TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION
NOTICE OF MEETING

NOTICE IS HEREBY GIVEN that the **Advisory Planning Commission** of the Tahoe Regional Planning Agency will conduct its regular meeting at **9:30 a.m.** on **Wednesday, November 7, 2018** at the **TRPA Offices**, located at **128 Market Street, Stateline, NV**. The agenda for the meeting is attached hereto and made a part of this notice.

October 31, 2018

Joanne S. Marchetta
Executive Director

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

TRPA
Stateline, NV

November 7, 2018
9:30 a.m.

AGENDA

I. CALL TO ORDER AND DETERMINATION OF QUORUM

II. APPROVAL OF AGENDA

III. PUBLIC INTEREST COMMENTS

Any member of the public wishing to address the Advisory Planning Commission on any item listed or not listed on the agenda may do so at this time. TRPA encourages public comment on items on the agenda to be presented at the time those agenda items are heard. Individuals or groups commenting on items listed on the agenda will be permitted to comment either at this time or when the matter is heard, but not both.

All public comments should be as brief and concise as possible so that all who wish to speak may do so; testimony should not be repeated. The Chair shall have the discretion to set appropriate time allotments for individual speakers (3 minutes for individuals and 5 minutes for group representatives as well as for the total time allotted to oral public comment for a specific agenda item). No extra time for speakers will be permitted by the ceding of time to others. Written comments of any length are always welcome. So that names may be accurately recorded in the minutes, persons who wish to comment are requested to sign in by Agenda Item on the sheets available at each meeting. In the interest of efficient meeting management, the Chair reserves the right to limit the duration of each public comment period to a total of 2 hours. In such an instance, names will be selected from the available sign-in sheet. Any individual or organization that is not selected or otherwise unable to present public comments during this period is encouraged to submit comments in writing to the Advisory Planning Commission. All such comments will be included as part of the public record.

NOTE: THE ADVISORY PLANNING COMMISSION IS PROHIBITED BY LAW FROM TAKING IMMEDIATE ACTION ON, OR DISCUSSING ISSUES RAISED BY THE PUBLIC THAT ARE NOT LISTED ON THIS AGENDA.

IV. DISPOSITION OF MINUTES

V. PUBLIC HEARINGS

A.	Certification of Joint CEQA Final Environmental Impact Report, TRPA Final Environmental Impact Statement, and NEPA Environmental Impact Statement for the US 50 South Shore Community Revitalization Project. California State Clearinghouse #2011112009, TRPA File EIPC2016-0008	**Recommendation**	**Page 1**
B.	Certification of Final Environmental Impact Statement for the Kings Beach State Recreation Area. Pier Rebuild Project Final Environmental Impact Statement/ Impact Report, TRPA File EIPC2018-0003, Kings Beach, CA (Placer County APNs 090-080-016 et al)	**Recommendation**	**Page 107**
C.	Delegation Memorandum of Understanding between El Dorado County and the Tahoe Regional Planning Agency, consolidating two existing delegation MOUs between the County and TRPA and provide additional delegated permitting authority to the County in the Tahoe Region	**Recommendation**	**Page 153**

VI. REPORTS

A.	Executive Director	**Informational Only**	
	1) Quarterly Report: July – September 2018	**Informational Only**	**Page 205**
B.	General Counsel	**Informational Only**	
C.	APC Members	**Informational Only**	

VII. PUBLIC COMMENT

VIII. ADJOURNMENT

TAHOE REGIONAL PLANNING AGENCY
ADVISORY PLANNING COMMISSION

TRPA
Stateline, NV

October 10, 2018

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Mr. Teshara called the meeting to order at 9:33 a.m.

Members present: Mr. Alling, Mr. Buelna, Mr. Callicrate, Mr. Cariola, Ms. Carr, Mr. Esswein, Mr. Ferry, Mr. Guevin, Mr. Hymanson, Mr. Larsen, Mr. Teshara, Ms. Stahler, Mr. Weavil, Mr. Young

Members absent: Mr. Drew, Mr. Hitchcock, Mr. Plemel, Washoe Tribe

II. APPROVAL OF AGENDA

Mr. Larsen moved approval.
Mr. Esswein seconded the motion.
Motion carried unanimously.

III. PUBLIC INTEREST COMMENTS

None.

IV. DISPOSITION OF MINUTES

Mr. Teshara said he will provide Ms. Ambler with his clerical edits.
Mr. Hymanson moved approval of the September 12, 2018 minutes as amended.
Mr. Buelna seconded.
Mr. Weavil, Mr. Alling, and Mr. Esswein abstained.
Motion carried.

V. PUBLIC HEARINGS

A. Recommendations on Shoreline Plan Initiative to:

1) Certify the Shoreline Plan Final Environmental Impact Statement and Adopt the Proposed Shoreline Amendment Package including: Amendments to Code of Ordinance Chapters 1, 2, 10, 14, 50, 63, 66, 80, 81, 82, 83, 84, 85, 86, and 90; Shoreline Implementation Plan; Amendments to Rules of Procedure Article 10, Program and Mitigation Fees

2) Approve the Memorandum of Understanding with the California State Lands Commission regarding review of projects in the public trust easement

3) Approve the Memorandum of Understanding with California State Lands Commission regarding buoy enforcement

4) Approve the Memorandum of Understanding with enforcement agencies regarding Shoreline Plan enforcement coordination

TRPA team members Ms. Cremeen, Mr. Marshall, and Mr. Kasman, and Mr. Lewandowski, Ascent Environmental provided the presentation.

Ms. Marchetta said the shoreline plan is needed to lift a permitting moratorium that was put in place in 2010 after litigation was filed on the last approval of a shoreline plan. The plan is further needed to lift a 30 year old prohibition on new structures in fish habitat that is premised on outdated science. The shoreline plan is not a comprehensive recreation plan for the Lake and there's been questions about the plans provisions and what it addresses relative to recreation. The shoreline plan provisions address a narrow slice of recreation concerns from the narrower prospective of recreation impacts to be mitigated as a result of shoreline plan. The shoreline scope completes what was started 30 years ago which was to set development standards and limits for new development along Lake Tahoe's shoreline. This plan answers the question for water dependent recreation access; where, how many, what kind, and how fast to allow new structures such as buoys, piers, marinas, boat slips, and ramps. Along with those development standards, the plan ensures that those shoreline structures don't harm the environment and moves us towards threshold attainment.

This time the approach was changed to something that was grounded in trust, transparency, joint leadership, and collaborative alignment. That consensus seeking plan that the Shoreline Steering Committee worked on for 2.5 years doesn't necessarily mean that every individual, every specific parcel, and every unique circumstance is guaranteed what they may want. The plan does achieve an increase and enhancement in recreational boating access opportunities for the Lake through private parcel ownership, homeowner's associations, marinas, concessions, and public ramp systems. While it offers boaters the opportunity to take responsibility to play their part in protecting Lake Tahoe and that the recreation experience is protected from identified harms that were found in the environmental impact statement. Boaters will be required to participate on a targeted and apportioned basis in mitigation and fee programs that protect the environment and the recreation experience. The Shoreline Steering Committee was charged with developing a programmatic plan that applies lake wide but in the context of a public private mix of ownership. In August 2018, the shoreline steering committee started vetting the detailed implementation and fee programs. Those were the finishing provisions of the plan that were needed to address environmental impacts. Environmental mitigation and fee programs were developed after the Draft EIS identified specific impacts. The Shoreline Steering Committee added an enforcement memorandum of understanding that addressed impacts to paddler safety and user conflicts and a memorandum of understanding was created for the removal of illegal buoys. The fee program was created to be fairly apportioned to users that were creating the impacts and those fees would be tied to verifiable costs of implementing those programs. The Lake shoreline is 55 percent privately owned and 45 percent public owned.

The steering committee looked at the layers of ownership such as single private littoral homeowner, homeowners' associations, multi-family, lakefront ownership, commercial establishments, and marinas. They also considered the different types of structures; piers and slips that are fixed and buoys which are flexible and moveable.

The cost of doing nothing is not at no cost. For 30 years, a long list of environmental improvements, enhanced environmental programs, threshold benefits, and beneficial mitigations were deferred. Thirty two years is too long and doing nothing is not an option. The Regional Plan Implementation Committee unanimously recommended approval of the proposed shoreline plan in September. The Shoreline Steering Committee has done a fabulous job of incorporating environmental improvement programs and mitigations into this plan.

Ms. Cremeen said today the Advisory Planning Commission will be asked for a recommendation to certify and adopt the Final Environmental Impact Statement and response to comments, the Code of Ordinances Amendments, Rules of Procedure Amendments related to fees, the implementation program, and three memorandums of understanding.

Mr. Lewandowski said the environmental review started in the Spring of 2016 with a joint fact finding process. The public scoping period was done in the Summer of 2017 and those comments were used to prepare the environmental analysis, and the public draft environmental impact statement that was released for public review in the Summer of 2018. That review period ended on July 9, 2018.

Chapter one is the introduction and provides a brief summary of the environmental review process and lists the comments and commenters on the draft environmental impact statement. Chapter two describes changes to the proposed shoreline plan. These changes included additional environmental protections or reduced the likelihood of environmental impacts. The final environmental impact statement considers the effects of these changes and it determined that these changes would not result in new or different environmental impacts beyond those that were analyzed in the draft environmental impact statement. Chapter three includes all the comments and responses. It is organized with a series of six master responses that provide a more comprehensive response on those issues that were raised in multiple comments. It includes each comment with a response organized by agencies, organizations, individuals, and comments made at public hearings and meetings. Chapter four includes revisions and corrections to the draft environmental impact statement, it includes clarifying or expanded mitigation measures, and includes technical corrections and clarifications to information in the draft EIS. None of these corrections or clarifications alter the analysis or the conclusions in the draft environmental document. There are three appendices; Appendix A, is the implementation program for the shoreline plan, Appendix B includes the attachments submitted with comment letters, and Appendix C has additional air pollutant emission calculations.

There were many comments on the shoreline plan rather than the environmental review. While the environmental impact statement is only obligated to respond to comments on the technical adequacy and completeness of the environmental document, the final environmental impact statement included responses to comments on the shoreline plan. All comments to the plan were presented to the Shoreline Steering Committee who considered them and made changes

to the proposed shoreline plan as a direct result of those comments on the plan. These plan comments are also included in the final environmental document.

There were more comments on recreation than any other topic. Many of the comments wanted TRPA to treat the shoreline plan as a comprehensive recreation plan for Lake Tahoe. The shoreline plan is more narrowly focused on limiting and regulating water dependent structures and the boating associated with those structures. Master response two in the environmental impact statement describes how recreation planning in Lake Tahoe occurs at a variety of different levels and by numerous different organizations. Within that narrower scope of the shoreline plan the EIS evaluated how water dependent structures and boating could affect recreation. The EIS considers the possible effects of recreation in a number of different ways; it looks at whether the shoreline plan could alter the character of recreation experiences, for example, allowing development in areas that are currently undeveloped. It looks at the potential for crowding and increased density of boating. It considers possible impacts to navigation for both motorized and non-motorized watercraft and the potential for conflicts of different user groups. It assesses whether the shoreline plan would change the fair share distribution of access to the Lake between the public and private property owners. It evaluates possible changes in public access to and along the shoreline. Some comments on this analysis expressed concerns particularly about the effects of the shoreline plan on non-motorized recreation. Some comments asked for additional or more localized analysis of the recreation effects of the shoreline plan. Master response two in the final EIS includes additional analysis of boating density, and additional localized evaluation of the recreation effects of the plan by looking at the different segments and how each segment could be affected. This additional analysis substantiated the findings in the draft EIS. The final EIS also revises two mitigation measures to require stricter pier length standards to protect non-motorized navigation in mitigation measures 8-1a and 15-1a. In addition to the added analysis in the strengthened mitigation measures in the final document, the shoreline plan was also revised. There were additional no wake zones added to include a 200 foot no wake zone around piers and buoy fields that would allow for safer non-motorized navigation around those structures. It also includes an additional 100 foot moving no wake buffer around any non-motorized watercraft or swimmer. The plan includes additional funding for the Lake Tahoe Water Trail and other efforts to support non-motorized access and education. TRPA has committed to conducting additional recreation monitoring that would include surveys of beach users and non-motorized watercraft users that would allow TRPA to implement adaptive management actions.

Many of the comments addressed two related issues; the estimated changes in motorized boating that could occur under the shoreline plan and the resulting air pollutant emissions that could result from that additional motorized boating. Master response three in the final EIS describes the motorized boat use estimated in the environmental impact statement. The estimates of boating use are based on actual monitoring of boating activity associated with moorings on Lake Tahoe. This monitoring allowed the Joint Fact Finding Committee to develop reasonable estimates of boating activity that would result from each type of new mooring authorized under the shoreline plan. The estimates are also based on several years of boat launching data from ramps around the Lake. This allowed the Joint Fact Finding Committee to estimate the expected new boating that would occur with new boat ramps under the shoreline plan. These estimates recognized that Lake level can affect boating activity and accounts for fluctuating lake levels. The estimates include conservative assumptions to avoid under

estimating the boating activity that could occur at various lake levels. In addition to boat trips, the Joint Fact Finding Committee also developed estimates for engine run time. These are based on actual measurements of engine run times from two different sources; engine hour meter readings taken at boat ramps around Lake Tahoe last summer and engine hour meter readings from boat maintenance businesses at Lake Tahoe. These estimates informed multiple analyses in the environmental document including the analysis of air pollutant emissions. Master response four addresses comments on air pollutant emissions for motorized boating. The environmental impact statement determined that the California Air Resources Board emissions inventory and their projections for motorized boating is the best available information. This Air Resources board inventory accounts for the gradual replacement of older boats with newer boats that comply with existing emission standards. While this inventory is provided by a California agency, it allowed the environmental impact statement to determine the trend and emissions for all boats operating on Lake Tahoe regardless of where they were purchased, registered, or launched. The emissions analysis in the draft environmental document determined that with the level of increased boating that would occur under the shoreline plan, emissions of air pollutants would decrease as a result of older boats being replaced with newer ones. The draft environmental impact statement also found that emissions of greenhouse gases could increase, and these greenhouse gas emissions would result in the only significant an unavoidable impact of the shoreline plan. Some comments noted that the emissions analysis considered the emissions at build out around the year 2040. Comments expressed concern that emissions could be worse in the interim years when fewer older boats are replaced by newer cleaner boats. The final environmental impact statement includes additional analysis of emissions at various points prior to full build out of the shoreline plan. They expect a net decrease in emissions during the implementation of the shoreline plan prior to full build out of the plan. Comments also questioned the boating assumptions and suggested that the actual level of increased boating activity could be higher than reported in the draft environmental impact statements. To address these comments, the final EIS analyzed a hypothetical scenario to see what the emissions would be if there was twice as much boating as was expected. This analysis found that even if the increase in boating was doubled, the shoreline plan would not have a significant impact related to criteria of air pollutant emissions. In addition to the expanded analysis in the final environmental impact statement, the shoreline plan was revised to address comments on emissions. The plan includes a new provision that would gradually permit new moorings over time to help to ensure that the increases in boating occur in tandem with fleet turnover of those older boats. TRPA is committed to monitoring boating activity to verify whether the changes in boat use are consistent with what was expected in the draft environmental impact statement.

Master response six in the final EIS explains that if adopted, the shoreline plan would become part of the Regional Plan and would be monitored and adaptively managed through the threshold evaluation and Regional Plan revision process. The proposed shoreline code requires that the permitting of new moorings and piers be reevaluated based on the results of the threshold evaluation. In addition to the existing monitoring and adaptive management, the plan would add additional targeted monitoring to address topics that were raised in comments or to expand the understanding where there is limited data. These included additional recreation monitoring including surveys of beach users and non-motorized users on the Lake. Expanded noise monitoring that includes noise meters and cameras along the shoreline to help identify the sources of noise exceedances. It includes additional nearshore water quality monitoring including nearshore turbidity and gasoline constituent monitoring.

There were a number of mitigation measures that were revised or expanded in response to comments. Measure 6-5b addressing littoral drift was revised to clarify that project specific littoral drift analysis should consider all effects on littoral drift not just wave attenuation. Mitigation measure 9-1a addressing the scenic effects of buoys was revised to implement the mitigation through a mandatory mitigation fee that is assessed through all buoys and revised to require that TRPA update the scenic quality improvement program to identify specific feasible, scenic improvement projects that could be funded by this mitigation fee. Mitigation 12-2 addressing Tahoe yellow cress was revised to make the Tahoe yellow cress project survey and mitigation requirements more consistent with the 2015 Tahoe yellow cress Conservation Strategy. Mitigation measures 16-1 and 16-2 were revised to clarify when and where archeological surveys and historic assessments are required.

Ms. Cremeen said there were additional layers of phasing to the permitting system for piers and moorings to ensure that the environmental improvement programs are effective over time. The focus for the first year is establishing the enforcement program to include implementing a registration program for all types of moorings. First to understand what is on the Lake, what's permitted and what's not. Second will be to process the applications that were in the que from the prior shoreline program. After they've determined what's on the Lake, new mooring permits will be processed based on the allocated pools of ownership types for private and public moorings, and marinas. Those moorings will be phased in at a rate of 15 percent per year of the total pool of moorings.

Mr. Marshall said after the Draft Environmental Impact Statement was released for public comment, there were discussions with concerned stakeholders and in turn modifications were made to the shoreline plan in response to those subsequent comments.

The fundamental shift in what was proposed for environmental improvement priority at marinas was to move away from master planning. The requirement to do a master plan and the environmental impact statement raised the cost of marina improvements too much. In the proposed plan they replaced the master plan with a project by project exchange with marinas. The marinas would be allowed to do improvements for business reasons but at the same time capture some of that capital going back to marinas and use it for environmental improvements. It would be implemented through a series of different Code of Ordinances sections that define major and minor projects, what are the environmental improvements for the different marinas, and what triggers the number or amount of improvements would have to be done by a marina to get TRPA approval for their expansion. Through stakeholder work, major and minor projects have been defined and have created implementation guidance that will be on a marina by marina basis.

There's been funding added to the Water Trail under the implementation plan. They're also working with the Water Trail on possibly establishing a memorandum of understanding to provide upfront costs for printing of materials and then an ongoing cost for implementation of signage and messaging the non-motorized boating community about the existence of the water trail and safe boating.

In the Rules of Procedure amendments there is a linear foot charge for piers which is an existing mitigation program that will be increased, and the money will go to fish habitat restoration projects, public access and recreation.

Reconstruction is focused on what can be done with existing structures. The new proposed Code of Ordinances clarifies and uses different criteria of where projects fall in the realm of exempt, qualified exempt, or projects that require TRPA review and approval. Instead of defining that with a cost of how much it would be to do an activity and would drive whether it is a qualified exempt or a project, instead the steering committee looked at the activity that would be undertaken. Is it below the water line and does it involve disturbance to the lake bottom? This will look at the functionality and effect rather than how much it will cost. A reconstruction is a replacement in kind of an existing structure that doesn't cause environmental impacts if done correctly. That was originally put into the qualified exempt categories but with a lot of requirements and conditions on a qualified exempt that fundamentally pushed it towards being a project. Through negotiations with the lakefront property owners' associations and the California Attorney General's Office it was decided to make it a project, possibly over the counter or express check type of project. This would be if an applicant for reconstruction in the shorezone meets the Code requirements and has an application they could qualify for expedited service as opposed to being in line with all the other types of new projects such as expansions, piers, and modifications that require a significant amount of scenic evaluation, etc.

