA XIXd)				X
5.4.21-5. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? (CEQA XIXe)				X

TRPA Initial Environmental Checklist Item	Yes	No, With Mitigation	Data Insufficient	No
Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:				
5.4.21-6. Power or natural gas? (TRPA 16a)				X
5.4.21-7. Communication systems? (TRPA 16b)				X
5.4.21-8. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider? (TRPA 16c)				X
5.4.21-9. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider? (TRPA 16d)				X
5.4.21-10. Storm water drainage? (TRPA 16e)				X
5.4.21-11. Solid waste and disposal? (TRPA 16f)				X

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

Amendment of the project area would not require additional wastewater conveyance or treatment capacity. In the South Tahoe Public Utility District, existing average wastewater flow rates are little more than half of the total export capacity (see Table 5-22 below). Additionally, the area to be amended is already adjacent to developed urban land uses and connected to/served by the wastewater treatment system. Although total area available for multi-family residential development would increase with approval of the proposed TCAP amendments, the development would not substantially increase wastewater flow rates, thus, it is reasonable to assume that sufficient capacity would be available.

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

Additionally, the project is required to meet the Basic Services and Facilities Standards contained in the TRPA Code of Ordinances. Therefore, implementation of the amendments and project would not cause sewage treatment capacity to exceed the permitted capacity of the service provider.

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

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

See Questions 5.4.8-1-4 above that concludes that the available capacity would far exceed the demand generated at build-out of the TRPA Regional Plan; therefore, demand created by implementation of the amendments would not result in a need for new or altered power or natural gas systems.

The amendment area is currently served by telecommunications systems. The City Code requires any communication wires to be installed underground (Chapter 6.15 SLTCC). Project development is located within existing service areas for communication systems providers.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

Implementation of the amendments and the subsequent residential development project could result in some increased demand for water supply resulting from increased population (up to 90 residents) in the amendment area. However, current surface water allocation to the Tahoe Region pursuant to the Truckee River Operating Agreement (TROA) is 34,000 acre feet/year (afy), and current Region-wide demand is approximately 28,079 afy (TRPA 2012, page 3.13.-11). Additional demand generated by the TRPA Regional Plan is approximately 1,725 afy which, given remaining water supply availability, could be accommodated with existing supplies. The increased density associated with this amendment is consistent with the Regional Plan. Thus, it is reasonable to assume that sufficient capacity would be available to accommodate development at the higher densities proposed for the amendment area.

Water service is provided by the South Tahoe Public Utility District. At present, the District provides service to 14,000 connections and has a 7 million gallon per day production capacity. Water is provided 100 percent from 13 groundwater wells. All drinking water is pumped from underground aquifers through an intricate system of wells and water booster stations interspersed through the service area. No water is taken from Lake Tahoe. To ensure that adequate amounts of water are delivered safely to homes and businesses, the system also maintains 23 tanks and 26 pressure-reducing underground valves. The District

provides water to over 13,000 homes and over 625 commercial and governmental sites, supplying more than 2.5 billion gallons of water annually.

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

Additionally, the project structures will meet the Basic Services and Facilities Standards contained in the TRPA Code of Ordinances. Therefore, implementation of the TCAP amendment would not create water use in excess of the maximum permitted capacity of the service provider.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Wastewater would be collected and treated by the South Tahoe Public Utility District, who reports existing average wastewater flow rates are little more than half of the total export capacity (see Table 5-22 under question 5.4.21-1). The area surrounding the Project is already developed and connected to/served by the wastewater treatment system.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

As reported in the environmental documentation for the TCAP (2013), South Tahoe Refuse (STR) is under contract with the City to collect solid waste from area households and businesses as well as to process and transfer all solid waste for disposal or recycling. STR's main facility, which consists of a transfer station and materials recovery facility located at the transfer station, has a total permitted capacity of 370 tons per day, but currently receives approximately 275 tons per day. The remaining capacity of 95 tons per day is sufficient to serve the potential growth within the area proposed for amendment. Any additional staffing or equipment required to increase service to the area would be funded through the additional service rates that would be collected by STR from the new development. Solid waste is disposed of at the Lockwood Regional Landfill in Sparks, Nevada. This landfill has a total capacity of approximately 302 million cubic yards as a

result of recent expansion, currently contains 32.8 million cubic yards of waste and is not expected to reach capacity for over 100 years, with implementation of approved expansions (NDEP, 2013 and Washoe County, 2016).