The proposed plan includes three memorandums of understanding; two with the California State Lands and one with local enforcement agencies. California State Lands will be meeting on October 18th to consider approval of the two MOUs.

The first California State Lands MOU is for public access. This is left over from the 2008 plan and addresses implementation of the public trust doctrine in California that impresses upon private lands that exist between low and high water in Lake Tahoe with an easement that allows the public to recreate and travel laterally on those lands within high and low water. This is not applicable on the Nevada side of the Lake because they do not recognize that public trust doctrine between high and low water. The MOU sets forth a process by which the California State Lands Commission and TRPA work collaboratively with the applicant for pier projects on the California side that effect the public trust easement between high and low water. It sets up a mechanism by which modifications or pier design elements can be added to a pier that will allow the public to go underneath, over, or up and around the pier structure that would have an adverse impact to public access. That is incorporated into part of the permitting process and will have an implementing provision in the Code of Ordinances that specifies TRPA must have this MOU in place in order to permit these types of piers and similar structures within the California side public trust.

The MOU for mooring (buoy) enforcement is for the California side only, as there is an existing one in place for the Nevada side. This is to coordinate with California State Lands because for a buoy to be in placed in California there needs to a lease from State Lands and a permit from TRPA. California State Lands has the greater authority for the extraction and removal and upon due process notification to the applicant enforcing the requirement for lease and permit on the California side.

The enforcement MOU offers documented coordination between local agencies that have an enforcement presence on the Lake. It sets forth a coordinating committee and allows those agencies while not directly enforcing each other's laws, they would be able to respond to areas of perceived conflict that achieves each agency's mission.

Ms. Cremeen said the implementation will provide details on each element of the program. The document starts with the impacts and will serve as a mitigation monitoring program. The program will define how each type of structure will be permitted and includes the relevant Code of Ordinances section, the timing of how applications will be received, and the different priority systems built into the plan. Also, included the enforcement program, the timing, the education programs, the environmental monitoring components, including the aquatic invasive species control, the enhanced inspections, and how the commitment will be made to the greenhouse gas reduction plan within one year from adoption of the plan. Funding will be defined and how it will be tied to the impacts, boating activity, or mooring structures on the Lake.

Mr. Kasman said the fees are based on the estimated costs developed to implement programs in order to cover the impacts identified in the shoreline plan and the environmental impact statement. The fees are directly tied to the impacts and are to be fairly spread across the users that are creating those impacts. The fee programs were designed to be practical to implement, feasible, and that the cost basis for these programs are based on verifiable costs. First, was to define the program needs based on outcomes of the draft environmental impact statement and have been adjusted to incorporate the elements that have been added since the draft environmental document. Scope and cost estimates were developed for implementing those programs and then evaluated a range of fee options and applied those principles to allocate those fees across the various impacts and programs. Throughout the process, they wanted to ensure that there was a direct nexus to the users and those impacts. They evaluated a number of different programs and settled on four fee types; annual mooring registration fee, scenic impact fee for buoys, boat sticker increase, and a fee for rental boats at authorized concessions. They evaluated other fee types raised at various forums that included commercial boat fees, launch fees, or other one-time fees that could be charged upfront. Each of those other fee types that were not included, either didn't have a close nexus to the impacts or faced implementation issues or other challenges that would make collecting those fees difficult.

There were a number of environmental improvement programs that were identified in the shoreline plan to address impacts. These include impacts created by the potential for spreading aquatic invasive species, scenic impacts, noise, and water quality impacts for motorized water craft. The fee programs include aquatic invasive species control which would set aside approximately $150,000 per year for control projects within the Lake, a scenic quality improvement program that would identify opportunities to improve scenic quality and potentially remove structures on public lands, or underground utilities which would be funded at approximately $180,000 per year, and watercraft inspection programs enhancements that would improve and identify boats that would have the potential to affect noise and to identify the potential for water quality impacts. These costs are based on the prior cost of aquatic invasive species control and scenic quality improvement program projects that have been implemented in the past through the environmental improvement program and actual staff costs related to inspections. These environmental improvement programs represent about 50 percent of the fees that are proposed.

The enforcement program includes the enforcement of unauthorized moorings and the no wake zone. These fees would be applied to all moorings with added fees for the rental concessions and represent about 40 percent of the fees that would be collected overall. They'll work with the local enforcement agencies and the states of California and Nevada to build a shared data base of mooring registrations, coordinate on buoy removal and the verification of unauthorized moorings and that would be about two thirds of the costs and one third would go to the enforcement of the no wake zone and the development of the Lake Tahoe boating software application to educate boaters on the no wake zone, along with other efforts.

About eight percent of the fees collected would go to education and outreach on an annual basis. It includes boater education for motorized and non-motorized and working with the Lake Tahoe Water Trail and other paddler advocacy groups. The boating application would provide education, boating aids, emergency contacts, and the ability to report violations as well as the distribution and development of materials for use at marinas, boat ramps, inspection stations, and visitor centers.

The expansion of noise monitors will include cameras to better identify violations and position the boat crews to locations where there are frequent violations. There would be expanded monitoring for air quality, ozone, water quality samples, and the collection of boating and information and surveys that would be done in parallel with the boat inspections. The fees were designed to cover the costs of the programs identified, no funding would go to other TRPA programs. The fee table will be incorporated as an amendment to the Rules of Procedures. The mooring fee will be $43 and $90 for buoys that include the additional scenic requirements. There is an additional $12 for boat stickers and $75 to $150 for rental boats depending on the engine rating. Existing mitigation fees in Chapter 86 for expansion and new structures are retained and have been revised, application fees are separate from these fees and would cover the cost of project review and inspections related to those activities.

Ms. Cremeen said the version in the staff packet for Chapter 10, Regional Plan maps amendments were not the most recent version and a corrected version that shows the additional map layers was distributed to the dais today. The additional map layers include the shorezone preservation areas and the stream mouth protection zones.

Presentation can be viewed at:
Agenda-Item-No.-V.A-Shoreline

Commission Comments & Questions

Mr. Larsen said this took a thoughtful and deliberate process to get this done. He thanked the Shoreline Steering Committee and TRPA staff for their work and commitment. It was thorough, transparent, and a complete process. There was a lot of work the past few months to address some of the specific outstanding issues and questions.

Mr. Hymanson referred to the monitoring and adaptive slide. In the monitoring and adaptive management plan there are additional monitoring for recreation, noise, nearshore water quality, and boating activity. There is noise and water quality, but he didn't see any monitoring

elements related to boating and recreation activities. He asked how those are addressed in the monitoring context.

Ms. Cremeen said in the implementation program it's broken out by the types of monitoring to be done. They still need to identify what surveys will be conducted for recreation monitoring.

Mr. Marshall said boating activity gets to the information that was collected last time which is the specific surveys at launching and inspection points for boat type, patterns of boat use, and star ratings for engine types. This will be a check on the assumptions that were done for the modeling that was based on evidence compiled beforehand. They wanted to ensure that the pattern and distribution of uses is consistent with the modeling which is the basis for the determination of no significant effect as a result of the emission calculations.

Mr. Hymanson asked where the funding will come from to support the recreation surveys and boating activity model validation work.

Mr. Kasman said the boating surveys and the information Mr. Marshall referred to is part of the expanded watercraft inspections and the cost is in the Environmental Improvement Program section rather than the monitoring section. These fees cover the ongoing annual cost. The money that was collected from the 2008 program will be utilized for some of the one-time cost, including one-time cost related to air monitoring and installation of turbidity monitors. Those are not ongoing cost that would be paid for out of the $30,000 but is an additional cost to the program. They'll be using money that's already been collected for that purpose.

Mr. Hymanson said there is more to just collecting data; after collecting the data, it needs to be organized, analyzed, and reports prepared. In the implementation program description, it says it's going to be integrated into the threshold update strategy, particularly for recreation. He asked if that's how the entire suite of monitoring efforts will be treated, integrated within the threshold program and will the monitoring include the data management, the data analysis, and reporting?

Mr. Kasman said yes, it includes both the data collection, quality control analysis, and reporting of that information.

Mr. Marshall said some of the staff time will be on top of the actual fees collected for the analysis of that information. If some of the monitoring indicates an issue that needs to be addressed immediately, they will not wait for the threshold evaluation. For example, through the recreation surveys, if there is an issue in a specific area of the Lake, they will direct resources to address that issue as soon as possible. That adaptive management will roll up into the threshold evaluation but will also implement management actions.

Mr. Alling referred to Chapter 9, Implementation Plan, Table 10, Fees. In tier one, the boat rental concession fee is $75 per rental boat, per year and in tier two, it is $150. It's stated that the average boat rental generates about four times more trips than the average moored boat, he asked why the fee is only about $30 more than for a boat that is moored.

Mr. Marshall said the rental concessionaires also pay a mooring fee and this is on top of that mooring fee, not to replace the mooring fee. The justification to adding the fee to concessionaires is that those boats are used more regularly and potentially longer than a boat on a buoy. Staff will make that clear in the implementation plan.

Ms. Stahler said the Nevada Division of Environmental Protection appreciated being part of this process to develop the shoreline plan and ordinances. Nevada Division of State Lands is the managing agency for the state's ownership for the bed of Lake Tahoe and permits piers, buoys, and other structures that occupy state land. The Nevada Division of Environmental Protection have recently received applications for buoys that have not been previously authorized and will coordinate with TRPA on how to address those applications. The memorandum of understanding for enforcement of unauthorized buoys that is between TRPA, the Nevada Division of State Lands, and the Nevada Department of Wildlife will be a good tool to help balance the enforcement efforts on both the California and Nevada side of the Lake.

Mr. Marshall said in the staff report there is a misstatement that states, "Pending applications with State Lands will be given priority." The Code of Ordinances section on page 392 of the staff packet for the phasing of applications for additional private moorings, item number three. What is means is that the pending project applications that were with TRPA that are a hold over from the 2009/10 implementation of the prior program were held and not processed. It does not apply to pending applications with state agencies. TRPA will determine a date that applies to when a buoy could be grandfathered as a result of a state lands permit from California or Nevada.

Mr. Ferry asked if the El Dorado County Sheriff's be enforcing the TRPA 100 foot buffer around non-motorized users.

Mr. Marshall said that is a Nevada state law that brings TRPA in conformance. The agencies all have similar rules in intent and purpose and the primary benefit of this memorandum of understanding will be to coordinate all those agencies in terms to educate on the whole suite of rules that apply and provide specific records of where some of these issues might occur and where resources could be directed.

Mr. Larsen said on page 46 of the staff packet, the implementation program references that it is both a California and Nevada State Law that boaters that must be 100 feet from active bathers. Although, that may be different from paddlers, there should be clarification made.

Public Comments & Questions

Bob Hassett, local marina operator and member of the Shoreline Steering Committee thanked TRPA staff for all their hard work and putting together a group of diverse stakeholders to work through some of the challenges of this plan. This is a solid plan allowing marina operators to make improvements and will lead to significant benefits as well. He requested that the Advisory Planning Commission recommend approval to the Governing Board.

Gavin Feiger, League to Save Lake Tahoe said on behalf of the League the process has been collaborative through negotiations that created a plan that includes clean marinas, incentivizes

multi-use piers, and encourages less overall pier development. They're encouraged to see the memorandum of understandings in the proposed plan and the lack of enforcement for shoreline regulations was an important component to address through this process. The League is in support of the final plan.

Jessica Tucker-Mohl on behalf of the California Attorney General in his independent capacity acknowledged the lengthy process and the work of staff and the shoreline steering committee. The Attorney General's office appreciated the efforts to be responsive to considerations made by their office. There's been remarkable progress in meeting them on those considerations and developing some appropriate and acceptable modifications to the program that hopefully get them to the point where the California Attorney General can get behind the shoreline plan and would offer a level of certainty to TRPA's process in terms of future implementation of the plan. All the recent modifications have been well described and they remain available to meet with staff if necessary.

Jan Brisco, Tahoe Lakefront Owners' Association said it is a good plan and has incentives for lake front owners of all types to utilize the process and system for the benefit of the Lake. More than the diversity was the common goal of the shoreline steering committee. She suggested continuing a steering committee for periodic check ins, it's a beginning and not an end.

Charlie Donohue, Nevada Division of State Lands said when Nevada became a state in 1864, the lands beneath navigable bodies of water passed to the state under equal footing doctrine. These lands are held in the trust for the people of Nevada, so they may enjoy navigation of these waters, carry out commerce over them, and have the liberty of fishing and recreating. Here at Lake Tahoe that ownership is lakeward of Lake Tahoe elevation, 6,223. In his capacity as the State Lands Registrar he is required to authorize the use and occupancy of all state lands, including sovereign lands at Lake Tahoe. The shoreline plan contemplates various development proposals that will require his authorization and may affect the activities mentioned. He was also a member of the shoreline steering committee and participated in the process and believes that the proposed plan is well balanced in allowing some shoreline development, mitigating impacts through various mechanisms, enhancing environmental restoration opportunities, and addressing effected recreational opportunities. He welcomes the opportunity to continue to work with Basin partners in the implementation of this plan and to serve all members of the public who may live, work, or recreate at Lake Tahoe. He asked that the Advisory Planning Commission support the proposal and recommend it to the Governing Board.

Ryan Davis, Marla Bay Protective Association said the association manages a community beach and buoy field for 100 homeowners. Based on their discussions with staff, it appears that Marla Bay's previous concerns with one particular provision in Code of Ordinances, Chapter 84, page 392 of the staff packet may have been unnecessary. It is their understanding that the shoreline plan implementation process for buoy permits, and leases already issued by the Nevada Division of Lands and the Army Corps will be recognized by TRPA through the first phase of the permitting process. Also, that recognition will occur not withstanding some of the substantive restrictions of the 50 and 20 percent caps on new buoys for homeowners' associations. If that is correct, Marla Bay no longer has any concerns.

Mr. Marshall said homeowner associations with existing state lands permits will be in the first buoy phasing and the 50 percent rule applies to new buoys that are unpermitted.

Jennifer Quashnick, Friends of the West Shore thanked TRPA staff, the shoreline steering committee, and consultants involved with this process. They appreciated the lengthy responses to their comments on the draft environmental impact statement and some of the modifications made particularly the improvement to monitoring. Although, they are not endorsing an alternative, they recognize that this imminent, and appreciated all the things that were included and look forward to the implementation process.

Commission Comments & Questions

Mr. Larsen made a motion to recommend that the Governing Board approve a finding of technical adequacy and recommend certification of the Shoreline Plan Final Environmental Impact Statement, as shown in Attachment A.

Mr. Young seconded the motion.
Motion carried unanimously.

Mr. Larsen made a motion to recommend that the Governing Board make the Chapter 3 & 4 Findings as shown in Attachment C.

Mr. Hymanson seconded the motion.
Motion carried unanimously.

Mr. Larsen made a motion to recommend that the Governing Board adopt Ordinance 2018-__, amending Ordinance 87-9, as previously amended, for the adoption of the amendments deleting existing Shorezone Code Chapters 80-86, adopting new Shorezone Code Chapters 80-85 and amending Chapters 1, 2, 10, 14, 50, 63, 66 and 90 as shown in Attachment E.

Mr. Guevin seconded the motion.
Motion carried unanimously.

Mr. Larsen made a motion to recommend that the Governing Board adopt Resolution 2018-__, amending Article 10 of the Rules of Procedure as shown in Attachment G.

Mr. Esswein seconded the motion.
Motion carried unanimously.

Mr. Larsen made a motion to recommend that the Governing Board adopt the Shoreline Implementation Program as shown in Attachment B.

Ms. Stahler seconded the motion.
Motion carried unanimously.

Mr. Larsen made a motion to recommend that the Governing Board adopt Resolution 2018-__, Memorandum of Understanding between TRPA and California State Lands Commission regarding California Public Access as shown in Attachment G.

Mr. Hymanson seconded the motion.
Motion carried unanimously.

Mr. Larsen made a motion to recommend that the Governing Board adopt Resolution 2018-__, Memorandum of Understanding between TRPA and California State Lands Commission regarding mooring enforcement as shown in Attachment H.

Ms. Stahler seconded the motion.
Motion carried unanimously.

Mr. Larsen made a motion to recommend that the Governing Board adopt Resolution 2018-__, Memorandum of Understanding between TRPA, Nevada Department of Wildlife, Nevada State Parks, Douglas County Sheriff's Department, Washoe County Sheriff's Department, Placer County Sheriff's Department, El Dorado County Sheriff's Department, the City of South Lake Tahoe Police Department, and United States Coast Guard regarding watercraft enforcement as shown in Attachment I.

Mr. Guevin seconded the motion.
Motion carried unanimously.

VI. REPORTS

A. Executive Director

No further report.

1) Strategic Initiatives Monthly Status Report

No further report.

B. General Counsel

Mr. Marshall said Mr. Garmong filed an appeal to the Ninth Circuit Court of Appeals for the litigation on the cell tower being constructed on US Highway 50 across from Skyland. Mr. Garmong's original lawsuit challenged TRPA's approval at a Hearings Officer meeting and then subsequently appealed it to TRPA's Governing Board for a cell tower adjacent to the water tower across from Skyland on US Highway 50. That case was dismissed at the District Court level based on a lack of standing as a result of a lack of articulated injury from the cell tower to Mr. Garmong personally. He'll be appealing that dismissal to the Ninth Circuit Court of Appeals and filing for a motion for preliminary injunction. Depending on how he frames his appeal, he may also be appealing the essential denial of that motion because of that dismissal of the underlying case.

Mr. Guevin asked if the construction will stop if Mr. Garmong gets that injunction.

Mr. Marshall said that there is some construction work being done on the cell tower project and that the injunction would not serve much of a purpose in that case.

C. APC Members

Ms. Carr thanked TRPA for the Aquatic Invasive Species 10-year anniversary celebration held on October 3rd.

Mr. Ferry said Roger Trout, Director of Planning and Building for El Dorado County retired earlier this month and Tiffany Schmid was named as the new director.

Mr. Guevin said he appreciated the opportunity to attend the Aquatic Invasive Species 10-year anniversary celebration and thanked Mr. Hassett for the use of his facility and TRPA staff for their work on the event.

Mr. Teshara said Mr. Hymanson will be leaving the Advisory Planning Commission at the year end to do more travelling. Mr. Teshara thanked Mr. Hymanson for his service and commitment to the APC.

Mr. Teshara said there will be a site tour for the Meeks Bay Restoration Project today at 2:00 p.m. at Meeks Bay and the scoping meeting will also take place at Meeks Bay on October 12th at 2:00 p.m.

VII. PUBLIC COMMENT

None.

VIII. ADJOURNMENT

Chair Mr. Teshara adjourned the meeting at 11:19 a.m.

Respectfully Submitted,

Marja Ambler

Marja Ambler
Clerk to the Board

The above meeting was taped in its entirety. Anyone wishing to listen to the tapes of the above mentioned meeting may call for an appointment at (775) 588-4547. In addition, written documents submitted at the meeting are available for review.

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

STAFF REPORT

Date: October 31, 2018

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Recommendation to the Governing Board on the technical adequacy and certification of the Final Environmental Impact Statement for the US Highway 50 South Shore Community Revitalization Project

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Summary and Staff Recommendation:
Staff requests the Advisory Planning Commission (APC) hold a public hearing and make a recommendation to the Governing Board to certify the Final Environmental Impact Statement (FEIS) for the US Highway 50 South Shore Community Revitalization Project

Staff requests the APC recommends the Governing Board certify the Final EIS

Required Motions:
In order to request the APC to recommend the Governing Board certify the Final EIS, the APC must make the following motion(s), based on the staff summary and project record:

1) A motion to recommend the Governing Board make the Compact Article VII findings for the Final EIS (See Attachment A for the findings).

2) A motion to recommend the Governing Board certify the Final EIS as technically adequate.

A copy of the FEIS can be found here: http://www.trpa.org/document/projects-plans/

In order for motion(s) to pass, a simple majority of APC members is required.

Project Description/Background:
The US 50 South Shore Community Revitalization Project (Project), in various forms, has been a proposed transportation improvement project for decades. It was first contemplated in the 1970s when construction of a "Loop Road" was required as mitigation for the approval of the expansion of three major casinos in Stateline, Nevada. The Nevada portion of the loop road was built, but the California portion was never complete. The 1980 amendments to the Tahoe Regional Planning Compact also required the consideration of the "completion of the Loop Road in the States of California and Nevada" as part of the transportation element of the Regional Plan.

Between 1985 and 2008, the project moved through many planning iterations, including two separate environmental review cycles (neither of which led to a finalized and certified document) and planning

efforts. In 2008, the project was re-initiated by TRPA and a Project Development Team (PDT) formed. In 2009, The Tahoe Transportation District (TTD) assumed lead agency responsibility for the project and initiated the environmental review and public scoping process for the current project in 2011. The PDT acts as a technical steering committee with members representing the following federal, state, and local agencies, as well as other stakeholders and interested parties:

- FHWA – California and Nevada,
- California Department of Transportation (Caltrans)
- California Tahoe Conservancy
- Nevada Department of Transportation
- Nevada Division of State Parks
- Nevada Division of Environmental Protection
- City of South Lake Tahoe
- Douglas County
- El Dorado County
- South Tahoe Public Utility District

In addition to the PDT, TTD convened a Community Review Committee (CRC) and a Business Review Committee (BRC) in 2013 to provide a venue for community members and business owners to provide input into the development of planning alternatives and the Environmental Impact Statement. The current version of the project builds on the information developed in earlier planning processes, and the alternatives in this environmental document reflect input received from public outreach including input from the PDT, CRC, BRC, and the City of South Lake Tahoe.

The City of South Lake Tahoe, Douglas County, and the communities within the US 50 corridor identified a need for community revitalization and transportation improvements. The project implements community revitalization goals by creating more walkable, bikeable, and transit-served public space in the tourist core, and transit-oriented development through public and private investment, which will promote economic vitality. The project addresses existing transportation deficiencies and projected transportation requirements along the US 50 corridor between Pioneer Trail and SR 207 and alleviates cut-through traffic in local neighborhoods in the City of South Lake Tahoe.

To achieve these goals, the project's objectives, and the purpose and need (Section 1.3 of Draft EIR/EIS/EIS), TTD, TRPA, and the Federal Highway Administration (FHWA) propose Alternative B as the preferred alternative, which realigns US 50 to circle around the south side of the casino core following the existing Lake Parkway alignment. The realignment of US 50 implements a concept contemplated in adopted planning documents dating back to the 1980s, as described in Table 1-1 of the draft EIS/EIS/EIS (Attachment C). Realignment of US 50 is identified as part of the Compact, Lake Tahoe Regional Plan, Tahoe Metropolitan Planning Organization (TMPO) Regional Transportation Plan, and TRPA Environmental Improvement Program.

In 2015, TTD introduced a project element for the potential mixed-use redevelopment of three existing sites within the project area as mitigation for land use displacement. The potential redevelopment would likely be implemented through a future public-private partnership between TTD and a private developer. It would provide an opportunity for new mixed-use, transit-oriented development to include replacement housing and commercial space that could be used by residents and businesses displaced by the transportation improvements with certain action alternatives. The preferred location for

constructing replacement housing for displaced residents is at one of these mixed-use development sites.

Issues and Concerns:
Key issues were raised during project scoping, circulation of the draft EIR/EIS/EIS, and other public involvement including the project cost, community impacts to the Tahoe Meadows and Rocky Point neighborhoods, Impacts to Van Sickle State Park and Linear Park, Impacts on utilities, transit improvements, visual effects, water quality, vehicle miles traveled (VMT) effects, and the transition of the existing US 50 to a main street. Refinements were made to alternative B to address the issues. Refer to the summary chapter of the FEIS for a more thorough discussion of issues subject to public controversy and refinements to alternative B, which are summarized here.

- TTD has revised its commitment to construct replacement housing, revising the number of residential units to be replaced from 76 to 109 Transit Oriented Development (TOD) residential units. 102 of these will be deed restricted low income residential and 7 will be deed restricted moderate income residential. All housing will be constructed within the walkshed of the project area or on one of the mixed-use development sites identified in the Draft EIS and be constructed prior to displacement.

- TTD has amended its short-range transit plans to include a transit circulator in the tourist core within the project area. TTD has committed to coordinating a parking management plan to improve parking availability in the tourist core area. The transit circulator and parking management plan will operate in concert with each other.

- TTD has committed to implementing an approved Rocky Point neighborhood amenity plan to enhance the community character and safety of the neighborhood.

- TTD has worked with Caltrans to refine the design of US 50 near the Tahoe Meadows entrance, so access will remain similar to existing conditions, alleviating the concerns raised by the Tahoe Meadows community. The newly built Gondola Vista project has incorporated a 50 foot right of way into its project in anticipation of the realigned US 50. TTD and Caltrans have developed preliminary plans for the entrance to Gondola Vista that will conform with state and city design standards.

- The option to restripe Lake Parkway between Stateline Avenue and US 50 as a four-lane roadway has been eliminated and instead the existing roadway prism will accommodate bicycles and continue to allow for shoulder parking during special events.

- An additional VMT analysis (Appendix Q-2 of FEIS) was done using the TRPA Regional Travel Demand Tool and the Tahoe Region Trip Reduction Impact Assessment (TRIA). Based on these analyses project implementation would result in no net change or a slight reduction in VMT, largely due to project features including transit-oriented development and multi-model transportation improvements

Environmental Review:
The EIR/EIS/EIS examines five project alternatives including four build alternatives and one no build alternative (alternative A). Alternatives B through D realign existing US 50 from just west of Pioneer Trail/US 50 intersection in California to the Lake Parkway/US 50 intersection in Nevada. The existing US 50 will become a main street with reduced lanes, improved bicycle and pedestrian amenities and connectivity, improved transit, lighting, and landscaping. The potential new mixed-use development site(s) will accommodate the displaced residents and businesses. Replacement housing and relocation assistance for residents and businesses will occur regardless of the mixed-use development or not. Alternative E constructs a raised pedestrian walkway over existing US 50 within the portion of the tourist core between the resort-casinos.

The draft EIR/EIS/EIS describes the detail of environmental effects that would result from each alternative. Refer to Table S-1, Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures, in the Summary chapter for a full description of these effects. Attachment D, Summary of Impacts is a more condensed version of impacts per alternative.

Most of the significant adverse effects and and will be mitigated to a less than significant level. There are significant and unavoidable impacts for each build alternative related to community impacts, visual resources, and noise and vibration. These include Impact 3.4-1, physically divide an established community causing changes to community character and cohesion (alt. B-D); Impact 3.6-7, construction related traffic impacts (alt. E); Impact 3.7-1: degradation of scenic quality and visual character (alt. B-E); Impact 3.7-2, interference with or disruption of scenic vistas or scenic resource (alt. E); Impact 3.15-2: ground vibration during construction (alt. B-E); and impact 3.15-3: traffic noise exposure at existing receptors (alt. B-D).

There are significant or potentially significant impacts that may be reduced to less than significant with mitigation for all build alternatives including park and recreation facilities, public service and utilities, visual resources, cultural resources, water quality and stormwater, hazards, hazardous materials and risk of upset, air quality, noise, and biological environment.

There are several beneficial impacts for alternatives B-D related to traffic and transportation, bike and pedestrian infrastructure and safety, water quality, and GHG emissions. Alternatives A and E do not have the same benefits.

Public Comment:
The Notice of Preparation/Notice of Intent (NOP/NOI) was distributed on November 2, 2011, and the designated public scoping period extended for 44 calendar days, concluding on December 16, 2011. Two public scoping meetings were held on November 10, 2011 and December 7, 2011 to provide the opportunity to learn more about the Project and to receive comments from agencies, other interested parties, and the public regarding the issues that should be addressed in the Draft EIR/EIS/EIS. Scoping comments received are summarized in Appendix A, "NOP/NOI and Scoping Summary Report." of the Draft EIR/EIS/EIS. In addition to the formal scoping process, TTD engaged in numerous public outreach activities subsequent to the public scoping process.

A Notice of Availability (NOA) for the joint environmental document was issued to the California and Nevada State Clearinghouses on April 24, 2017, initiating a 75-day public comment period. During that time public meetings were held on on June 9, June 14, and June 28, 2017 to accept comments on the Draft EIR/EIS/EIS. During the public comment period approximately 66 individuals, agencies, and

organizations provided comments on the Draft EIS which have been considered, responded to, and/or incorporated into the Final EIS as appropriate. The comments and responses to comments on the Draft EIR/EIS/EIS are included in Appendix O of the Final EIR/EIS/EIS.

Regional Plan Compliance:
Article V(2) of the Compact requires a transportation plan for the integrated development of a regional system of transportation within the Tahoe Region. The Compact requires the transportation plan to consider the Loop Road System in the States of California and Nevada. A purpose of the proposed project would be to meet this Compact requirement.

The US 50 South Shore Community Revitalization Project is consistent with the Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) which aims to reduce vehicle miles traveled (VMT) and associated Green House Gas (GHG) emissions. The RTP/SCS demonstrates how integrated transportation, land use, and housing strategies will help Lake Tahoe meet GHG targets as required by SB 375. The project will implement several goals of the RTP/SCS including environmental benefit, connecting recreation experiences, safety, and economic vitality and quality of life.

The RTP/SCS was approved based on the environmental analysis in a TRPA EIS that was prepared as a program environmental document for the entire plan of transportation projects, including the US 50/South Shore Community Revitalization Project. The RTP/SCS EIS is incorporated by reference into this document for the purpose of relying on cumulative and region-wide impact analysis that has already been prepared and presented in the certified RTP/SCS certified EIS. TRPA and TMPO prepared a joint CEQA Initial Study/TRPA Initial Environmental Checklist for the 2017 RTP as a supplement to the 2012 RTP/SCS EIS/EIR and relies largely on that document's analysis of potential environmental impacts and mitigation measures. Refer to Section 3.19, "Cumulative Impacts," for further explanation about the relationship between the analyses in this EIR/EIS/EIS and the RTP/SCS EIR/EIS.

The project will implement priorities of the Regional Plan such as creating more walkable and bike-able communities by increasing multi-modal transportation opportunities and supporting environmental redevelopment opportunities and Environmental Improvement Program (EIP) investments. The project is listed on the five-year EIP list (EIP # 03.01.02.0024) and will achieve multi-threshold benefits toward attainment in Transportation and Air Quality, Water Quality, and Scenic Resources.

Certification of the FEIS is appropriate. The FEIS considers a reasonable range of alternatives that are consistent with the Purpose and Need of the EIS and are sufficient to foster informed decision making, public awareness and participation

TRPA Staff recommends the APC provide a recommendation to the Governing Board to find the final EIR/EIS/EIS to be adequate and prepared in conformance with TRPA requirements for Environmental Impact Statements as put forth in the Tahoe Regional Planning Compact and the TRPA Code of Ordinances and Rules of Procedure. To further meet the Tahoe Regional Planning Compact – Article VII(d) findings are necessary to certify an EIS (see Attachment A), and then to certify the Final EIR/EIS/EIS as technically adequate.

Contact Information:
For questions regarding this agenda item, please contact Shannon Friedman, at (775) 589-5205 or sfriedman@trpa.org.

Attachments:
A. EIS Certification Findings
B. Threshold Findings
C. Table 1-1, Planning History
D. Table 4.1, Summary of Impacts
E. Draft Permit

Attachment A

EIS Certification Findings

Findings for Certification of the US 50/South Shore Community Revitalization Project Environmental Impact Statement

Pursuant to the TRPA Rules of Procedure, certification of the Final Environmental Impact Statement (Final EIS)—the TRPA component of the joint Environmental Impact Report/EIS/EIS (EIR/EIS/EIS) prepared for the project—is defined as a finding that the Final EIS complies, procedurally and substantially, with Article VII of the Compact, Chapter 3 of the Code, and Article 6 of the Rules of Procedure. The following findings, when made affirmatively, certify that the US 50/South Shore Community Revitalization Project Final EIR/EIS/EIS complies with the applicable criteria.

1. Code Section 3.7.1 (see also TRPA Compact VII(a)(1,3,4, and 5), and TRPA Compact VII(b)) Preparation of EIS:

When preparing an EIS, TRPA shall:

1. Finding: Utilize a systematic interdisciplinary approach which will insure the integrated use of the natural and social sciences and the environmental design arts in planning and decision making which may have an impact on man's environment.

   Rationale: The Final EIR/EIS/EIS utilizes a systematic interdisciplinary approach that insures the integrated use of the natural and social sciences and the environmental design arts in planning and in decision making that may have an impact on man's environment.

   (See the Summary chapter; Chapter 1, Introduction; Chapter 2, Proposed Project and Project Alternatives; and Chapter 3, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures, of the Draft and Final EIR/EIS/EIS.)

2. Finding: Study, develop and describe appropriate alternatives to recommended courses of action for any project which involves unresolved conflicts concerning alternative uses of available resources.

   Rationale: The Draft and Final EIR/EIS/EIS developed and analyzed a range of alternatives, which are summarized in the Summary chapter and described in Chapter 2, Proposed Project and Project Alternatives. Pursuant to TRPA requirements for the consideration of alternatives, the Draft and Final EIR/EIS/EIS evaluate the potential impacts of five project alternatives, consisting of four build alternatives and one no-build alternative. The proposed project was reflected in the Draft and Final EIR/EIS/EIS as "Alternative B: Triangle (Locally Preferred Action)."

   (See the Summary chapter and Chapter 2, Proposed Project and Project Alternatives, of the Draft and Final EIR/EIS/EIS).

3. Finding: Consult with and obtain the comments of any federal, state or local agency which has jurisdiction by law or special expertise with respect to any environmental impact involved. Copies of such statement and the comments and views of the appropriate federal, state and local agencies which are authorized to develop and enforce environmental standards shall be made available to the public and shall accompany the project through the review processes.

Rationale: TRPA and the other lead agencies consulted with and obtained comments from representative federal, state, and local agencies that have jurisdiction by law or special expertise with respect to environmental impacts associated with the US 50/South Shore Community Revitalization Project. The Draft EIR/EIS/EIS was circulated through the California State Clearinghouse (SCH) of the Governor's Office of Planning and Research (SCH Number 2011112009) and the Nevada State Clearinghouse. In addition, TRPA and/or Tahoe Transportation District (TTD) staff met with numerous relevant federal, state, and local agencies to provide information on the project and alternatives, and to answer questions.

Copies of written comments on the environmental analysis obtained from the various federal, state, and local agencies that are authorized to enforce environmental standards are available to the public and have been incorporated into and responded to in the Final EIR/EIS/EIS.

(See Sections 1.5, Summary of Public Involvement, and 7.2, Other Agencies and Organizations Consulted, of the Draft and Final EIR/EIS/EIS; and Appendix O, Comments on the Draft EIR/EIS/EIS and Responses, of the Final EIR/EIS/EIS.)

4. Findings: Consult the public during the environmental impact statement process and solicit views during a public comment period of not less than 60 days.

Rationale: TRPA and the other lead agencies used several methods to solicit input on the Draft EIR/EIS/EIS.

A Notice of Preparation (NOP)/Notice of Intent (NOI) was issued to inform agencies and the public that an EIR/EIS/EIS was being prepared for the project, and to solicit views of agencies and the public as to the scope and content of the document. The NOP/NOI was distributed on November 2, 2011, and comments were received through December 16, 2011. Scoping meetings were held with the TRPA Advisory Planning Commission (November 10, 2011) and the TRPA Governing Board (December 7, 2011) to provide information on the environmental analysis and to obtain oral comments.

All written and oral comments received during EIR/EIS/EIS scoping were summarized and included in the Scoping Summary Report in Appendix A of the Draft EIR/EIS/EIS. In addition to the formal scoping process, TTD

(the project proponent) has engaged in numerous public outreach activities, as identified in Table 1-2 of the Draft EIR/EIS/EIS.

On April 24, 2017, the Draft EIR/EIS/EIS was released for public review and comment for a 75-day period (ending July 7, 2017). The Draft EIR/EIS/EIS and/or a Notice of Availability was distributed directly to public agencies (including potential responsible and trustee agencies), interested parties, and organizations, and affected property owners within 1,000 feet of the project site. The Draft EIR/EIS/EIS was made available for review during normal business hours at the TRPA and TTD offices in Stateline, Nevada, and at the South Lake Tahoe and Zephyr Cover public libraries. The Draft EIR/EIS/EIS was also available online at the TRPA and TTD websites (www.trpa.org/document/projects-plans/ and www.tahoetransportation.org/us50). Oral comments were provided at the TRPA Advisory Planning Commission, TRPA Governing Board, and TTD Board of Directors meetings in June 2017. At each of these meetings, TRPA, TTD, and consultant staff made presentations to describe the proposed project and to discuss key environmental issues identified in the Draft EIR/EIS/EIS.

(See the Summary chapter and Section 1.5, Summary of Public Involvement, of the Draft and Final EIR/EIS/EIS; NOP/NOI; Notice of Availability/Notice of Comment Period of a Draft EIR/EIS/EIS and Proposed Section 4(f) *De Minimis* Determination for Public Review and Hearings.)

5. Finding: <u>Make available to States, counties, municipalities, institutions, and individuals, advice and information useful in restoring, maintaining and enhancing the quality of the region's environment.</u>

Rationale: The Final EIR/EIS/EIS makes available to states, counties, municipalities, institutions and individuals, advice and information useful in restoring, maintaining and enhancing the quality of the Region's environment. Table S-1 in the Summary chapter of the Draft and Final EIR/EIS/EIS summarizes the potential environmental impacts that would result from implementation of the five project alternatives. Sections 3.2 – 3.16 of the Draft and Final EIR/EIS/EIS describe in detail for each of the 15 technical topics the environmental impacts that would result from implementation of the alternatives. These technical resource sections each contain information on the regulatory setting, affected environment, environmental consequences, and feasible mitigation measures that could reduce potentially significant impacts.