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

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

Communication systems are not listed as a required basic service by TRPA Code of Ordinances; however, the City Code requires any communication wires to be installed underground (Chapter 6.15 SLTCC). Project connections would be located within existing right-of-way areas dedicated for communication systems providers.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion and analysis for Question 5.4.21-1 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion and analysis for Question 5.4.21-4 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.22 Wildfire (CEQA)

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

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

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

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The amendment area is currently undeveloped and contains trees, some shrubs, and forest debris, with some SEZ vegetation. Although amending the area to TSC-MU zoning would allow for residential use within a larger area, the amendment would not expand the existing urban boundary per TRPA Code of Ordinances and the subsequent multi-family residential project development would not increase the risk of exposing people and structures to hazards involving wildland fires in wildland-urban interface areas due to applicable regulatory standards. The project is required to be consistent with and will implement state, regional, and local regulations designed to reduce the risk of wildfire (e.g., defensible space, building materials, fire flow requirements). All new structures are required to comply with the California Fire Code, which establishes minimum standards for materials and material assemblies to provide a reasonable level of exterior wildfire exposure protection for buildings in wildland-urban interface areas. Chapter 5.05 of the City Code contains fire regulations adopted to safeguard life and property from fire and explosion hazards. City General Plan policies require the use of fire-resistant materials, installation and maintenance of defensible space, and meeting fire flow requirements in new or rehabilitated structures. Plans for the proposed multi-family residential development document a 10 foot non-combustible zone around each home. Aerials document sparse vegetation on state owned lands immediately east of the proposed amendment parcel (proposed multi-family residential homes) which is consistent with guidance for the lean, clean and green zone which contains no continuous fuels that would enable a fire to burn up to the proposed structures. Implementation of these policies, in conjunction with the existing California Fire Code and City Code requirements would reduce impacts associated with wildland fires to a less than significant level.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

See discussion and analysis for Question 5.4.22-2 above. The amendment area is surrounded by existing development, including public service infrastructure on the adjacent parcel. Should the amendments be

approved, the subsequent multi-family residential development project (Phase 1 plan revision and Phase 2 application) consists of thirty (30) attached and detached units on the combined parcel (029-441-024), an increase from the previously approved project (4 units) on the Former Colony Inn site (APN 029-441-004). Development includes extension of existing driveways, fuel breaks, utility lines, and water be constructed; however, such infrastructure would not be servicing new areas, but an extension to or connection to existing infrastructure. Utilities are required to be located below ground, and no increased fire risk would occur.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.4.23 Mandatory Findings of Significance

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

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

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

5.4.23-1. Does the Project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the major periods of California history or prehistory? (CEQA XX1a)

Fish and Aquatic Habitat

The TCAP amendments would not affect, alter, or revise any TRPA Regional Plan or City General Plan policies pertaining to the Shorezone and Lakezone, management of aquatic resources, or permitting of projects affecting these habitats. The TCAP amendments would permit development and redevelopment only in accordance with the TRPA Regional Plan and City General Plan, and any projects proposed within the plan area that could affect aquatic habitats would be subject to TRPA’s existing regulations requiring

project-specific environmental review and development and implementation of project-specific measures for any significant effects on fish habitat as a condition of project approval. No such habitats exist within the project area for the multi-family residential development. This potential impact was analyzed in the RPU EIS and, with implementation of TRPA's existing policies and code provisions, found to be less than significant (TRPA 2012a). Construction activities could result in temporary increases in sedimentation and the release and exposure of construction-related contaminants. As under existing conditions, these impacts would be minimized and mitigated through construction BMPs and compensatory mitigation requirements as specified in TRPA and City policies and code provisions, and other applicable federal and state regulations.

Rare, Threatened, or Endangered Species and Communities

The TCAP amendments would not affect, alter, or revise TRPA Regional Plan policies regarding the protection of rare, endangered, or sensitive plant and animal communities. Compliance with all provisions in Chapter 67 of the TRPA Code of Ordinances is still required for all project review. Future development or redevelopment could only occur in accordance with the TRPA Regional Plan, City General Plan, and the existing TCAP, and any projects proposed within the amendment area that could affect sensitive plant or animal communities would be subject to TRPA's existing regulations requiring project-specific environmental review and development and implementation of project-specific measures for any significant effects on habitat as a condition of project approval. No such habitats exist within the project area for the multi-family residential development. 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).

Cultural, Historical, and Archeological Resources

The TCAP amendments would not affect, alter, or revise TRPA Regional Plan policies regarding the protection of cultural, historical, or archeological resources. Compliance with Chapter 67 of the TRPA Code of Ordinances is still required for all project review. In addition, federal and state regulations address protection of these resources and provide mechanisms to minimize impacts. The amendment area was previously partially developed, leaving some potential for resources to persist in the area. The TCAP amendments would permit development or redevelopment only in accordance with the TRPA Regional Plan and the City General Plan, some of which could occur on properties with unknown buried resources. No such resources have been discovered within the project area for the multi-family residential development. During project construction, if any on-site buried cultural, historical, and archeological resources would be identified, construction would halt so the significance of the find could be determined, and appropriate mitigation implemented in accordance with federal, state, City, and TRPA regulations.

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

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

The adopted TCAP is a collection of both short- and long-term goals, policies, and measures designed to guide the development of the plan area and support the Region in attaining environmental thresholds and other important objectives. These goals, policies, and measures are inherently cumulative in nature as they are applied over a long-term basis, for the planning area as a whole, and in compliance with City and TRPA goals, policies, measures, and thresholds. The TCAP amendments do not propose new policies or alterations to existing policies that would be cumulatively considerable. The rezone amendment allows for multi-family residential development to be spread out at less density on the combined parcel owned by the applicant, but essentially maintains the existing range of land use intensity and density, thereby restricting the potential for cumulatively considerable impacts. The area was previously partially developed, resulting in little cumulative impact potential should redevelopment occur in the future. The amendment does not propose any changes to the overall growth allowed in the Basin by the Regional Plan, nor would it cumulatively contribute to changes to the overall growth allowed when other projects or Area Plan amendments are considered.

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

Air Quality/GHG Emissions

As discussed in Questions 5.4.10-3 and 5.4.8-1, although multi-family development for employee housing could occur on a parcel currently zoned Recreation, total development density would be unchanged from existing conditions because the amendment would only add 0.69 acre of additional high capability land to the TSC-MU District. As discussed in the analysis above, it may be theoretically possible to build up to 42 small multi-family units on the combined 1.69 acres of high capability land. Should the amendment be approved, the Phase 1 plan revision and Phase 2 application would add 30 multi-family residential units to the combined parcel. Under existing zoning, it would be possible to construct a similar number of tourist accommodation units on just the front portion of the combined parcel. The future multi-family residential development is a localized impact and would not contribute to any increase in overall growth or associated greenhouse gas (GHG) emissions beyond what was considered in the Regional Plan or City General Plan. The location of the additional multi-family residential units in the amendment area is within close proximity to transit, jobs, and services is likely to result in reduced trips and trips lengths and lowered GHG compared to development occurring further from a Town Center Area. Therefore this development is consistent with the Regional Plan and City General Plan and is not anticipated to contribute to an increase in overall GHG emission that would cumulatively contribute to global climate change. The City General Plan EIR identified

significant GHG emissions impacts and the City adopted mitigation measures to address this issue, which remain in effect. The TCAP amendments would not interfere with implementation of these measures, GHG reduction targets, or GHG emissions reduction strategies. Because development and potential population increases associated with this and other pending amendments (i.e., TCAP Beach Retreat) must be consistent with the regional growth management system allowed by the Regional Plan and focus on bringing additional density to centers where GHG emissions will be lower compared to development allowed outside of centers, it is not anticipated to contribute considerably to global climate change and the impact is less than significant.