(See the Summary chapter and Table S-1, Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures, of the Draft and Final EIR/EIS/EIS.)

(2) Code Section 3.7.2 (see also TRPA Compact VII(a)(2))

Contents of EIS: An EIS shall include, at a minimum, the following:

1. Finding: Description of project:

   Rationale: The Draft and Final EIR/EIS/EIS include a description of the project.

   (See Chapter 2, Proposed Project and Project Alternatives, of the Draft and Final EIR/EIS/EIS.)

2. Finding: The significant environmental impacts of the proposed project.

   Rationale: The Draft and Final EIR/EIS/EIS include the identified significant environmental impacts of the proposed US 50/South Shore Community Revitalization Project. The Draft and Final EIR/EIS/EIS identified a number of significant and potentially significant environmental effects (or impacts) that each alternative would cause or contribute to.

   (See the Summary chapter and Table S-1, Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures, and Sections 3.2 through 3.16 of the Draft and Final EIR/EIS/EIS.)

3. Finding: Any significant adverse environmental effects which cannot be mitigated should the project be implemented.

   Rationale: Most adverse effects could be mitigated to less-than-significant levels. However, even with the application of feasible mitigation measures, implementation of all of the alternatives would result in significant and unavoidable impacts. This following summarizes significant and unavoidable impacts by alternative.

   - Alternative A would result in five significant and unavoidable or adverse traffic and transportation effects, including impacts related to: vehicle, bicycle, and pedestrian safety; intersection level of service (LOS); and roadway LOS and emergency access in future years (2040).

   - Alternative B would result in up to three significant and unavoidable or adverse effects. The Alternative B transportation improvements would result in impacts related to: dividing the Rocky Point neighborhood and the resultant effects on community character and cohesion; substantial noise increases; and visual effects on the Rocky Point neighborhood. The Alternative B transportation improvements would also have a disproportionately high and adverse effect on minority and low-income populations in the Rocky Point neighborhood. The Alternative B mixed-use development, including replacement housing, would result in significant and unavoidable or adverse effects related to noise.

- Alternative C would result in up to seven significant and unavoidable or adverse effects. The Alternative C transportation improvements would result in impacts related to: dividing the Rocky Point neighborhood and the resultant effects on community character and cohesion; substantial noise increases; visual effects on the Rocky Point neighborhood; and transportation effects, including emergency access and roadway LOS. The Alternative C transportation improvements would also have a disproportionately high and adverse effect on minority and low-income populations in the Rocky Point neighborhood. The Alternative C mixed-use development, including replacement housing, would result in significant and unavoidable or adverse effects related to noise and traffic.

- Alternative D would result in up to three significant and unavoidable or adverse effects. The Alternative D transportation improvements would result in impacts related to: dividing the Rocky Point neighborhood and the resultant effects on community character and cohesion; substantial noise increases; and visual effects on the Rocky Point neighborhood. The Alternative D transportation improvements would also have a disproportionately high and adverse effect on minority and low-income populations in the Rocky Point neighborhood. The Alternative D mixed-use development, including replacement housing, would result in significant and unavoidable or adverse effects related to noise.

- Alternative E would result in up to five significant and unavoidable or adverse effects, including impacts related to: construction activities that would generate noise during nighttime noise-sensitive hours; a construction-related vibration impact on adjacent buildings; a decrease in the travel route rating for Roadway Travel Unit #32, and degradation of the scenic quality of the immediate area; and scenic impacts from the elevated structure having the potential to block or disrupt scenic vistas or views of individual scenic resources.

(See the Summary chapter; Section 3.4, Community Impacts; Section 3.15, Noise and Vibration; Section 3.6, Traffic and Transportation; Section 3.7, Visual Resources/Aesthetics; and Section 4.2, Significant Environmental Effects that Cannot be Avoided, of the Draft and Final EIR/EIS/EIS.)

4. Finding: <u>Alternatives to the proposed project.</u>

Rationale: The Draft and Final EIR/EIS/EIS include an analysis of alternatives to the US 50/South Shore Community Revitalization Project. See Certification Findings 1(2) above.

(See the Summary chapter and Chapter 2, Proposed Project and Project Alternatives, of the Draft and Final EIR/EIS/EIS.)

5. Finding: Mitigation measures which must be implemented to assure meeting standards of the region.

Rationale: The Final EIR/EIS/EIS includes an analysis of mitigation measures that must be implemented to assure meeting standards of the Region. All required mitigation measures that are specific to the US 50/South Shore Community Revitalization Project have been incorporated as conditions in the TRPA project permit. In adopting these findings, the Governing Board hereby adopts and commits to ensuring implementation of the mitigation measures as incorporated into the Final EIR/EIS/EIS. The mitigation measures as incorporated as conditions into the TRPA project permit represent binding commitments with which TTD, as project proponent, must comply and TRPA will enforce prior to TRPA permit acknowledgment.

(See the Summary chapter and Table S-1, Summary of Resource Topics with Impacts and Avoidance, Minimization, and/or Mitigation Measures, of the Draft and Final EIR/EIS/EIS.)

6. Finding: The relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity.

Rationale: The Draft and Final EIR/EIS/EIS includes an analysis of the relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity.

The Draft and Final EIR/EIS/EIS describe that implementation of the build alternatives would result in short-term construction-related impacts within the study area, including ground disturbance and vegetation removal for construction access and safety of operations, temporary limitations to vehicle and recreation access in some areas, increased air emissions, potential disturbance of currently unrecorded cultural resources, transport and use of hazardous materials (e.g., fuels and lubricants), soil erosion and water quality impacts, and increased ambient noise levels. Short-term impacts would be minimized through implementation of mitigation measures intended to reduce environmental effects. Over the long term, these resources are expected to recover from any adverse effects without a loss in productivity.

In the long term, the build alternatives would result in increased coverage, tree removal and disturbance and loss of sensitive habitats, increases in ambient noise levels and visual impacts on neighborhood character in the Rocky Point residential area west of the Heavenly Village Center, and the division of the Rocky Point neighborhood and displacement of residences. These impacts would be minimized through implementation of mitigation measures intended to reduce environmental effects.

Implementation of the US 50/South Shore Community Revitalization Project would meet the need to address existing and future transportation deficiencies and projected multi-modal transportation needs along the US 50 corridor between Pioneer Trail and State Route (SR) 207, to alleviate cut-through traffic in local neighborhoods in the City of South Lake Tahoe, and to support community revitalization goals in the California/Nevada state line area. The project would also meet the demand for transportation improvements to create well-designed, safer facilities that balance the needs of pedestrian, bicycle, transit, and private vehicle access while respecting the unique environmental setting of the Lake Tahoe Basin. The project would help the South Shore area to achieve revitalization goals, such as creating more walkable, transit-served public space in the tourist core through public and private investment, which would promote economic vitality.

Redevelopment of the mixed-use sites provides an opportunity for replacement of the displaced residents and businesses in the same immediate area. Depending on the composition of the mixed-use developments, these sites could provide a unique opportunity to meaningfully address the existing workforce housing deficiency in the Lake Tahoe Basin.

(See Section 3.17, Relationship between the Short-Term Uses of the Environment and the Maintenance and Enhancement of Long-Term Productivity, of the Draft and Final EIR/EIS/EIS.)

7. Finding: <u>Any significant irreversible and irretrievable commitments of resources which would be involved in the proposed project should it be implemented.</u>

Rationale: The Draft and Final EIR/EIS/EIS include an analysis of significant irreversible and irretrievable commitments of resources which would be involved in each of the alternatives should they be implemented. The discussion focuses first on the permanent loss or consumption of resources for future or alternative purposes, such as the raw materials and energy consumption required to manufacture materials for construction, fuel consumption for construction and operation of the transportation improvements and mixed-use redevelopment sites, and the generation of non-recyclable materials. The Draft and Final EIR/EIS/EIS also summarize the project's permanent changes to the existing environment and land use that would commit future generation to similar uses, including replacing woody vegetation with paved surfaces. Resources anticipated to be irreversibly committed would include: sand, gravel, concrete, petrochemicals, construction materials, and water. The project would also require the consumption of fossil fuels to meet energy demands associated with construction vehicles and equipment.

The Draft and Final EIR/EIS/EIS also summarize the project's minimal use of hazardous materials and the transport, use, and generation of only small volumes of hazardous materials associated with construction. It determines that with continued compliance with existing federal, state, and local laws and regulations related to hazardous materials, the project alternatives would not be expected to result in environmental accidents that have the potential to cause irreversible damage to the natural or human environment.

(See Section 3.18, Irreversible and Irretrievable Commitments of Resources and Significant Irreversible Environmental Changes, of the Draft and Final EIR/EIS/EIS.)

8. Finding: <u>The growth-inducing impact of the proposed project.</u>

Rationale: The Draft and Final EIR/EIS/EIS includes an analysis of the growth-inducing impacts of the project alternatives.

The Regional Plan caps growth in the Tahoe Region through development caps on commodities. Section 4.3, Grow-Inducing Impacts, describes the TRPA requirements (and California Environmental Quality Act and National Environmental Policy Act requirements) for addressing growth-inducing effects and provides analysis of the project's potential growth-inducing impacts. Section 4.3 analyzes growth-inducing effects of the project in the context of the limited number of residential and commercial floor area allocations established for the Tahoe Region. The analysis also notes that the project would not remove obstacles to growth in the Region such that the project would have growth-inducing effects.

(See Section 4.3, Growth-Inducing Impacts, of the Draft and Final EIR/EIS/EIS.)

(3) <u>Code Section 3.7.3 (see also TRPA Compact VII(c))</u>

Inclusion of Other Data and Information

1. Finding: <u>An environmental impact statement need not repeat in its entirety any information or data which is relevant to such a statement and is a matter of public record or is generally available to the public, such as information contained in an environmental impact report prepared pursuant to the California Environmental Quality Act or a federal environmental impact statement prepared pursuant to the National Environmental Policy Act of 1969. However, such information or data shall be briefly described in the environmental impact statement and its relationship to the environmental impact statement shall be indicated.</u>

Rationale: The Final EIR/EIS/EIS refers to the entirety of information and data that are relevant to the preparation of the document and are a matter of public record or are generally available to the public. Such information or data is briefly described in the EIR/EIS/EIS and its relationship to the EIR/EIS/EIS is so indicated.

(See the Draft and Final EIR/EIS/EIS and their appendices, including Chapter 6, References Cited, and Section 7.2, Other Agencies and Organizations Consulted.)

(4) Rules of Procedure 6.13

Draft EIS:

1. Finding: The draft EIS shall include, at a minimum, the elements listed in subsection 3.7.2 of the Code and a list of all federal, state and local agencies or other organizations and individuals consulted in preparing the draft.

   Rationale: The Draft EIR/EIS/EIS includes the elements listed in subsection 3.7.2 of the TRPA Code and a list of all federal, state, and local agencies or other organizations and individuals consulted in preparing the draft.

   (See Section 2 Findings for Subsection 3.7.2 of the Code above regarding contents of the EIR/EIS/EIS, and Section 1(3) Finding above regarding federal, state, and local agencies consulted.)

2. Finding: Summary: A draft EIS in excess of 30 pages shall include a summary, preferably less than 10 pages in length, which identifies at a minimum: a brief project description; each significant adverse effect with a summary of proposed mitigation measures or alternatives that would reduce or avoid that effect; and areas of controversy known to TRPA.

   Rationale: The Summary chapter of the Draft and Final EIR/EIS/EIS includes a brief description of the proposed project and alternatives, including each significant adverse effect with a summary of proposed mitigation measures or alternatives that would reduce or avoid that effect, and areas of controversy known to TRPA.

   (See Section S.3, Summary Description of Alternatives; Section S.4, Issues Subject to Public Controversy; Section S.5, Summary of Impacts and Mitigation; and Table S-1 in the Summary chapter of the Draft and Final EIR/EIS/EIS.)

3. Finding: Comment Period: The draft EIS shall be circulated for public comment for a period not less than 60 days. TRPA may hold a public hearing on the draft EIS.

Rationale: The Draft EIR/EIS/EIS was released for a 75-day public review period from April 24, 2017 through July 7, 2017. Copies of the Draft EIR/EIS/EIS were available for public review during normal business hours at the TRPA and TTD offices, as well as at the South Lake Tahoe and Zephyr Cove public libraries. Copies of the Draft EIR/EIS/EIS were also available for review online at the following websites: http://www.trpa.org/document/projects-plans/ and www.tahoetransportation.org/us50). During the review period, public hearings were held as follows to accept oral comments on the Draft EIR/EIS/EIS: (1) TTD Board of Directors meeting on June 9, 2017; (2) TRPA Advisory Planning Commission meeting on June 14, 2017; and (3) TRPA Governing Board meeting on June 28, 2017.

In response to the call for review and public comment on the Draft EIR/EIS/EIS, written and oral comment letters were received as follows: 10 comment letters were received from public agencies, seven comment letters were received from stakeholder organizations, 46 comment letters were received from individuals, and oral comments were received at the three public hearings.

(See Section 1.5, Summary of Public Involvement, of the Draft and Final EIR/EIS/EIS; Appendix O, Comments on the Draft EIR/EIS/EIS and Responses, of the Final EIR/EIS; and the Notice of Availability/Notice of Comment Period of a Draft EIR/EIS/EIS and Proposed Section 4(f) *De Minimis* Determination for Public Review and Hearings.)

4. Finding: Notice of Comment Period: The comment period shall not commence before the date of publication of a notice in a newspaper whose circulation is general through the region. The notice shall include a brief description of the project or matter under consideration, the date the comment period commences, the date by which comments must be received, and that copies of the draft EIS may be obtained by contacting TRPA and are available for public review at TRPA's offices. Copies of the draft EIS shall be mailed to California and Nevada state clearinghouses and appropriate federal agencies, on or before the beginning date of the comment period. Notice of the comment period shall be given to affected property owners pursuant to Article XII of these Rules.

Rationale: The Draft EIR/EIS/EIS Notice of Comment Period was properly noticed by TRPA and the other lead agencies. All procedures were followed regarding the availability of the Draft EIR/EIS/EIS for the public's review, and copies of the Draft EIR/EIS/EIS were delivered to the California and Nevada State Clearinghouses and notices were provided to appropriate local, state, and federal agencies, on or before the beginning date of the comment period. Copies of the Draft EIR/EIS/EIS were available for public review during normal business hours at the TRPA and TTD offices in Stateline, Nevada, and at the South Lake Tahoe and Zephyr Cover public libraries. The Draft EIR/EIS/EIS was also available online at the TRPA and

TTD websites (www.trpa.org/document/projects-plans/ and www.tahoetransportation.org/us50).

Notice of the Draft EIR/EIS/EIS was also published in the Tahoe Daily Tribune on April 28, 2018. The notice included a brief description of the project, the date the comment period commenced, the date by which comments were to be received, and indicated that copies of the Draft EIR/EIS/EIS were available by contacting TRPA and/or available at the above-described locations. Notice of the comment period was given to the public in accordance with Article XII of the TRPA Rules of Procedure.

(See Tahoe Daily Tribune April 28, 2017 publication of Notice of Availability/Notice of Comment Period of a Draft EIR/EIS/EIS and Proposed Section 4[f] Determination for Public Review and Hearings.)

5. Finding: Request for Comments: TRPA shall request comments on draft EIS's from any federal, state or local agency which has jurisdiction by law or special expertise with respect to any environmental impact involved. Notice of a request for comments shall be given by deposit of the request, in the U.S. Mail, first class mail, postage prepaid. Notice shall be given no later than the date the comment period commences. Separate notice under this section is not necessary if notice of the draft EIS has been given to the agency pursuant to the "Notice of Comment Period" above.

Rational: TRPA and the other lead agencies provided notice of the Draft EIR/EIS/EIS pursuant to the Notice of Comment Period (subsection 6.13.3 of the TRPA Rules of Procedure, as described in the Section 1(4) Finding above).

(See Tahoe Daily Tribune April 28, 2017 publication of Notice of Availability/Notice of Comment Period of a Draft EIR/EIS/EIS and Proposed Section 4[f] Determination for Public Review and Hearings.)

(5) Rules of Procedure 6.14

Final EIS:

1. Finding: At the conclusion of the comment period, TRPA shall prepare written responses to all written comments received during the comment period, and may respond to oral or late comments. The response to comments may be in the form of a revision to the draft EIS, or may be a separate section in the final EIS that shall note revisions to the draft EIS, if any. The final EIS shall include, at a minimum: the draft EIS, or a revision; comments received on draft, either verbatim or in summary; the response to comments; and a list of persons, organizations and agencies commenting in writing on the draft EIS.

The final EIS may incorporate by reference computer data recorded on disk, videotape, slides, models and similar items provided summaries of such items are included in the final EIS. The final EIS may also include oral testimony given at APC or Board hearings.

Rationale: At the conclusion of the comment period, TRPA and the other lead agencies prepared written responses to all written comments received during the comment period and responded to all oral comments, including oral testimony given at the TRPA Advisory Planning Commission, TRPA Governing Board, and TTD Board of Directors hearings in June 2017. Appendix O of the Final EIR/EIS/EIS includes a list of individuals, organizations, and agencies commenting in writing or through oral testimony on the Draft EIR/EIS/EIS and responses to those comments (see Appendix O, including Table 1, of the Final EIR/EIS/EIS). Written comments received on the draft are reproduced in their entirety. A verbatim transcript of oral testimony heard at the TTD Board meeting in June 2017 and summary notes of oral testimony at the TRPA APC and Board hearings are also included.

Revisions to the Draft EIR/EIS/EIS, resulting from responses to comments and/or staff-initiated text changes, are included in the individual sections and chapters of the Final EIR/EIS/EIS. Revisions shown as excerpts from the Draft EIR/EIS/EIS text include strikethrough (~~strikethrough~~) text for deletions and underline (underline) text for additions.

The Final EIR/EIS/EIS summarizes and incorporates by reference computer data recorded on disk, models, and similar items that are referenced in the Draft and Final EIR/EIS/EIS.

(See Chapter 6, References Cited, of the Draft and Final EIR/EIS/EIS.)

Attachment B

Threshold Findings

Required Findings for Approval of the US 50/South Shore Community Revitalization Project

Required Findings: The following Chapters 3 and 4, findings must be made prior to approving the proposed US 50/South Shore Community Revitalization Project.

Chapter 3 Findings: Prior to approving a project for which an EIS was prepared, TRPA shall make either of the following findings for each significant adverse effect identified in the EIS:

1. Finding: Changes or alterations have been required in or incorporated into such project to avoid or reduce the significant adverse environmental effects to a less-than-significant level; or specific considerations, such as economic, social, or technical, make infeasible the mitigation measure or project alternatives discussed in the environmental impact statement on the project.