Traffic

The TCAP rezone amendment would not affect, alter, revise or conflict with applicable plans, ordinances or policies establishing the measures of effectiveness for the performance of the circulation system. Due to the existing development within and surrounding the amendment area, there is no potential for significant traffic increases, particularly with the presence of nearby transit stops. Redevelopment could increase land use density, and thereby increase vehicle trips however, the area is small and the number of units that could be developed is not substantial enough to result in a significant traffic increase. Increases in vehicle trips associated with redevelopment at the proposed density limits would not be significant. Consistent with the Regional Plan, individual redevelopment projects in the TCAP that would generate a net increase of 1,300 VMT or more would be required to prepare a project-level traffic analyses in accordance with the TRPA Code. The proposed 30 unit multi-family residential project would generate 559 VMT, well below the 1,300 screening limit for preparation of a project-level traffic analysis. For any new VMT that are generated (regardless of whether a traffic analysis is completed), TRPA requires an applicant to offset the potential regional traffic and air quality effects of the new trips by requiring an applicant either to: (1) contribute to the Air Quality Mitigation Fund, or (2) implement regional and cumulative mitigation measures equivalent or greater in cost than the calculated Air Quality Mitigation Fee.

Water Quality

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

Cultural Resources

Because federal and state regulations, the TRPA Code of Ordinances (Chapter 67), and City General Plan policies address protection of these resources and provide processes to avoid or minimize impacts to historic and archaeological resources, the amendment area contains no known resources, and any redevelopment would be required to comply with federal and state regulations, TRPA Code of Ordinances and the City General Plan policies during project specific review, the amendments would not contribute to an adverse cumulative effect on archeological or historical resources.

Noise

The TCAP amendments would not alter noise policies and the existing maximum CNEL levels and Regional Plan and General Plan noise policies would continue to be applied. Given the small number of

potential additional units and traffic from proposed multi-family residential development, no notable increase in noise would occur. Therefore, the amendment would not create a significant noise level increase. For these reasons, the proposed rezone amendment would not contribute to an adverse cumulative increase in noise levels.

Geologic Hazards

The proposed amendments would not alter any policies regarding geologic resources or hazards. Because existing TRPA and City protections are in place, and project-specific environmental review is required for the multi-family residential development project, implementation of the proposed amendments would not result in increased exposure of people or property to geologic hazards. Project land coverage would use land coverage banked from the removal of the former Colony Inn.

Risk of Upset (Emergency Evacuation)

The proposed amendments would not alter any regional or local goals or policies regarding risk of upset, hazards or emergency evacuation. If approved, the amendments would expand the TCAP boundary where multi-family residential development is permitted, immediately adjacent to an existing mixed-use development district. The proposed amendment is located within a town center boundary, where wildfire danger is inherently less because these areas are closer to fire stations, public utility infrastructure such as fire hydrants, and access roadways. The proposed multi-family housing that may be constructed following adoption of the amendments is subject to fire marshal approval and local building standards that incorporate best practices and materials for home hardening to help prevent structure loss during a wildfire. Placement of the proposed multi-family development close to existing ingress/egress routes and designated evacuation routes to efficiently evacuate both the proposed project population and the existing community population, is consistent with existing evacuation plans and simultaneously provides for emergency access to the project site. Because existing TRPA and City plans are in place to evacuate residents during an emergency, implementation of the proposed amendments would not result in increased exposure of people or property to wildfire and other emergency evacuation hazards.

Scenic Resources

As discussed in the analysis, the amendment would alter the allowable maximum height standards and density limits for multi-family dwellings within parcels composing the amendment area. However, the proposal is not adjacent to any scenic threshold site, nor visible from offsite scenic resources. The existing TCAP scenic protections would not be altered, and all permitted projects would still be required to meet the TRPA scenic threshold non-degradation standard. Therefore, the TCAP amendment would not contribute to an adverse cumulative effect on scenic resources.

Recreation

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

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

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

Public Services and Utilities

The same service and utility providers provide service to the two parcels regardless of whether they are currently zoned mixed-use or Recreation. Therefore, rezoning the parcel from the Recreation to Mixed-Use District within the existing TCAP Town Center boundary does not alter demand on services or capacity.

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *Less than Significant Impact.*

Required Mitigation: **None.**

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

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

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

The TCAP implements the TRPA Regional Plan's policies, ordinances, and land use controls designed specifically to achieve long-term environmental goals, and the City's policies, ordinances, and land use controls which are also designed to achieve long-term goals and guide City development over a period of decades. The TCAP implements these policies, which promote concentrating development and redevelopment in urban centers, such as the Mixed-Use District, combined with transfer of land coverage and development rights from sensitive lands and lands more distant from community center, and restoration of those areas (TRPA 2012a). The proposed amendments would not alter this long-term goal, nor does it

propose changes to land use or design that would be substantially different from what is currently allowed or that achieve a short-term goal at the expense of long-range planning for the area. While short-term impacts could occur during redevelopment activities, redevelopment projects have the potential to achieve long-term goals, such as increasing the number of affordable housing units.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion and analysis for Question 5.4.23-2 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

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

See discussion and analysis for Question 5.4.23-3 above.