Rationale: All of the adverse environmental effects associated with the proposed US 50/South Shore Community Revitalization Project may be avoided or reduced to a less-than-significant level with the adoption of the mitigation measures set forth in the EIR/EIS/EIS, with the exception of the following:

- Impact 3.4-1: Physically divide an established community causing changes to the community character and cohesion
- Impact 3.7-1: Degradation of scenic quality and visual character
- Impact 3.15-3: Traffic noise exposure at existing receptors

The Findings provided in Table 2-1 (at the end of this document) summarize the significant environmental effects presented in the EIR/EIS/EIS and a discussion of the rationale supporting these findings. Additional rationale supporting these findings is included below.

Alternatives Considered

The EIR/EIS/EIS evaluated five alternatives to present a reasonable range of options. The range of alternatives considered in the EIR/EIS/EIS complies with Article VII(a)(3) of the Tahoe Regional Planning Compact and Section 3.7 of the TRPA Code of Ordinances (Code). Each alternative is potentially feasible, based on relevant economic, environmental, social, technological, and legal factors. A reasonable range of alternatives that best met the objectives of the US 50/South Shore Community Revitalization Project, and that offered an environmental advantage over the proposed project by avoiding or reducing at least one significant impact, were selected for evaluation.

The proposed US 50/South Shore Community Revitalization Project is evaluated as Alternative B: Triangle (Locally Preferred Action). The other alternatives, summarized below, are:

- Alternative A: No Build (No Project or No Action)
- Alternative C: Triangle One-Way
- Alternative D: Project Study Report Alternative 2
- Alternative E: Skywalk

Alternatives C and D, similar to the project, would result in the realignment of US 50 from a point just west of the Pioneer Trail/US 50 intersection to the point where Lake Parkway meets US 50 in Nevada. Alternative E would construct a skywalk (i.e., a raised pedestrian walkway) over US 50 between Stateline Avenue and the northern end of the Montbleu Resort.

A good faith effort was made to evaluate a range of feasible alternatives in the EIR/EIS/EIS that are reasonable alternatives to the proposed US 50/South Shore Community Revitalization Project, even when the alternatives might not fully achieve the project objectives or might be more costly. As a result, the scope of alternatives analyzed in the EIR/EIS/EIS is not unduly limited or narrow.

The EIR/EIS/EIS contains a detailed analysis of the impacts of each of the five alternatives. Table S-1 in the Summary chapter of the Draft and Final EIR/EIS/EIS summarizes the conclusions concerning the impacts of, and mitigation measures applicable to, each alternative.

Alternative A (No Build Alternative) would be the environmentally preferable/environmentally superior alternative compared to the proposed project because it would result in fewer significant impacts. However, Alternative A would not meet the basic project objectives described in Section 1.3, “Purpose, Need, and Objectives,” of the Draft EIR/EIS/EIS and would not achieve the 17 beneficial impacts of the project related to parks and recreational facilities, traffic and transportation, and water quality and stormwater runoff.

Alternatives C and D would result in similar adverse and significant impacts as the project; however, Alternative C would result in a greater number of significant and unavoidable impacts than the project. Alternatives C and D would meet all of the project objectives. Alternative E would eliminate many significant impacts associated with the transportation improvements proposed under the project, in particular the long-term effects of a realigned roadway through residential neighborhoods. However, the benefits related to realigning US 50 would not be realized with Alternative E, including those involving improved emergency access and traffic conditions. Additionally, Alternative E would result in significant scenic and visual degradation of the roadway and roadway viewpoints, which result in a TRPA threshold violation.

The EIR/EIS/EIS description of the alternatives is summarized as follows:

Alternative A: No Build (No Project or No Action)
With Alternative A there would be no improvements to existing US 50, Lake Parkway, or other roadways within the project site boundaries. The current road alignment and lane configuration would remain the same. The roadway system within the project site boundaries would continue to be inadequate to meet the existing or projected traffic volumes. No bicycle, pedestrian, or transit improvements would be made. The continued periods of traffic congestion during the peak summer and winter seasons would degrade and discourage bicycle and pedestrian travel in the tourist core and along major roadways, and inhibit the operation of and accessibility to transit services. Cut-through traffic on local roadways would continue as it does today.

Alternative B: Triangle (Locally Preferred Action or Proposed Project)
Alternative B is the proposed US 50/South Shore Community Revitalization Project in the Draft and Final EIR/EIS/EIS. The project would construct a realignment of US 50 to the southeast of existing US 50 from just west of the Pioneer Trail intersection in California to Lake Parkway in Nevada. Realigned US 50 would begin at a relocated Pioneer Trail intersection located to the west of the existing intersection and proceed south along existing Moss Road. It would then turn east onto the Montreal Road alignment, passing behind (southeast of) the Heavenly Village Center shopping complex, and continuing along the existing Montreal Road and Lake Parkway alignments before ending at a new two-lane roundabout at the existing US 50/Lake Parkway intersection. The project includes transportation improvements, including the road network changes, bicycle and pedestrian improvements, right-of-way acquisition, and mixed-use redevelopment, including replacement housing.

Road Network Changes
Realigned US 50 would have four 11-foot wide travel lanes, 5-foot wide shoulders, and turn pockets at major intersections and driveways. New signalized intersections along realigned US 50 would be located at Heavenly Village Way and the driveway entrance to Harrah's. The existing right-of-way of the segment of US 50 between Pioneer Trail and Lake Parkway—the new Main Street—would be relinquished to the City of South Lake Tahoe in California, and Douglas County in Nevada. Realigned US 50 would become California Department of Transportation (Caltrans) and Nevada Department of Transportation (NDOT) right-of-way.

Between Park Avenue and Lake Parkway, the new Main Street would be reduced to one travel lane in each direction, with landscaped medians, and left-turn pockets at major intersections and driveways. Bicycle lanes and sidewalks would be added and/or upgraded throughout the project site. A pedestrian bridge would be constructed over realigned US 50 approximately 250 feet south of the proposed new intersection at the Harrah's entrance driveway near the California/Nevada state line; the pedestrian bridge would connect Van Sickle Bi-State Park to the tourist core.

Right-of-Way Acquisition Needs
The right-of-way needs of the project would include both partial and full acquisition of parcels within the project site; a total of 99 parcels would be affected by the project. Table 2-1 in Chapter 2, "Proposed Project and Project Alternatives," of the Draft and Final EIR/EIS/EIS summarizes the total number of affected parcels, by state. Table 2-2 in the Draft and Final EIR/EIS/EIS provides a summary description of the types of uses and number of units affected for those parcels listed as full acquisitions in Table 2-1. A full list of specific parcels affected by the project (and other realignment alternatives) is included in Appendix B of the Draft and Final EIR/EIS/EIS. Appendix B also includes exhibits that distinguish full and partial parcel acquisitions for the other realignment alternatives.

Mixed-Use Redevelopment Sites
The project includes the potential redevelopment of three sites within the project site to include a mix of residential and commercial uses. The purpose of the redevelopment sites would be to provide relocation opportunities for dislocated residents and business owners in the immediate vicinity.

Alternative C: Triangle One-Way
The alignment of Alternative C would be the same as the project for the route along existing Montreal Road and Lake Parkway. However, Alternative C would involve one-way travel within the tourist core and on the realigned highway to the southeast. It would reduce right-of-way needs relative to the project, as described below.

Road Network Changes
Alternative C would split eastbound and westbound directions on US 50 from the Park Avenue/Heavenly Village/US 50 intersection in California to Lake Parkway/US 50 intersection in Nevada. Eastbound US 50 would remain on the same alignment as the existing highway, while westbound US 50 would be realigned along Lake Parkway southeast of existing US 50. Both eastbound and westbound US 50 would have turn pockets at major intersections and driveways and would add and/or upgrade bicycle lanes and sidewalks.

Travel lanes along the eastbound and westbound segments would be 11-feet wide. New signalized intersections would be located on westbound US 50 at Heavenly Village Way and the entrance Harrah's driveway off existing Lake Parkway. Caltrans and NDOT would be required to accept the right-of-way along both segments of US 50 for those portions in their respective state, and the City of South Lake Tahoe and Douglas County would need to relinquish the right-of-way along Lake Parkway, Montreal Road, and other local roadways affected by Alternative C. A pedestrian bridge, similar to the project, would be constructed over westbound US 50 near the California/Nevada state line connecting the Van Sickle Bi-State Park to the Stateline area.

Right-of-Way Acquisition Needs
The Alternative C realignment of US 50 would require the acquisition of right-of-way similar to the project. The right-of-way needs would include both partial and full acquisition of parcels within the project site; a total of 97 parcels would be affected by Alternative C.

Mixed-Use Redevelopment Sites
Alternative C includes the redevelopment of the same three sites within the project site as the project for the purpose of providing relocation opportunities to the dislocated residents and business owners.

Alternative D: Project Study Report Alternative 2
Alternative D is similar to the project in that it would realign US 50 to the southeast of existing US 50 from the Pioneer Trail intersection in California to Lake Parkway in Nevada. The relocated US 50/Pioneer Trail intersection would be further north than the Alternative B alignment.

Road Network Changes
The realignment of US 50 associated with Alternative D would begin at a reconstructed Pioneer Trail intersection and proceed east on a realigned highway segment between existing Echo Road and Fern Road. It would then turn north onto the Montreal Road alignment, passing behind the Heavenly Village Center shopping complex, and continuing along the existing Montreal Road and Lake Parkway alignments before ending at a new two-lane roundabout at the existing US 50/Lake Parkway intersection.

The Draft and Final EIR/EIS/EIS also contemplates an option that would retain a signalized intersection at US 50/Lake Parkway, instead of a roundabout.
Realigned US 50 would have four 11-foot wide travel lanes, 5-foot wide shoulders, and turn pockets at major intersections and driveways. New signalized intersections would be located at US 50/Heavenly Village Way and the driveway entrance to Harrah's from US 50. The existing segment of US 50 between Pioneer Trail and Lake Parkway would be relinquished to the City of South Lake Tahoe in California and to Douglas County in Nevada. Realigned US 50 would become Caltrans and NDOT right-of-way.

Between Park Avenue and Lake Parkway, the existing US 50 would be reduced to one lane in each direction, with landscaped medians and left-turn pockets at major intersections and driveways, similar to the project. Bicycle lanes and sidewalks would be added and/or upgraded throughout the project site. A pedestrian bridge would be constructed over realigned US 50 near the California/Nevada State Line connecting the Van Sickle Bi-State Park to the Stateline area.

Right-of-Way Acquisition Needs
The Alternative D realignment of US 50 would require the acquisition of right-of-way. The right-of-way needs would include both partial and full acquisition of parcels within the project site; a total of 78 parcels would be affected by Alternative D.

Mixed-Use Development Sites
Like the project, Alternative D includes the redevelopment of three sites within the project site to include a mix of residential and commercial uses that could be relocation opportunities for dislocated residents and business owners.

Alternative E: Skywalk
Alternative E would feature a concrete deck over the entire width and length of existing US 50 within the tourist core between a location about 100 feet south of Stateline Avenue and a location near the northern end of the Montbleu Resort (about 450 feet south of Lake Parkway). The deck would serve as a pedestrian "skywalk" facility or pedestrian walkway between the resort-casinos. The width would be approximately 75 feet. The skywalk would be constructed on 4-feet wide columns spaced approximately 20 feet on center running along both sides of the highway for the entire length of the bridge. The purpose of the skywalk would be to enhance pedestrian facilities and separate pedestrians from the highway through the tourist core near the resort-casinos to allow for improved traffic flow. Alternative E would avoid the need to acquire property and displace uses and people in the existing community and, therefore, it would not be necessary to provide replacement housing or commercial space as part of this alternative.

The configuration of US 50 would remain as it is today, except that the signal and at-grade pedestrian scramble between Hard Rock and Montbleu would be removed. The improvements on Stateline Avenue would be the same as that which would occur for the project.

Chapter 4 Findings: The following findings must be made prior to approving the US 50/South Shore Community Revitalization Project:

1. Finding: The proposed US 50/South Shore Community Revitalization Project is consistent with, and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, Plan Area Statements and maps, the Code, and other TRPA plans and programs.

Rationale: Based on the analysis in the US 50/South Shore Community Revitalization Project EIR/EIS/EIS; the 2015 Threshold Evaluation (TRPA 2016); Findings 2 and 3, below; and Table 2-1, the Governing Board finds that implementation of the US 50/South Shore Community Revitalization Project is consistent with and would not adversely affect implementation of the Regional Plan, including all applicable goals and policies, local plans (i.e., plan area statements, community plans, and area plans) adopted for the purpose of implementing the Regional Plan and their maps, the TRPA Code, and other TRPA plans and programs (as amended).

2. Finding: The proposed US 50/South Shore Community Revitalization Project will not cause the environmental threshold carrying capacities to be exceeded.

Rationale: Based on the analysis in the US 50/South Shore Community Revitalization Project Draft and Final EIR/EIS/EIS, 2015 Threshold Evaluation (TRPA 2016), Finding 3, below, and Table 2-1, the Governing Board finds that implementation of the US 50/South Shore Community Revitalization Project would not cause the environmental threshold carrying capacities to be exceeded.

As demonstrated in the US 50/South Shore Community Revitalization Project EIR/EIS/EIS and herein, there are no unmitigated adverse impacts to the thresholds. Applicable environmental threshold carrying capacities are incorporated into the criteria of significance for each applicable resource evaluation in Sections 3.2 through 3.16 of the Draft and Final EIR/EIS/EIS. As explained in the findings portion of Table 2-1, changes or alterations have been required or incorporated into the proposed US 50/South Shore Community Revitalization Project that avoid or reduce any significant adverse environmental effects of the proposed amendments to a less-than-significant level with the exception of Impacts 3.4-1, 3.7-1, and 3.15-3, as listed in Finding 1 of the Chapter 3 Findings above.

The information contained herein supports the required findings set forth in Chapter 4, Section 4.4.1 of the Code of Ordinances. The effects of the US 50/South Shore Community Revitalization Project on the environmental threshold carrying capacities are addressed for the nine threshold categories: air quality, water quality, soil conservation, vegetation, fisheries, wildlife, scenic resources, noise, and recreation. The discussion below summarizes the following for each of the nine threshold categories:

- A list of the indicator reporting categories;
- A discussion of the current attainment status and the effects of the proposed US 50/South Shore Community Revitalization Project for each indicator reporting category; and

- A conclusion statement regarding whether the US 50/South Shore Community Revitalization Project will cause the environmental threshold carrying capacities to be exceeded.

A. Air Quality

This section summarizes the effects of implementing the US 50/South Shore Community Revitalization Project on the thresholds established for air quality. The following Indicator Reporting Categories for air quality have been established by TRPA:

- Carbon Monoxide (CO),
- Ozone,
- Visibility,
- Respirable and Fine Particulate Matter (PM),
- Nitrate Deposition, and
- Odor.

Effects of the US 50/South Shore Community Revitalization Project on Air Quality Thresholds

According to 2015 Threshold Evaluation, the majority of air quality indicators in the Lake Tahoe Basin were at or better than attainment with adopted thresholds and standards. In total, 16 of 20 indicators were in attainment with almost all having improving trends. Two indicators had insufficient data to make a determination (TRPA 2016).

CO, Ozone, and PM Thresholds

The Highest 8-hour Average Concentration of Ozone and Highest 24-hour PM10 Concentration Thresholds are not in attainment. The remaining ozone and PM thresholds, as well as the CO and visibility thresholds, are in attainment.

As explained in the introduction to the Section 3.13, Air Quality, in the Draft EIR/EIS/EIS, the long-term operational emissions associated with the project would primarily be associated with mobile-sources and trip generation from the mixed-use development. Impact 3.13-2 of the Draft EIR/EIS/EIS discusses the increase in mobile source emissions associated with the project. The mixed-use development sites would result in some operational area-source emissions associated with certain sources such as fireplaces/woodstoves, the use of consumer products, and landscape maintenance equipment. Because the proposed mixed-use development sites would largely replace existing residences and businesses that would be displaced, the development of the mixed-use sites would not result in substantial new area-source emissions above existing conditions.

Impact 3.13-2 in the Draft EIR/EIS/EIS describes that the US 50/South Shore Community Revitalization Project is consistent with the Regional Transportation Plan (RTP) and Federal Transportation Improvement Program (FTIP), which were found to conform to the Statewide Implementation Plan (SIP). Conformity to the SIP means that transportation activities (such as implementation of the project) would not create new air quality violations, worsen existing violations, or delay the attainment of national ambient air quality standards (NAAQS). Upon adoption of the RTP, the Federal Highway Administration and Federal Transit Authority approved an air quality conformity finding. The design concept and scope of the proposed project is consistent with the project description in the federally approved 2012 RTP and 2015 FTIP, and the underlying assumptions included in TRPA's regional emissions analysis. Therefore, the project

would not result in long-term operational-related increases in criteria air pollutants or precursors, would conform to the SIP and meeting Federal Conformity Requirements, and no adverse regional air quality impact would occur. For these reasons, the US 50/South Shore Community Revitalization Project would not result in the deterioration of ambient air quality or the exceedance of an applicable air quality standard.

As analyzed in Impact 3.13-12 and in Finding 3, below, construction activities would be required to comply with TRPA's Best Construction Practices Policy for Construction Emissions, TRPA Code Section 65.1.18 related to vehicle idling, and all El Dorado County Air Quality Management District (EDCAQMD) rules and regulations. These conditions include dust control measures, including covering mounds of loose soil, revegetating disturbed areas, and avoiding track out, among others. The types of construction activities that would occur would generate equipment exhaust and fugitive dust emissions.

Implementation of Mitigation Measures 3.13-1a and 3.13-1b, would further reduce NO_x and fugitive dust emissions. Implementation of Mitigation Measure 13.3-1a would reduce diesel equipment exhaust emissions of NO_X and PM_{10} by requiring a comprehensive inventory of all heavy-duty off-road equipment to be used during construction and demonstrating that the vehicles to be used would achieve a project-wide fleet average 20 percent reduction in NOx emissions (through use of late model engines, low-emission diesel products, alternative fuels, or other means), as compared to the California Air Resources Board's statewide fleet average. Mitigation Measure 3.13-1b would further reduce fugitive PM_{10} and $PM_{2.5}$ dust emissions and minimize dispersion beyond a given property boundary. These best practices would be effective in substantially reducing construction-generated emissions. Additionally, the project was required to demonstrate in accordance with EDCAQMD guidance that emissions would be mitigated to levels below the district-applicable threshold standards for construction emissions.

Because long-term operational emissions associated with the US 50/South Shore Community Revitalization Project were accounted for in regional emissions analyses that are the basis for the Regional Plan and other reginal plans, the project would not cause the environmental threshold carrying capacities for CO, ozone, and particulate matter to be exceeded. Further, because the project would include additional construction best practices for air quality emissions (as required by Mitigation Measures 3.13-1a and 3.13-1b), short-term emissions of CO, Ozone, and PM associated would be substantially reduced and mitigated to levels below the EDCAQMD threshold standards for construction emissions.

For these reasons, the proposed project would not cause the CO, ozone, and PM thresholds to be exceeded.

Nitrate Deposition Threshold

The threshold standard related to nitrate deposition is a management standard that calls for TRPA to reduce the transport of nitrates into the Basin and reduce NO_x produced in the Basin. This threshold is in attainment.