Environmental Analysis: *No Impact.*

Required Mitigation: **None.**

5.5 CERTIFICATION [TRPA ONLY]

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

Tahoe Regional Planning Agency

Date

5.6 REFERENCES

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APPENDIX A LSC TECHNICAL TRAFFIC REPORTS



LSC TRANSPORTATION CONSULTANTS, INC.

2690 Lake Forest Road, Suite C
P. O. Box 5875
Tahoe City, CA 96145
(530) 583-4053
FAX (530) 583-5966
Email: lsc@lsctahoe.com
Website: www.lsctrans.com

July 8, 2019

Michael Wischmeyer, CEO
HVR Acquisitions LLC
PO Box 803
Zephyr Cove, NV 89448

RE: Old Colony Inn Residential Development—
Trip Generation Analysis

Dear Mr. Wischmeyer:

Per your request, LSC Transportation Consultants, Inc. has prepared a trip generation analysis for the potential housing development at the old Colony Inn site in South Lake Tahoe. The site is located on Montreal Road between Heavenly Village Way and Fern Road behind the Raley's shopping area. As the project is under the TRPA's 200 trips per day threshold, only a trip generation letter is needed, rather than a full traffic study.

The proposed project would consist of 4 duplex units, 12 single family units and 1 unit over the garage as shown in the attached site plan. This report provides the number of trips generated by the project based on standard rates and then a reduction for non-auto trips will be considered.

Trip Generation

Trip generation evaluates the number of vehicle trips that would be generated by the proposed project. Standard trip rates are provided in the Tahoe Regional Planning Agency's (TRPA) *Trip Table* (TRPA, 2019) and in the Institute of Transportation Engineer's (ITE) *Trip Generation Manual, 10th Edition* (ITE, 2017). These standard rates are shown in Table 1 along with the proposed number of units.

Non-Auto Reduction

The project area has a significant volume of non-motorized transportation due to the nearby destinations, flat topography and presence of pedestrian and bicycle amenities. Available survey data was reviewed to identify non-auto travel mode reduction factors. Based on TRPA travel surveys conducted in the summer of 2018, the non-automotive trip percentage of similar land uses (permanent and second homes, and vacation rentals such as Airbnb) in the Stateline area is 37 percent. This data includes 59 surveys, which satisfies the TRPA's minimum requirement for

estimating non-auto reductions of 50 surveys. The majority of these non-auto trips are made by walking, as the site is within a convenient walking distance of Village Shopping Center, the Heavenly gondola area, bus stop, many restaurants, etc. Due to the lack of connection to the nearby pedestrian walkways and sidewalks and the large square footage of most of the proposed homes, the non-auto access is assumed to be slightly lower at 30 percent as shown in Table 1.

By applying the trip generation rates and the non-auto reduction, the resulting estimated trip generation at the site driveways is calculated to be 112 daily trips and 11 PM peak hour trips (7 inbound and 4 outbound), as shown in Table 1.



Please contact our office with any comments or questions pertaining to this analysis.

Respectfully Submitted,

LSC TRANSPORTATION CONSULTANTS, INC.

By: Leslie Suen
Leslie Suen, PE, Engineer

Enclosed: Site Plan, Table 1

Table 1: Old Colony Inn Trip Generation

Description	Quantity	Units	ITE Land Use Category	Trip Generation Rates				Reduction for Non-Auto Access	External Trip Generation at Site Driveways			
				Daily	PM Peak Hour				Daily	PM Peak Hour		
					In	Out	Total	In		Out	Total	
Single Family Residence	12	DU	Single-Family (ITE 210)	9.54	0.62	0.37	0.99	30%	80	5	3	8
Duplex	4	DU	Single-Family (ITE 210)	9.54	0.62	0.37	0.99	30%	27	2	1	3
Over Garage Apartment	1	DU	Multi-Family (ITE 220)	7.32	0.35	0.21	0.56	30%	5	0	0	0
Total	17	DU							112	7	4	11