In general, gaseous emissions of nitrogen compounds that could undergo atmospheric deposition are associated with combustion processes from automobiles and other

sources. The threshold limits vehicle miles of travel (VMT) as a proxy for nitrate deposition. The target value for the VMT threshold is a 10 percent reduction from 1981 levels, or no more than 2,030,938 daily VMT (TRPA 2016). The 2017 Regional Transportation Plan/ Sustainable Communities Strategy (RTP/SCS) determined that the monitoring of VMT, and release of commodity allocations contingent on achievement of the TRPA VMT threshold standard (as required by Chapter 50 of the TRPA Code) would prevent region-wide VMT from exceeding the threshold standard of 2,030,938.

Because the US 50/South Shore Community Revitalization Project is consistent with the RTP and the VMT threshold standard is maintained through monitoring and controlled release of commodity allocations, the project would not cause the nitrate deposition threshold to be exceeded.

Odor Threshold

TRPA has adopted a policy statement to reduce fumes from diesel engines in the Lake Tahoe Basin to the extent possible (TRPA 2012a). This threshold is in attainment. A review of current adopted policies, ordinances, and rules of TRPA, state, and federal agencies has found that this policy statement has been implemented. These agencies have adopted policies and measures that address diesel odor, and there is evidence that the associated regulatory measures are effective in reducing diesel fuel emissions at regional, state, and national scales.

As discussed in the introduction to Section 3.13, Air Quality, of the Draft EIR/EIS/EIS, operation of the proposed project would not result in any new permanent odor sources, and odors associated with project construction (e.g., diesel exhaust from the use of heavy-duty off-road equipment) would be temporary and would generally not be produced in the same locations for an extended period. Furthermore, such odorous emissions generally disperse rapidly with distance from the source. The proposed project would not result in the introduction of new odor sources or new odor exposure problems in the Lake Tahoe Basin. Therefore, the proposed project would not cause the odor threshold to be exceeded.

Conclusion

For the reasons described above, and based on the US 50/South Shore Community Revitalization Project EIR/EIS/EIS and the 2015 Threshold Evaluation Report, the proposed project would not cause the air quality thresholds to be exceeded.

B. Water Quality

This section summarizes the effects of implementing the US 50/South Shore Community Revitalization Project on the thresholds established for water quality. The following Indicator Reporting Categories for water quality have been established by TRPA:

- Pelagic Lake Tahoe,
- Littoral Lake Tahoe,
- Tributaries,
- Surface Runoff (discharge to a water body),
- Groundwater (discharge to), and
- Other Lakes.

Threshold standards that could be affected by the US 50/South Shore Community Revitalization Project are discussed below. Indicator Reporting Categories for water

quality that are considered to not be applicable to the project because of its location consist of: Pelagic Lake Tahoe; Littoral Lake Tahoe; and Other Lakes.

Effects of the US 50/South Shore Community Revitalization Project on Water Quality Thresholds

Tributaries Threshold

The threshold for suspended sediment concentration for tributaries is in attainment. The thresholds for phosphorus and nitrogen concentrations vary between in attainment and nonattainment depending on the data collection location. The 2015 Threshold Evaluation indicated that the status and trends for suspended sediment load, fine sediment load, and nutrient loads could not be assessed.

Edgewood Creek, Golf Course Creek, and Stateline Creek are located within the project site boundaries. These creeks are not among the seven streams routinely monitored for suspended and fine sediment, phosphorous, and nitrogen concentrations and loads (TRPA 2016). As described in the discussion of the project effects on the common vegetation thresholds, below, and in Impact 3.11-1 of the Draft EIR/EIS/EIS, the proposed project would result in the direct removal of 1.6 acres of sensitive habitats, including montane riparian habitat that is present where the proposed roadway expansion and improvements along Montreal Road and Lake Parkway cross Stateline Creek, Golf Course Creek, and Edgewood Creek. The proposed transportation improvements would span much of the riparian habitat, rather than remove it. Where Edgewood Creek passes below US 50 and Golf Course Creek intersects Lake Parkway, the existing culverts at those locations would be lengthened to accommodate the wider roadway width with the proposed project. As described in Section 3.10, “Water Quality and Stormwater Runoff,” since TRPA, Lahontan Regional Water Quality Control Board (RWQCB), and Nevada Department of Environmental Protection (NDEP) regulations are in place to minimize erosion and transport of sediment and other pollutants during construction, and since appropriate project-specific measures would be defined to secure necessary permits and approvals, project-related impacts to the stream channels and water quality would be minimized and would not result in substantial adverse effect on aquatic habitats.

For these reasons, the US 50/South Shore Community Revitalization Project would not cause the tributaries threshold to be exceeded.

Surface Runoff Thresholds

The 2015 Threshold Evaluation Report indicated that the status and trend for thresholds related to suspended sediment concentration, nutrient concentrations, suspended sediment load, and nutrient loads could not be assessed.

Surface runoff may be the result of both construction-related activities and long-term effects of project features such as increased impervious surfaces. As discussed in Impact 3.10-1 of the Draft EIR/EIS/EIS, construction-related ground disturbance has the potential to cause accelerated soil erosion and sediment loss that could be transported to nearby water bodies. Soils exposed during rain events could generate sediment that could be carried in runoff into storm drains and surface waters. Vehicle traffic into and out of construction areas could carry sediment onto roadways where it could be ground into fine sediments. Use of hazardous materials during construction (e.g., fuels, lubricants) could result in the release of these materials into nearby water bodies. The proposed project would result in temporary and permanent soil disturbance of

approximately 22 and 34 acres, respectively. Temporary disturbance areas would be stabilized and revegetated following construction as required by TRPA Code Section 61.4.

With respect to construction water quality, all projects that disturb one or more acres of soil would be subject to the relevant NDEP and Lahontan RWQCB National Pollutant Discharge Elimination System (NPDES) permits (depending on the portion of the project site, this may include the NDEP Stateline Stormwater Association NPDES Discharge Permit, the Caltrans Statewide NPDES Permit, and Lake Tahoe Basin Construction General NPDES Permit from Lahontan RWQCB). A condition of all the NPDES permits would be the preparation of a SWPPP. The SWPPP would be prepared by a qualified SWPPP practitioner and/or a qualified SWPPP developer that identifies water quality controls consistent with Lahontan RWQCB and TRPA requirements, and would require that runoff quality meets TRPA water quality requirements under the TRPA Code and maintains the beneficial uses of Lake Tahoe and Edgewood Creek. The SWPPP would describe the site controls, erosion and sediment controls, means of waste disposal, implementation of approved local plans, control of post-construction sediment and erosion control measures, and management controls unrelated to stormwater. Best management practices (BMPs) identified in the SWPPP would be implemented during all site development activities. All construction site BMPs would follow the latest edition of the Caltrans *Storm Water Quality Handbooks: Construction Site BMPs Manual* (Caltrans 2003), the *Nevada Contractors Field Guide for Construction Site Best Management Practices* (NDEP 2008), and the *TRPA BMP Handbook* (TRPA 2014) to control and minimize the impacts of construction-related activities, materials, and pollutants on the watershed.

Because TRPA, Lahontan RWQCB, and NDEP regulations are in place to minimize erosion and transport of sediment and other pollutants during construction, and appropriate project-specific measures would be defined to secure necessary permits and approvals, project-related impacts would be minimized.

In the long term, the amount of stormwater runoff generated from a project is related to conversion of vegetated or pervious surfaces to impervious surfaces and by the development of drainage systems that connect these impervious surfaces to streams or other water bodies. In this way, development can increase the rate of runoff and eliminate storage and infiltration that would naturally occur along drainage paths. As water runs off the land surface, it collects and carries materials and sediment, which can be potentially harmful to downstream receiving waters. Additionally, runoff from impervious surfaces can become concentrated, causing erosion and increased sediment transport.

As described in Impact 3.10-3 of the Draft EIR/EIS/EIS, the proposed project would create an increase of 5.47 acres of impervious surfaces. The project would be required to comply with stringent State Water Resources Control Board (SWRCB), RWQCB, NDEP, and TRPA post-construction stormwater controls. Storage, infiltration, and treatment measures are required to minimize runoff flows and volumes and any stormwater discharge would be required to comply with Lahontan RWQCB, NDEP, and TRPA water quality standards and the Lake Tahoe TMDL. Because implementation of the proposed project could require use of existing stormwater management infrastructure (Rocky Point stormwater easement parcels and Fern Road stormwater basins), an impact on stormwater runoff management was recognized in the Draft EIR/EIS/EIS, which would

be mitigated by replacing affected facilities with equivalently or more effective stormwater infrastructure, as defined during detailed project design.

In addition, as described in Impact 3.10-2 of the Draft EIR/EIS/EIS, the proposed project includes several water quality improvements that would resolve preexisting detrimental conditions within the project site and add supplemental capacity to water quality treatment basins above required volumes. The implementation of these water quality improvements would be a benefit to surface runoff in the area.

Because the increased stormwater discharge would be managed such that surface runoff would not adversely affect water quality and the project would implement extensive stormwater improvements, the project would not cause the surface runoff threshold standard to be exceeded.

Groundwater Thresholds

The 2015 Threshold Evaluation Report indicated that the status and trends for groundwater thresholds (suspended sediment load, fine sediment load, and nutrient loads) could not be assessed.

As discussed in Impact 3.10-1 of the Draft EIR/EIS/EIS, excavation for construction of the pedestrian bridge pilings would range from 20 to 60 feet deep, depending on the footings selected during final design. Excavation at these depths could encounter groundwater, and may require dewatering. The Lake Tahoe Hydrologic Unit Construction General NPDES Permit allows dewatering operations provided that the dewatering discharge cannot be eliminated, complies with the BMPs described in the SWPPP, is filtered or treated, does not exceed numeric action levels for pH and turbidity, and would not cause or contribute to a violation of water quality standards (SWRCB 2009). Dewatering under this NDPES permit must not be used to clean up failed or inadequate construction or post-construction BMPs designed to keep materials onsite. The potential water quality effects resulting from these actions would be minimized through compliance with the applicable permits and regulations described in Section 3.10 of the Draft EIR/EIS/EIS.

As discussed in Impact 3.10-4 of the Draft EIR/EIS/EIS, the project site contains some areas of shallow groundwater (such as wetland and stream environment zone [SEZ] habitats) and areas where the seasonal groundwater table might be intercepted by deep excavation. In general, the soil environment provides biological and physical filtering for water as it infiltrates; however, in areas where groundwater tables are shallow, contaminants can migrate directly into groundwater aquifers and adversely affect groundwater quality.

Groundwater interception or interference is prohibited under TRPA Code Section 33.3.6. Exceptions are permitted on a case-by-case basis for situations where there are no viable alternatives and measures would be taken to avoid adverse impacts. Whenever excavations would be greater than 5 feet, a soils hydrologic report must be prepared to demonstrate that no interference would occur or that measures are incorporated to maintain groundwater flows, avoid impacts on SEZ vegetation, and prevent any groundwater from leaving the project site as subsurface flow. While the potential exists for project-related excavation to intercept groundwater, none of the project components would interfere with or redirect the flow of groundwater or alter the elevation of groundwater. Dewatering (in compliance with the NPDES permits discussed

above) would be required in areas of high groundwater; however, this activity would be temporary and isolated and would not affect the availability of groundwater for public use. Additionally, the proposed project would follow TRPA's grading ordinances requiring prior investigation and reporting of any potential interruption or redirection of groundwater flow for review and approval.

The proposed project would generate common urban pollutants (described under Impact 3.10-1) that would be carried with runoff and could infiltrate into the soil. Section 61.1 of the TRPA Code specifies that water infiltrated into soils should not contain excessive amount of nutrients, sediment, or oil and grease. Where a direct hydrologic connection exists between groundwater and surface waters (such as in riparian areas), discharge to groundwater must meet surface water discharge standards. The existence of a direct hydrologic connection is assumed to exist when, because of proximity to surface water, slope, or soil characteristics, the discharged water does not remain in the soil long enough to remove pollutants. The TRPA numeric discharge limits for surface water and groundwater are shown in Table 3.10-2 of the Draft EIR/EIS/EIS.

The project site is within the 600-foot buffer zone of 15 active privately-owned wells and two inactive public wells (TRPA 2004). Because the project would not add any industrial land uses that could release contaminants into deep groundwater aquifers, the potential threat to these wells is minimal. The common urban pollutants generated by roadways, landscaped areas, and residential or mixed-use development are managed through the required installation and maintenance of permanent BMPs and through the TRPA standards for discharge to groundwater.

For these reasons, the proposed project would not cause the groundwater threshold to be exceeded.

Conclusion
For the reasons described above, and based on the US 50/South Shore Community Revitalization Project EIR/EIS/EIS and the 2015 Threshold Evaluation Report, the proposed project would not cause the water quality thresholds to be exceeded.

C. Soil Conservation
This section summarizes the effects of implementing the US 50/South Shore Community Revitalization on the thresholds established for soil conservation. The following Indicator Reporting Categories for soil conservation have been established by TRPA:

- Impervious Cover, and
- Stream Environment Zone.

Effects of the US 50/South Shore Community Revitalization Project on Soil Conservation Thresholds

Impervious Cover Threshold
The 2015 Threshold Evaluation Report indicated that the land capability district (LCD) standards are all in attainment (at or better than target), with the exception of LCDs 1b and 2.

As discussed in Impact 3.11-1 in the Draft and Final EIR/EIS/EIS, the proposed US 50/South Shore Community Revitalization Project would create new land coverage in accordance with TRPA land coverage regulations within land capability districts (LCDs)

1a, 1b, 2, 3, 4, 5, 6, and 7. The extend of new coverage resulting from implementation of the proposed project is estimated to be 5.47 acres, with construction of a roundabout at the US 50/Lake Parkway Intersection. Of the new coverage created by the project, an estimated 1.07 and 0.12 acres would be located in LCD 1b and 2, respectively. Through compliance with TRPA regulations, the project would result in a net decrease in land coverage. Additional land coverage in LCD 2 would require the removal and transfer of coverage from elsewhere, resulting in no net increase in LCD 2 coverage. Additional coverage in LCD 1b would require restoration of 1.5 times the amount of coverage in LCD 1b, and implementation of the US 50/Project would result in the restoration of an estimated 1.6 acres of coverage for a net reduction of 1.07 acres of coverage within LCD 1b.

For these reasons, the proposed project would not cause the impervious cover threshold to be exceeded.

Stream Environment Zone Thresholds

The 2015 Threshold Evaluation Report indicated that the SEZ threshold is not in attainment.

As discussed in Impact 3.11-1 of the Draft EIR/EIS/EIS, and above, the proposed US 50/South Shore Community Revitalization Project would increase coverage in LCD 1b, which is also SEZ, by an estimated 1.07 acres. Through compliance with TRPA regulations, including restoration of 1.5 times the amount of coverage in SEZ area, implementation of the US 50/Project would result in the restoration of an estimated 1.6 acres of coverage for a net reduction of 1.07 acres of coverage within SEZ areas. This would result in a net increase in the amount of restored and functioning SEZ. For this reason, the proposed project would not cause the SEZ threshold to be exceeded.

Conclusion

For the reasons described above, and based on the US 50/South Shore Community Revitalization Project EIR/EIS/EIS and the 2015 Threshold Evaluation Report, the proposed project would not cause the soil conservation thresholds to be exceeded.

D. Vegetation

This section summarizes the effects of the US 50/South Shore Community Revitalization Project on the thresholds established for vegetation. The following indicator reporting categories for vegetation have been established by TRPA:

- Common Vegetation,
- Uncommon Plant Communities,
- Sensitive Plants, and
- Late Seral and Old Growth.

Effects of the US 50/South Shore Community Revitalization Project on Vegetation Thresholds

Common Vegetation Thresholds

As reported in the 2015 Threshold Evaluation Report, many of the common vegetation thresholds are in attainment with the exception of relative abundance of meadow and wetland vegetation, deciduous riparian vegetation, yellow pine forest in seral stages other than mature, and red fir forest in seral stages other than mature.

As discussed in Impact 3.16-1 of the Draft EIR/EIS/EIS, the proposed US 50/South Shore Community Revitalization Project would result in the removal or disturbance of 1.7 acres of common natural vegetation communities and habitats, including Jeffrey pine and low sagebrush. The proposed project would not affect yellow pine and red fir forest. Project construction would temporarily disturb 1.3 acres of common vegetation. Temporarily disturbed areas would be restored following construction. TRPA's *Best Management Practices Handbook* and standard conditions of approval require minimizing the disturbance footprint and amount of native vegetation removed by a project, temporarily fencing retained vegetation, and revegetating any temporarily disturbed areas. Because these habitats are locally and regionally common and abundant, and the project site is presently affected by high levels of commercial/urban, residential, and recreational uses, the proposed project would not substantially reduce the size, continuity, or integrity of any common vegetation community or habitat type.

As discussed in Impact 3.16-2 of the Draft EIR/EIS/EIS, the proposed project would result in the direct removal of sensitive habitats, including waters of the United States, waters of the state, riparian habitat, and SEZs. Implementing the proposed project would result in the loss of up to approximately 1.6 acres of sensitive habitat (0.4 acre of montane riparian habitat and 1.2 acres of montane meadow habitat); in addition, approximately 1.6 acres of sensitive habitat could be affected within the temporary disturbance area (including 0.1 acre of montane riparian habitat and 1.1 acres of montane meadow habitat). These sensitive habitat features include Edgewood Creek, Golf Course Creek, and Stateline Creek as well the area east of and across Lake Parkway from the Heavenly Village Center and northeast of Montbleu. However, the values presented here are considered a maximum and likely an overestimate of the area of actual impacts. For example, montane riparian habitat is present where the proposed roadway expansion and improvements along Montreal Road and Lake Parkway cross Stateline Creek, Golf Course Creek, and Edgewood Creek, but the actual impact acreage there would be reduced because the transportation improvements would span much of the riparian habitat, rather than remove it. Additionally, the construction corridor would be reduced in sensitive habitat areas and best management practices (BMPs) would be integrated into the project design to avoid and minimize impacts in these areas.

These habitats are considered to be sensitive because they are declining in quantity and condition throughout the Region and because they provide important habitat functions. Implementation of Mitigation Measures 3.16-2a (Implement vegetation protection measures and revegetate disturbed areas), 3.16-2b (Obtain authorization for fill and required permits), and 3.16-2c (Compensate for unavoidable loss of SEZ) would minimize, avoid, and compensate for impacts to riparian and aquatic habitats. Specifically, these measures require that sensitive habitat is avoided to the to the extent feasible and that sensitive habitats that cannot be avoided are restored following construction, or if the habitat cannot be restored, that the project proponent compensates for avoidable losses in a manner that results in no net loss of sensitive habitats and meets TRPA mitigation requirements for impacts on SEZs. Consequently, implementing the proposed project would not reduce the distribution, abundance, richness, or quality of common vegetation types over the region in a manner that would cause the common vegetation threshold standard to be exceeded.