DU = Dwelling Unit

Source: LSC Transportation Consultants, Inc., Tahoe Regional Planning Agency (TRPA), and Institute of Transportation Engineers Trip Generation (10th Edition)



WISCHMEYER RESIDENCES

A.P.N. 029-441-04
A.P.N. 029-240-11
3794 MONTREAL RD.
SOUTH LAKE TAHOE, CA, 96150
EL DORADO COUNTY

JOB NO: 201831
DATE: 01/28/2019
REVISIONS:

COUNT	UNIT TYPE	#BEDROOMS	LIVING SF	GARAGE SF	TOTAL SF
2	DUPLEX				
1	1ST FLOOR	2 BED	1,150 SF	200 SF	1,350 SF
2	2ND/3RD FLOOR	3-4 BED	2,500 SF	200 SF	2,700 SF
1	SINGLE FAMILY				
5	SMALL 3 STORY	3 BED	2,300 SF	400 SF	2,700 SF
3	MEDIUM 3 STORY	4 BED	3,300 SF	400 SF	3,700 SF
4	LARGE 3 STORY	5 BED	4,300 SF	500 SF	4,800 SF
1	OVER GARAGE	1 BED	800 SF	200 SF	1,000 SF
17 TOTAL UNITS					

COUNT	BUILDING TYPE	FOOTPRINT
2	DUPLEX	1,410 SF
1	SINGLE FAMILY	1,350 SF
5	SMALL 3 STORY	900 SF
3	MEDIUM 3 STORY	1,245 SF
4	LARGE 3 STORY	1,520 SF
1	GARAGE w/ UNIT OVER	800 SF
15 TOTAL BUILDINGS		

COUNT	PARKING TYPE	TOTAL SPACES
4	SURFACE PARKING	4
2	GARAGE PARKING	2
8	2 CAR	16
4	3 CAR	12
1	SEPARATE GARAGE STR.	4
38 PARKING SPACES ON SITE		

NOT FOR CONSTRUCTION

SITE LAYOUT

A1



LSC Transportation Consultants, Inc.

2690 Lake Forest Road, Suite C

P.O. Box 5875

Tahoe City, CA 96145

530-583-4053 ▲ FAX: 530-583-5966

info@lsctahoe.com ▲ www.lsctrans.com

September 6, 2023

Michael Wischmeyer
HVR Acquisitions LLC
PO Box 803
Zephyr Cove, NV 89448

RE: SLT Old Colony Inn Redevelopment – VMT and Parking Analysis

Dear Mr. Wischmeyer:

Per your request, LSC Transportation Consultants, Inc. has prepared a Vehicle Miles Traveled (VMT) and parking analysis for the proposed 30 residential units located on Montreal Road east of Fern Road in the City of South Lake Tahoe, California. First, the land uses are discussed. Then the VMT analysis is presented. Then the parking demand of the proposed project is estimated, based on the applicable parking code. Finally, the total parking demand is compared to the proposed parking supply to determine the overall parking balance.

Land Uses

The project proposes to provide 30 residential units which will be split into two separate phases. Phase 1 will construct two market-rate detached single-family dwelling units with private attached garages and parking in front of the unit. In addition, phase 1 will construct two multi-family developments composed of an additional 16 multi-family dwelling units. Three surface parking spaces will be provided for guest parking.

Phase 2 will be composed of one market-rate detached single-family dwelling unit and one duplex composed of two market-rate dwelling units. All three of these units will have a private attached garage and parking in front of the units. In addition, phase 2 will construct one multi-family development composed of an additional 9 multi-family dwelling units. Six additional surface parking spaces will be provided for guest parking.

In total, the project upon full buildout will be composed of 3 market-rate detached single-family dwelling units, one market-rate duplex composed of two dwelling units and 25 market-rate multi-family dwelling units.

VMT Analysis

VMT was evaluated in accordance with latest TRPA Project Impact Assessment Guidelines (January 3, 2022). Per TRPA standards, this analysis focuses on VMT generated within the Tahoe Basin only. The project VMT was evaluated using the online Project Impact Analysis Tool developed by TRPA. The project is located in PIA Zone 6. Based on the PIA tool, the 18 market rate units in Phase 1 would generate 335 daily VMT as shown in Table 1

and the attached output. Because the project is within ½ mile of a Town or Regional Center and the total project VMT is lower than 1,300 VMT threshold, the project is considered a low VMT project and is screened from any further analysis. The mobility fee associated with Phase 1 is \$65,727.00.

For Phase 2, the 12 market rate units would generate 224 daily VMT as shown in Table 1. The mobility fee for Phase 2 of the project is \$43,948.80.

Parking Demand of the Proposed Project

The City of South Lake Tahoe Code is the applicable parking code for this project. Table 2 presents the evaluation of the parking demand associated with the proposed land uses.

For phase 1, applying the parking rates for single-family homes to the detached housing units results in a total demand of 4 parking spaces. The rate for attached housing units is based on the multi-family rate and the number of bedrooms in each unit. In addition, multi-family dwelling units that contain more than one bedroom must also provide guest parking. Applying the parking rates to the attached housing units results in a total demand of 32 parking spaces. As all the attached housing units contain more than one bedroom, the guest parking for the attached housing units results in a total demand of 4 parking spaces. The Tourist Core Area Plan was also reviewed, and no additional parking reductions were identified.

The same parking rates described above were applied to Phase 2. For Phase 2, the detached housing unit and the duplex results in a total demand of 6 parking spaces and the attached housing unit plus guest parking results in a total demand of 20 parking spaces.

Proposed Parking Supply

The detached housing units and the duplex have private garages and driveways available for use. As reserved parking for each unit is available, the parking supply is considered adequate.

The proposed parking supply for the attached housing units is 27 parking spaces on site for phase 1 and 22 parking spaces for phase 2. As the anticipated parking demand is 36 parking spaces in Phase 1, the proposed parking results in a deficit of 9 parking spaces. For Phase 2, as the anticipated parking demand is 20 parking spaces, the proposed parking results in a surplus of 2 parking spaces.

Looking at the full buildout of the project, a total of 56 parking spaces are required for the attached housing. As there are only 49 parking spaces provided, there is a deficit of 7 parking spaces and the parking supply is considered inadequate.

Conclusions

The following conclusions are made based on this analysis:

- The total VMT generated by the proposed 30 residential units is 559 vehicle miles traveled and is therefore screened from further analysis.
- The mobility fee for the project is \$109,675.80.
- There is adequate parking for the detached housing units.

- Upon full buildout, the attached housing will require 56 parking spaces. As only 49 parking spaces are provided, the parking is considered inadequate and an additional 7 spaces are required.



Please contact our office at (530) 583-4053 with any questions or comments pertaining to this analysis.

Respectfully Submitted,
LSC Transportation Consultants, Inc.

by Leslie Suen
Leslie Suen, PE, Associate

Attached: Tables 1 and 2, TRPA PIA Output

TABLE 1: South Lake Tahoe Old Colony Inn Update - VMT					
Description	Quantity	Units	Project VMT		
			Screened Out?	Total VMT	Mobility Fee
Phase 1					
Market-Rate Units	18	DU	Yes	335	\$ 65,727.00
Phase 2					
Market-Rate Units	12	DU	Yes	224	\$ 43,948.80
Total	30	DU	Yes	559	\$ 109,675.80
<i>DU = Dwelling Units; KSF = 1,000 square feet; VMT = Vehicle Miles Traveled</i>					
Source: LSC Transportation Consultants, Inc. and TRPA PIA Tool					