Uncommon Plant Communities Threshold

The 2015 Threshold Evaluation Report indicated that some of the individual locations of uncommon plant communities are in nonattainment (e.g., deepwater plants of Lake

Tahoe, Freel Peak cushion plant community, and the Upper Truckee Marsh). For the remaining uncommon plant communities, there is insufficient data to determine status and trend. No uncommon plant communities are known to occur within the US 50/South Shore Community Revitalization Project area (TRPA 2016). Therefore, the proposed project would not cause the uncommon plant communities threshold to be exceeded.

Sensitive Plants Threshold

The latest Threshold Evaluation indicated that almost all of the sensitive plants thresholds, including for Tahoe yellow cress (TYC), are in attainment. The threshold for Galena Creek rockcress is not in attainment.

No TRPA special-interest plant species were observed during focused plant surveys conducted in support of the US 50/South Shore Community Revitalization Project EIR/EIS/EIS. Because TRPA sensitive plant species have low or no potential to occur within the project site, implementation of the proposed project would not remove or degrade population sites for any of these species. Thus, the project would not cause the sensitive plants threshold to be exceeded.

Late Seral and Old Growth Thresholds

The 2015 Threshold Evaluation Report indicated that the late seral and old growth forest ecosystem thresholds are not in attainment.

Forested lands within TRPA-designated urban areas are excluded in the calculations for threshold standard attainment. The current status of this threshold standard is nonattainment (considerably worse than target) overall and for each elevation zone. None of the Jeffrey pine forest within the project site is considered late seral/old growth forest. Therefore, the project would not cause the late seral and old growth for ecosystem thresholds to be exceeded.

Conclusion

For the reasons described above, and based on the US 50/South Shore Community Revitalization Project EIR/EIS/EIS and the 2015 Threshold Evaluation Report, the proposed project would not cause the vegetation thresholds to be exceeded.

E. Fisheries

This section summarizes the effects of implementing the US 50/South Shore Community Revitalization Project on the thresholds established for fisheries. The following indicator reporting categories for fisheries have been established by TRPA:

- Lake Habitat,
- Stream Habitat,
- Instream Flows, and
- Lahontan Cutthroat Trout (*Oncorhynchus clarki henshawi*).

Effects of the US 50/South Shore Community Revitalization Project on Fisheries Thresholds

Lake Habitat Threshold

The 2015 Threshold Evaluation indicated that the lake habitat threshold is in attainment. The lake habitat threshold standard is listed as a management standard with a numeric target to achieve the equivalent of 5,948 acres of “prime” fish habitat.

Prime fish habitat includes spawning habitat and feed and cover habitat. Spawning habitats are composed of relatively small diameter gravel substrates used by native minnows for spawning and rearing fry. Feed and cover habitats are composed of larger diameter cobbles, rocks, and boulders, used by fish as foraging habitat and to provide refuge from predation.

Implementing the proposed US 50/South Shore Community Revitalization Project would not affect Lake Tahoe or change fish habitat conditions because the project site is not located in an area where the Lake could be affected. Thus, the proposed project would not cause the lake habitat threshold to be exceeded.

Stream Habitat and Instream Flow Thresholds

The 2015 Threshold Evaluation Report indicated that the threshold for miles of stream habitat in excellent condition is in attainment. The thresholds for miles of stream habitat in good condition and miles of stream habitat in marginal condition are not in attainment. The instream flow thresholds are in attainment. Implementing the project would not permanently change stream habitat quality or permanently degrade stream flows in the project area.

As described in the discussion of the project effects on the common vegetation thresholds, above, and in Impacts 3.11-1 and 3.6-12 of the Draft EIR/EIS/EIS, the proposed project would result in the direct removal of 1.6 acres of sensitive habitats, including montane riparian habitat that is present where the proposed roadway expansion and improvements along Montreal Road and Lake Parkway cross Stateline Creek, Golf Course Creek, and Edgewood Creek. The proposed transportation improvements would span much of the riparian habitat, rather than remove it. Where Edgewood Creek passes below US 50 and Golf Course Creek intersects Lake Parkway, the existing culverts at those locations would be lengthened to accommodate the wider roadway width with the proposed project.

Implementation of Mitigation Measures 3.16-2a (Implement vegetation protection measures and revegetate disturbed areas), 3.16-2b (Obtain authorization for fill and required permits), and 3.16-2c (Compensate for unavoidable loss of SEZ) would minimize, avoid, and compensate for impacts to riparian and aquatic habitats. Specifically, these measures require that sensitive habitat is avoided to the to the extent feasible and that sensitive habitats that cannot be avoided are restored following construction, or if the habitat cannot be restored, that the project proponent compensates for avoidable losses in a manner that results in no net loss of sensitive habitats and meets TRPA mitigation requirements for impacts on SEZs.

For these reasons, the proposed project would not cause the stream habitat and in-streams flow thresholds to be exceeded.

Lahontan Cutthroat Trout Threshold

The 2015 Threshold Evaluation Report indicated that the Lahontan cutthroat trout (LCT) threshold is in attainment. The threshold standard for the LCT Indicator Reporting Category is to “support, in response to justifiable evidence, State and Federal efforts to reintroduce Lahontan cutthroat trout.” The current status of the threshold is attainment.

As described in Table M-2 in Appendix M of the Draft EIR/EIS/EIS, there is no suitable aquatic habitat for LCT present on the project site. Consequently, implementing the proposed project would not cause the LCT threshold to be exceeded.

Conclusion
For the reasons described above, and based on the US 50/South Shore Community Revitalization Project EIR/EIS/EIS and the 2015 Threshold Evaluation Report, the proposed project would not cause the fisheries thresholds to be exceeded.

F. Wildlife

This section summarizes the effects of implementing the US 50/South Shore Community Revitalization Project on the thresholds established for wildlife. The following indicator reporting categories for wildlife have been established by TRPA:

- Special Interest Species, and
- Habitats of Special Significance.

Effects of the US 50/South Shore Community Revitalization Project on Wildlife Thresholds

Special-Interest Species Thresholds
The 2015 Threshold Evaluation Report indicated that threshold standards for osprey, bald eagles, peregrine falcons, and disturbance free zones management standards are in attainment. The waterfowl population sites threshold is in nonattainment. The attainment status for northern goshawk, golden eagle, and deer thresholds is unknown due to insufficient information.

As discussed in the introduction of Section 3.16, Biological Environment, of the Draft EIR/EIS/EIS, no special-status wildlife species are expected to regularly use or occur within or adjacent to the project site due to the disturbed habitat conditions there. Wildlife species that regularly use habitats within and adjacent to the project site are locally and regionally common, and adapted to urban environments. There are no active osprey, north goshawk, bald eagle, peregrine falcon, or golden eagle population sites or disturbance free zones within or near the project site (TRPA 2016). As described in Appendix M of the Draft EIR/EIS/EIS, potential habitat for mule deer in the project site is marginal and highly disturbed, and there is no suitable fawning habitat present on the project site and the project would not affect known migration corridors. Additionally, the proposed project is not expected to affect the distribution, breeding productivity, viability, or the regional population of any of these TRPA special-interest wildlife species. Therefore, implementing the proposed project would not affect the attainment status for northern goshawk, osprey, bald eagle, golden eagle, peregrine falcon, waterfowl, or mule deer.

Marginal nesting habitat for waterfowl species is present on the project site primarily due to the level of recreational and other disturbances. However, waterfowl species may occasionally use the area for resting and foraging. Edgewood Golf Course is a designated waterfowl population site (TRPA 2016). However, because the proposed project improvements would occur outside the area designated as a waterfowl population site, the proposed project would not affect the attainment status of the waterfowl threshold.

For these reasons, the proposed project would not cause the special-interest species thresholds to be exceeded.

Habitats of Significance Thresholds

The threshold standard for the habitats of special significance indicator reporting category is to apply a nondegradation standard to habitats consisting of deciduous trees, wetlands, and meadows while providing for opportunities to increase the acreage of such riparian associations. The 2015 Threshold Evaluation Report indicated that the habitats of special significance threshold is in attainment. As described for the meadow, wetland, and deciduous riparian components of the common vegetation threshold standard, above, effects under the proposed project would be avoided or substantially reduced by implementing proposed mitigation and meeting the terms and conditions of permits; and any loss of riparian, wetland, and meadow habitat would be compensated for to achieve a no net loss of these habitat types or functions. Therefore, implementing the proposed project would not cause the habitats of special significance threshold standard to be exceeded.

Conclusion

For the reasons described above, and based on the US 50/South Shore Community Revitalization Project EIR/EIS/EIS and the 2015 Threshold Evaluation Report, the proposed project would not cause the wildlife thresholds to be exceeded.

G. Scenic Resources

This section summarizes the effects of implementing the US 50/South Shore Community Revitalization Project on the thresholds established for scenic resources. The following indicator reporting categories for scenic resources have been established by TRPA:

- Roadways and Shoreline Units,
- Other Areas (including bike trail and public recreation areas), and
- Built Environment or Community Design.

Effects of the US 50/South Shore Community Revitalization Project on Scenic Resources Thresholds Roadways and Shoreline Units Thresholds

The 2015 Threshold Evaluation Report indicated that most of the shoreline travel units are in attainment and more than half of the roadway travel units are in attainment.

No shoreline travel units are included in, or affected by the US 50/South Shore Community Revitalization Project, because it is too distant from the Lake. The study area for the proposed project contains three roadway travel units (Roadway Units #32, #33, and #45). All three travel units currently have ratings that do not meet the scenic quality threshold standard (TRPA 2016) and are not in attainment. Roadway Unit #32, Casino Area, extends along US 50 between Kahle Drive in Nevada and Pioneer Trail in California. Roadway Unit #33, The Strip, extends along US 50 west from Pioneer Trail. The northern end of Roadway Unit #45, Pioneer Trail (north), extends into the study area.

As described in Impact 3.7-1 of the Draft EIR/EIS/EIS, the proposed project would involve physical changes within the project site that would be visually evident to the public. Most effects on scenic quality from implementation of the project would result in a mix of impacts either because no changes in visual conditions would occur, changes that would occur would be visually beneficial, or changes would be compatible with

existing conditions. Proposals for the mixed-use development projects would have to undergo their own environmental review once they are defined and submitted for permitting, so it is unlikely that there would be a significant difference between the transportation improvements alone or with the mixed-use development.

In the area from Pioneer Trail to Lake Parkway, changes in visual conditions would occur with the conversion of US 50 from a four-lane highway to a two-lane local street. Motorists, cyclists, and pedestrians within the tourist core, as well as employees and patrons of businesses located there, would see the changes. This stretch of roadway would become more pedestrian- and cyclist-oriented and would have less traffic and fewer vehicles. Intersection modifications would either maintain or improve visual quality. Streetscape improvements and the reduced width of the roadway would improve visual quality while the urban visual character of the corridor would be maintained. The area would become a more attractive and inviting place. Compared to the existing roadway environment, the level of visual unity would increase. As shown in Table 3.7-6 of the Daft EIR/EIS/EIS, the TRPA Roadway Travel Unit composite score for Units #32, #33, and #45 would increase.

For these reasons, the proposed project would not cause the roadways and shoreline units thresholds to be exceeded.

Other Areas Threshold

As stated in the 2015 Threshold Evaluation, 381 of the 390 public recreation areas and bike trail scenic resources are in attainment.

As described in Section 3.7.1 of the Draft EIR/EIS/EIS, Van Sickle Bi-State Park is a public recreation area that directly borders portions of the east side of Lake Parkway and affords views of the project site; the majority of the park is set back and separated from Lake Parkway by existing private parcels, except at the park entrance and a short section of frontage near the state line. Because it is relatively new (opened in summer 2011), the park has not yet been officially added to TRPA's list of public recreation areas. Consequently, specific scenic resources associated with the park have not been inventoried.

The Linear Park Bike Trail exists along the lake side of US 50 and extends from Ski Run Boulevard to Lodge Road near the intersection of US 50 and Pioneer Trail. The eastern end of the park is within the study area. The park and bike trail are not included in TRPA's list of public recreation areas and bike trails. Hence, there are no TRPA-listed scenic resources associated with the park and bike trail.

For these reasons, the proposed project would not cause the other areas threshold to be exceeded.

Built Environment or Community Design Thresholds

The TRPA community design threshold is a policy statement that applies to the built environment and is intended to ensure that design elements of buildings are compatible with the natural, scenic, and recreational values of the Region. The 2015 Threshold Evaluation Report indicated that this threshold is being implemented.

As described above in Impact 3.7-1 of the Draft EIR/EIS/EIS, all new development associated with the proposed project, including the mixed-use development sites, would

need to comply with all applicable design standards and guidelines, including height standards, and would need to be oriented and designed in ways that avoid impacts to TRPA scenic threshold ratings for travel routes and scenic resources. The mixed-use development projects would have to undergo project-level environmental review once they are defined and submitted for permitting. Because the future mixed-use development sites would be required to comply with design standards established by TRPA for implementation of this threshold standard, the proposed project would not cause the built environment threshold to be exceeded.

Conclusion
For the reasons described above, and based on the US 50/South Shore Community Revitalization Project EIR/EIS/EIS and the 2015 Threshold Evaluation Report, the proposed project would not cause the scenic resources thresholds to be exceeded.

H. Noise
This section summarizes the effects of implementing the US 50/South Shore Community Revitalization Project on the thresholds established for noise. The following indicator reporting categories for noise have been established by TRPA:

- Single Noise Events, and
- Cumulative Noise Events.

Effects of the US 50/South Shore Community Revitalization Project on Noise Thresholds

Single Noise Events Threshold
The single noise events thresholds include standards for aircraft, motorized watercraft, motor vehicles, motorcycles, off-road vehicles, and snowmobiles. Generally, adopted noise threshold standards for these noise sources are the same as those adopted by state and local jurisdictions and represent noise levels from properly maintained and unmodified equipment. Primary factors influencing single noise event exceedances for these sources of noise include modified exhaust systems, engine type, and user behavior. While motor vehicle noise occurs on roadways affected by the project, the project does not alter single event noise levels generated from these sources. Therefore, the proposed project would not cause the single noise event standards to be exceeded.

Cumulative Noise Events Thresholds
TRPA adopted Community Noise Equivalent Level (CNEL) standards for different zones within the Region to account for varying degrees of noise sensitivity and desired levels of serenity. Different CNEL levels apply to different land use categories and transportation corridors. The specific CNEL standards for each location are identified within the applicable plan area statement, community plan, or area plan. TRPA threshold evaluations consider large areas of land uses. As of the 2015 Threshold Evaluation, many of the land use categories and some of the transportation corridor CNEL thresholds are in attainment. Areas not in attainment of the CNEL thresholds include: high-density residential areas; critical wildlife habitat areas; the South Lake Tahoe Airport; and the SR 28, SR 89, SR 207, and SR 267 transportation corridors.

A critical distinction exists between two of the types of TRPA noise thresholds presented in Table 3.15-4 of the Draft EIR/EIS/EIS:

1. TRPA's CNEL thresholds for land use types, which are referred to in this EIR/EIS/EIS as land use-based noise thresholds; and

2. TRPA's noise threshold for transportation noise corridors.

TRPA's land use-based noise thresholds indicate maximum levels of noise exposure for specific types of land uses (e.g., High Density Residential, Low Density Residential, Hotel/Motel Facilities). TRPA's transportation corridor noise standards, including its threshold for the US 50 transportation corridor, are referred to as contour-based noise thresholds. TRPA's transportation corridor noise standards indicate how loud traffic noise can be at a distance of 300 feet from the edge of the highway. The transportation corridor noise threshold for US 50 specifies that the 65 CNEL noise contour generated by traffic on US 50 shall not extend more than 300 feet from the highway's edge. Note that that if the 65 CNEL of a segment of US 50 extends to 300 feet from the highway edge the traffic noise levels will be greater than 65 CNEL at locations closer to the highway (e.g., approximately 68-69.5 CNEL 150 feet from the highway and approximately 71-72 CNEL 75 feet from the highway, applying the standard attenuation rate for roadway noise) and this condition is considered to be in attainment of the noise threshold expressed for US 50 transportation corridor. Thus, the land use-based noise thresholds and contour-based transportation corridor noise thresholds established by TRPA are fundamentally different metrics.

Table 3.15-11 in the Draft EIR/EIS/EIS summarizes the predicted noise levels that would be experienced at those noise-sensitive receptors that would be most affected by the proposed project (but would not be acquired through the right-of-way acquisition process). Exhibit 3.15-2 of the Draft EIR/EIS/EIS shows the locations of these receptors and the type of impact(s) they would experience.

As shown in Table 3.15-11 and discussed in Impact 3.15-3 of the Draft EIR/EIS/EIS, six of the modeled receptors (Receptors 80, 88, 89, 90, 91, and 136) would be exposed to noise levels that exceed TRPA's applicable land use-based CNEL threshold. These exceedances would occur under existing-plus-project and/or under cumulative-plus-project conditions with a considerable contribution of the exceedance directly resulting from the implementation of project.

With the exception of Receptor 136, the other five receptor sites are located in area between and outside of the TRPA Transportation Corridor Noise Threshold Override Area and Heavenly Village Center (see Exhibit 3.15-2 of the Draft EIR/EIS/EIS). The locations of these receptors would be closer to the realigned segment of US 50 than the existing alignment of US 50. Fundamentally, the proposed project would move a segment of US 50 (both west- and east-bound traffic), which is the predominant noise source in the area, closer to these receptors.

Receptor 136 is a motel called the Cedar Inn & Suites located on the corner of Stateline Avenue and Pine Boulevard that would be exposed to noise levels greater than 65 CNEL, which is the threshold established by TRPA in the Tourist Core Area Plan (TCAP; City of South Lake Tahoe and TRPA 2013:C-13).

In accordance with Mitigation Measure 3.15-3a, traffic noise reduction measures would be implemented to achieve the following performance standard as it relates to TRPA thresholds:

> Ensure that Receptors 80, 88, 89, 90, and 91 are not exposed to an average daily traffic noise level that exceeds the land use-based 55 CNEL threshold established in TRPA's Pioneer/Ski Run Plan Area Statement 092 (TRPA 2002c:3) and that Receptor 136 is not exposed to an average daily traffic noise level that exceeds the land use-based 65 CNEL threshold established in TRPA's TCAP (City of South Lake Tahoe and TRPA 2013:5-3 to 5-4) under cumulative conditions. These land use-based CNEL thresholds apply at all portions of these receptor parcels that are more than 300 feet from the edge of US 50.

Implementation of Mitigation Measure 3.15-3a would, at a minimum, protect receptors located more than 300 feet from the edge of US 50 from being exposed to traffic noise levels that exceed applicable TRPA land use-based exterior CNEL thresholds. Through the use of sound barriers and/or RMHA, coupled with other identified noise reduction features in Mitigation Measure 3.15-3a, the necessary reductions would be achieved to comply with the applicable TRPA land use-based noise thresholds.

Further, as shown in Table 3.15-11, the 65 CNEL contour along the affected segments of US 50 and the affected portions of Lake Parkway in Nevada would not extend more than 300 feet from the roadway edge and, thus, the Environmental Threshold Carrying Capacity established by TRPA for these transportation corridors would not be exceeded.