Table 2: South Lake Tahoe Old Colony Inn Update - Peak Parking Demand

Description	Quantity	Units	Land Use Category	Parking Rate ¹	Code Required Parking	Parking Spaces Provided
Phase 1						
<i>Detached Housing²</i>						
Building 1	1	DU	Single-Family House	2.0 space per DU	2	4
Building 2	1	DU	Single-Family House	2.0 space per DU	2	4
Detached Housing Units have parking in front and inside attached garages						
<i>Attached Housing²</i>						
Building 3	6	DU	Multifamily Development	2.0 space per DU	12	10
Building 4	10	DU	Multifamily Development	2.0 space per DU	20	14
Guest Parking			Multifamily Development	0.25 space per multi-room DU	4	3
Subtotal for Attached Housing Phase 1					36	27
Parking Deficit for Phase 1					-9	
Phase 2						
<i>Detached Housing²</i>						
Building 5	1	DU	Single-Family House	2.0 space per DU	2	4
Building 7	2	DU	Duplex	2.0 space per DU	4	6
Detached Housing Units have parking in front and inside attached garages						
<i>Attached Housing²</i>						
Building 6	9	DU	Multifamily Development	2.0 space per DU	18	16
Guest Parking			Multifamily Development	0.25 space per multi-room DU	2	6
Subtotal for Attached Housing Phase 2					20	22
Parking Surplus for Phase 2					2	
Full Buildout						
<i>Detached Housing and Duplexes²</i>						
Building 1					2	4
Building 2					2	4
Building 5					2	4
Building 7					4	6
Detached Housing Units and the Duplex have parking in front and inside attached garages						
<i>Attached Housing²</i>						
Building 3					12	10
Building 4					20	14
Building 6					18	16
Guest Parking					6	9
Total Attached Housing Parking Demand					56	49
Parking Deficit for Full Buildout					-7	
<p><i>DU = Dwelling Units; KSF = 1,000 square feet; BD = bedroom</i></p> <p><i>Note 1: Parking Requirements from South Lake Tahoe Code Sections 6.85.</i></p> <p><i>Note 2: All housing units have more than 1 bedroom</i></p> <p><i>LSC Transportation Consultants, Inc.</i></p>						

Project Details

The tool provides initial screening for all project types and more detailed analysis for residential, tourist accommodation unit, and public service projects. All non-screened commercial, recreation, and other projects will need to complete a more detailed transportation analysis. For detailed information on the PIA framework, tool usage, and calculations see the User Guidelines. For detailed information on the PIA framework, tool usage, and calculations select the User Guidelines tab. For questions about the project impact assessment process contact Melanie Sloan (msloan@trpa.gov). For technical issues with the tool contact Reid Haefer (rhaefer@trpa.gov).

Date Submitted

Tue Sep 5 20:55:05 2023

Report Notes

None

Analysis Type

TRPA

Existing Land Use

Not Applicable

Proposed Project

SLT Old Colony - Phase 1

Residential (Market-Rate)

18.00 Units

\$65,727

VMT

Proposed Project Gross VMT - 335

Existing VMT - 0

Mitigated VMT - 0

Project Total Net VMT - 335

Standard of Significance VMT - 0

Mitigation Needed - 0

Mobility Fee - \$65,727

Screening

Screened - Yes

Additional Analysis Required?

Mitigation Info

Mitigations -

Percent - 0.00%

Other Project Details

Zone ID - Zone 6

Zone Average Trip Length - 4.97

ITE Trip Rate (if applicable) -

Zone VMT Per Capita Standard of Significance - 9.25

Located in Town/Regional Center - Yes

Located in Bonus Unit Eligible Area - Yes

Jurisdiction - South Lake Tahoe

Parcel Number (APN) - 029-342-001

Project Details

The tool provides initial screening for all project types and more detailed analysis for residential, tourist accommodation unit, and public service projects. All non-screened commercial, recreation, and other projects will need to complete a more detailed transportation analysis. For detailed information on the PIA framework, tool usage, and calculations see the User Guidelines. For detailed information on the PIA framework, tool usage, and calculations select the User Guidelines tab. For questions about the project impact assessment process contact Melanie Sloan (msloan@trpa.gov). For technical issues with the tool contact Reid Haefer (rhaefer@trpa.gov).

Date Submitted

Tue Sep 5 20:55:38 2023

Report Notes

None

Analysis Type

TRPA

Existing Land Use

Not Applicable

Proposed Project

SLT Old Colony - Phase 1

Residential (Market-Rate)

12.00 Units

\$43,948.80

VMT

Proposed Project Gross VMT - 224

Existing VMT - 0

Mitigated VMT - 0

Project Total Net VMT - 224

Standard of Significance VMT - 0

Mitigation Needed - 0

Mobility Fee - \$43,948.80

Screening

Screened - Yes

Additional Analysis Required?

Mitigation Info

Mitigations -

Percent - 0.00%

Other Project Details

Zone ID - Zone 6

Zone Average Trip Length - 4.97

ITE Trip Rate (if applicable) -

Zone VMT Per Capita Standard of Significance - 9.25

Located in Town/Regional Center - Yes

Located in Bonus Unit Eligible Area - Yes

Jurisdiction - South Lake Tahoe

Parcel Number (APN) - 029-342-001