For these reasons, the proposed project would not cause the cumulative noise events threshold to be exceeded.

Conclusion
For the reasons described above, and based on the US 50/South Shore Community Revitalization Project EIR/EIS/EIS and the 2015 Threshold Evaluation Report, the proposed project would not cause the noise thresholds to be exceeded.

I. Recreation
This section summarizes the effects of the US 50/South Shore Community Revitalization Project on the thresholds established for recreation. The following indicator reporting categories for recreation have been established by TRPA:

- Quality of Recreation Experience, and
- Fair Share Distribution of Recreation Capacity.

Effects of the US 50/South Shore Community Revitalization Project on Recreation Thresholds

Quality of Recreation Experience and Access to Recreational Opportunities Threshold
The 2015 Threshold Evaluation Report indicates that the quality of recreation experience and access to recreational opportunities threshold is in attainment.

As discussed in Impact 3.3-1 of the Draft EIR/EIS/EIS, during project construction, the proposed project would result in temporary disruption of public access to recreation areas and public lands (i.e., Van Sickle Bi-State Park and the Linear Park Bike Trail). Because the Linear Park is within the limits of mixed-use development Site 1, future

redevelopment of this site could prolong the disruption in access to this recreation facility.

Implementing Mitigation Measure 3.3-1 in the Draft EIR/EIS/EIS, which includes developing a Transportation Management Plan (TMP) that, among other things, addresses safe access to recreation areas during project construction, including access for vehicles, pedestrians, and bicycles. The TMP would be subject to review and input by Caltrans and TRPA before it is completed. Mitigation Measure 3.3-1 also prohibits full closure of trails or recreation facilities during peak-use periods, between July 1 through Labor Day weekend.

As discussed in Impact 3.3-2 of the Draft EIR/EIS/EIS, the proposed project includes improvements that facilitate enhanced access from the tourist core by creating an improved setting for walking and bicycling throughout the core area. The proposed project would also increase public access to Van Sickle Bi-State Park (e.g., new pedestrian bridge over realigned US 50, two signalized at-grade crossings, and sidewalks) that would increase connectivity for visitors to the tourist core. The encroachment into the park, ranging between 20 feet at the pedestrian bridge to 110 feet at the park entrance (acquisition of about 0.5 acre), would not preclude park access.

Similarly, the proposed project would not decrease public access to the Linear Park. With implementation of the proposed project, the Linear Park Bike Trail would be connected to the tourist core through a new cycle track between Park Avenue and Lake Parkway on the west side of existing US 50. Taken as a whole, the proposed project would have a beneficial effect on long-term public access to recreation areas and public lands.

As discussed in Impact 3.3-4 of the Draft EIR/EIS/EIS, the proposed project would not adversely affect the quality of recreation user experience at the Linear Park Bike Trail, because recreation user experience at this facility is currently influenced by similar vehicle traffic on adjacent US 50 and the user experience with the project would be similar to existing conditions. The proposed project would increase traffic and traffic noise levels in some areas near Van Sickle Bi-State Park; however, noise level changes at these locations would not be discernible by users at the park facilities.

Recognizing the influence of the combination of both detractions and enhancements to recreation resource site conditions (i.e., adverse for forest use, beneficial for access and amenities) and reasonably anticipating that user expectations take into account the setting, nearby urban area, and existing use patterns, the effect of the project's infrastructure improvements would have little effect on the quality of recreation user experiences in the study area. Further, the EIR/EIS/EIS found that potential impacts of the project related to visual resources and noise would not adversely affect the activities, features, and attributes of Van Sickle Bi-State Park, a finding to which the California Tahoe Conservancy and Nevada Division of State Parks (the park operators) have concurred with.

For these reasons, the proposed project would not cause the quality of recreation experience and access to recreational opportunities threshold to be exceeded.

Fair Share Distribution of Recreation Capacity Threshold

The 2015 Threshold Evaluation Report found that the fair share distribution of recreation capacity threshold is in attainment.

The proposed project would enhance pedestrian and cyclist connectivity in the study area and to nearby recreation resources, such as the Van Sickle Bi-State Park. The proposed transportation improvements would not increase the number of people in the study area that could visit the park over that which could occur today under existing conditions. With no increase in housing units, the project would not increase the number of residents in the study area over existing conditions.

As discussed in Impact 3.3-3 of the Draft EIR/EIS/EIS, if the number of housing units that are constructed as part of the mixed-use development is equivalent to those displaced, there would be no net increase in demand for recreation facilities and additional recreation resources would not be required. However, the mixed-use development at Sites 1, 2, and 3 as conceptualized with the proposed project could include construction of additional housing units above and beyond those necessary to replace units displaced by the project. Because the type of higher density development and recreation demand associated with the mixed-use development has already been contemplated in the TCAP environmental review (City of South Lake Tahoe 2013b:6) and Regional Plan Update EIS (TRPA 2012b:3.11-17 – 3.11-19), the proposed project would not substantively increase demand for recreation facilities or require additional recreation resources.

The TCAP environmental document states that future development within its boundaries could generate additional demand for recreation resources by increasing the concentration of residents in the area, and that numerous recreation opportunities in and near the tourist core could meet that potential increase in demand (City of South Lake Tahoe 2013:135 – 136, 138 – 140). The TCAP also includes policies and implementing strategies to support development of new recreation opportunities and enhance public transit, bicycling, and pedestrian linkages to recreation uses in and beyond the boundaries of the TCAP. For example, Policy R-5.1 would require a project of more than 50,000 square feet to provide public gathering spaces for community activities. The City of South Lake Tahoe General Plan also contains policies that encourage development of neighborhood parks, expansion of city-owned facilities such as Bijou Community Golf Course and Bijou Park, and connectivity by requiring public trails in private developments.

Although the proposed mixed-use development could result in an increase in residents, for the reasons discussed above, it would not substantively increase demand for recreation facilities or require additional recreation resources.

For these reasons, the proposed project would not cause the fair share distribution of recreation capacity threshold to be exceeded.

Conclusion

For the reasons described above, and based on the US 50/South Shore Community Revitalization Project EIR/EIS/EIS and the 2015 Threshold Evaluation Report, the proposed project would not cause the recreation thresholds to be exceeded.

3. Finding: Wherever federal, state or local air and water quality standards applicable for the Region, the strictest standards shall be attained, maintained, or exceeded pursuant to Article V(d) of the Tahoe Regional Planning Compact.

Rationale: Based on the analysis in the US 50/South Shore Community Revitalization Project EIR/EIS/EIS, the 2015 Threshold Evaluation (TRPA 2016), and Table 2-1, the Governing Board finds that the US 50/South Shore Community Revitalization Project would not cause the applicable federal, state, and local air and water quality standards applicable to the Region to be exceeded.

The US 50/South Shore Community Revitalization Project does not affect or change the federal, state, or local air and water quality standards applicable to the Region. As disclosed in the Draft and Final EIR/EIS/EIS (Sections 3.10, Water Quality and Stormwater Runoff, and 3.13, Air Quality), these standards were used as criteria of significance where applicable and no unmitigable air quality and water quality impacts were found.

Based on the US 50/South Shore Community Revitalization Project EIR/EIS/EIS and 2015 Threshold Evaluation Report, no applicable federal, state or local air or water quality standard would be exceeded with implementation of the US 50/South Shore Community Revitalization Project. The proposed project would be required to meet the strictest applicable air or water quality standards and implement water quality improvements consistent with TRPA BMP requirements, the Lake Tahoe Total Maximum Daily Load (TMDL), and the county and city Pollutant Load Reduction Plan (PLRP) in California and Stormwater Load Reduction Plan (SLRP) in Nevada. Specific water quality and stormwater improvements that would be implemented as components of the project are described in Sections 2.3.7, Lake Tahoe Environmental Improvement Program Project Implementation, and 2.3.8, Water Quality Enhancements, of the Draft EIR/EIS/EIS.

To reduce fugitive dust emissions during all construction activities involving earth-moving activities, the prime construction contractor shall implement all available fugitive dust control measures as indicated in Table C.4 and C.5 (Table 3.13-8 of the Draft EIR/EIS/EIS) in Appendix C-1 of the El Dorado County Air Quality Management District CEQA Guide (2002) and included as an attachment to Table 2-1, below. The project would also be required to comply with TRPA's Best Construction Practices Policy for Construction Emissions (TRPA 2013); construction idling restrictions set forth in Section 65.1.18 of the TRPA Code; and all other EDCAQMD rules, regulations, and best practices, including those pertaining to construction-related exhaust emissions.

Federal, state, and local air and water quality standards remain applicable to all parcels associated with the US 50/South Shore Community Revitalization Project, thus ensuring environmental standards would be achieved or maintained pursuant to the Tahoe Regional Planning Compact.

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TABLE 2-1: US 50/SOUTH SHORE COMMUNITY REVITALIZATION PROJECT
TABLE OF SIGNIFICANT IMPACTS, MITIGATION MEASURES, AND COMPACT AND CODE FINDINGS

Resource Topics/Impacts (Level of Significance **Before** Mitigation)	Adopted Mitigation Measures	Level of Significance **After** Mitigation	Findings of Fact
LTS = Less than significant	PS = Potentially significant S = Significant	SU = Significant and unavoidable	
3.3 Parks and Recreational Facilities			
Impact 3.3-1: Temporary disruption of public access to public lands and recreation areas (S) During the construction period, the US 50/South Shore Community Revitalization Project transportation improvements and mixed-use development including replacement housing would result in temporary disruption of public access to recreation areas and public lands (i.e., Van Sickle Bi-State Park, the Linear Park, and Edgewood Tahoe Golf Course) as a result of construction activities that could occur along US 50, Lake Parkway, and Montreal Road. Because the Linear Park is within the limits of mixed-use development Site 1, future redevelopment of this site could prolong the disruption in access to this recreation facility.	**Mitigation Measure 3.3-1: Provide detours and maintain access to recreation facilities and public lands during construction** The following mitigation applies to the US 50/South Shore Community Revitalization Project transportation improvements and mixed-use development, including replacement housing. The project proponent shall ensure that the Transportation Management Plan (TMP) prepared for the project addresses all modes of transportation used to access recreation areas, including vehicle, pedestrian, and bicycle modes. To mitigate short-term decreases in access to recreation resources, the TMP shall include detour plans that meet, at a minimum, the following specifications: 1. During construction of the relocated US 50/Pioneer Trail intersection, the pedestrian and bike trail within Linear Park may be required to be temporarily closed in the construction area. If this closure is required, all bicycle and pedestrian traffic shall be detoured to a temporary trail/path on the highway, separated from vehicle traffic by a physical barrier such as "K-Rail." Signage will be provided at the western end of Linear Park, at the intersection of Wildwood Avenue and US 50, and approaching the construction zone to alert trail users about the timing, duration, and nature of any construction-related closures and detours. 2. During construction of the new US 50/Heavenly Village Way intersection, roadway improvements eastward along the realigned US 50 alignment, and the pedestrian bridge over the new US 50 ROW, vehicle, pedestrian, and bicycle access to Van Sickle Bi-State Park shall be maintained through the use of detours and traffic control for all modes. Signage will be provided along roadways and sidewalks approaching the construction zone and in parking areas and trailheads within Van Sickle Bi-State Park to alert pedestrians, bicyclists, and motorists about the timing, duration, and nature of construction-related closures and detours. 3. During the restriping of Lake Parkway, vehicular access to Edgewood Tahoe Golf Course shall be maintained by the use of detours and traffic control. Measures will be taken to keep the public informed of the project construction activities. When closures and/or detours are required, warning signs and signs regarding restricted access and detours will be posted to ensure adequate public safety. Detour routes will be clearly marked, and construction fencing or physical barriers will be installed to prevent access to the construction site and to clearly delineate the detour route. Full closure of trails or recreation facilities by the	LTS	**Finding:** Changes or alterations have been incorporated into the US 50/South Shore Community Revitalization Project that would avoid or reduce the significant adverse environmental effects to a less-than-significant level. **Rationale:** Public access to certain recreation areas and public lands (i.e., Van Sickle Bi-State Park and the Linear Park) could be disrupted during project construction. Implementing Mitigation Measure 3.3-1, which includes developing a Transportation Management Plan (TMP) that, among other things, addresses safe access to recreation areas during project construction, including access for vehicles, pedestrians, and bicycles. The TMP will be subject to review and input by Caltrans and TRPA before it is completed. Mitigation Measure 3.3-1 also prohibits full closure of trails or recreation facilities during peak-use periods, between July 1 through Labor Day weekend. Mitigation Measure 3.3-1 would reduce this impact to a less-than-significant level.

Resource Topics/Impacts (Level of Significance **Before** Mitigation)	Adopted Mitigation Measures	Level of Significance **After** Mitigation	Findings of Fact
LTS = Less than significant	PS = Potentially significant S = Significant	SU = Significant and unavoidable	
	contractor(s) will be prohibited from July 1 through Labor Day weekend unless an approved detour has been established. All bicycle and pedestrian detours will be identified in the TMP and will be reviewed and approved by the project proponent, Caltrans, and TRPA before the start of earth-moving activities.		(Draft EIR/EIS/EIS, pp. 3.3-12 to 3.3-14, and pp. 3.3-31 to 3.3-32; Final EIR/EIS/EIS, pp. 3-4 and 3-5.)
3.4 Community Impacts			
Impact 3.4-1: Physically divide an established community causing changes to community character and cohesion (S) With implementation of US 50/South Shore Community Revitalization Project transportation improvements, US 50 would be rerouted through an established neighborhood (generally known as Rocky Point), which is characterized as having moderate community cohesion due to the presence of a concentrated minority population and transit-dependent population. The highway realignment and physical division of the neighborhood would change the character and cohesiveness of the neighborhood by displacing residents and substantially changing the visual character and ambient noise environment (see Sections 3.7, "Visual Resources/Aesthetics" and 3.15, "Noise and Vibration"). The realigned US 50 would create a physical barrier restricting pedestrian access across the new highway alignment, although vehicular connectivity through the neighborhood would be maintained. Increased trip lengths for pedestrians and bicyclists in this neighborhood would in part be offset by the enhanced bicycle and pedestrian features (e.g., sidewalk and bicycle lane) along the new highway. The project would physically divide residences within the Rocky Point neighborhood from each other, and for those residents southwest of the realigned highway from the adjacent commercial and tourist core area. Residents and businesses would be displaced by right-of-way acquisition. Considering these impact influences together, the physical division of an established community caused by the realignment of US 50 would	**Mitigation Measure 3.4-1: Minimize effects on the character and cohesiveness of the Rocky Point Neighborhood** The following mitigation measure applies to the US 50/South Shore Community Revitalization Project transportation improvements. With respect to changes in visual conditions and noise that affect the character and cohesiveness of the Rocky Point neighborhood, implement Mitigation Measure 3.7-1a (see Section 3.7, "Visual Resources/Aesthetics") and Mitigation Measure 3.15-3a (see Section 3.15, "Noise and Vibration").	SU	**Finding:** Specific considerations, such as economic, social, or technical, make infeasible the mitigation measure or project alternatives discussed in the EIR/EIS/EIS for the project. **Rationale:** The project would physically divide residences within the Rocky Point neighborhood from each other, and for those residents southwest of the realigned highway from the adjacent commercial and tourist core area. Considering these impact influences together, the physical division of an established community caused by the realignment of US 50 would result in adverse changes in the character and cohesiveness of a residential neighborhood. Implementation of Mitigation Measure 3.4-1 would include measures to minimize the visual and traffic noise impacts and interruption of pedestrian access from the realigned US 50 that contribute to the physical division of the existing neighborhood; however, because of the nature of the change – that is, rerouting a highway through a residential neighborhood – it would not be feasible to reduce the magnitude of the visual impact to a less-than-

Resource Topics/Impacts (Level of Significance **Before** Mitigation)	Adopted Mitigation Measures	Level of Significance **After** Mitigation	Findings of Fact
LTS = Less than significant	PS = Potentially significant S = Significant	SU = Significant and unavoidable	
result in adverse changes in the character and cohesiveness of a residential neighborhood. The mixed-use development sites associated with the US 50/South Shore Community Revitalization Project mixed-use development, including replacement housing, are the preferred locations for construction of replacement housing for residents displaced by the project. Implementation of the mixed-use development, including replacement housing, would include new buildings that are consistent in character to other existing, newer development, would replace hotel units with housing units and commercial uses that would contribute to a stronger sense of community, and would not physically divide an established neighborhood. For these reasons, the project with mixed-use development, including replacement housing, would not result in any adverse changes in the character and cohesiveness of a residential neighborhood beyond those associated with the transportation improvements.			significant level. While implementation of this mitigation measure would minimize impacts related to the physical division of an established community, this impacts would remain significant and unavoidable. (Draft EIR/EIS/EIS, pp. 3.4-17 to 3.4-20, and pp. 3.4-36 to 3.4-37; Final EIR/EIS/EIS, pp. 3-6 to 3-7.)
3.5 Public Services and Utilities			
Impact 3.5-1: Conflicts with existing utility infrastructure (PS) Transportation improvements and construction of mixed-use development, including replacement housing, associated with the US 50/South Shore Community Revitalization Project could result in conflicts with existing utility infrastructure and require relocation of utilities or access points to utility infrastructure (i.e., water, sewer, electrical, and natural gas services). Utility infrastructure that could be affected by the project is generally located at and around the existing US 50/Pioneer Trail and Pioneer Trail/Echo Road intersections and along existing US 50, Fern Road, Moss Road, Montreal Road, and the lake side of Lake Parkway. TTD would be required to coordinate with utility providers to address the project's conflicts with utility infrastructure. However, the extent to which	**Mitigation Measure 3.5-1: Prepare and implement a Utility Relocation Plan** This mitigation measure is required for the US 50/South Shore Community Revitalization Project transportation improvements and mixed-use development. Before the start of construction-related activities, including demolition of displaced residential, hotel/motel, and commercial buildings, TTD (and the project proponent for the mixed-use development, as applicable) shall coordinate with the South Tahoe Public Utility District (STPUD), Douglas County Sewer Improvement District (DCSID), Edgewood Water Company (EWC), Lakeside Park Association, Liberty Utilities, NV Energy, and Southwest Gas Corporation to relocate utility infrastructure, which could include infrastructure at and near the existing US 50/Pioneer Trail and Pioneer Trail/Echo Road intersections and along US 50, Fern Road, Moss Road, Primrose Road, Montreal Road, and the lake side of Lake Parkway. The final design plans for the transportation improvements submitted to Caltrans and NDOT shall be prepared to minimize utility disruption or relocation, and identify all utility relocations affected by the transportation improvements. TTD (and the project proponent for the mixed-use development, as applicable) shall coordinate with the utility companies to minimize impacts to services throughout the project. Actions needed to comply with this mitigation measure include	LTS	**Finding:** Changes or alterations have been incorporated into the US 50/South Shore Community Revitalization Project that would avoid or reduce the significant adverse environmental effects to a less-than-significant level. **Rationale:** Construction of the project could conflict with existing utility infrastructure and require relocation of utilities or access points to utility infrastructure. Although TTD would be required to coordinate with utility providers to address potential conflicts, the extent to which existing

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existing utility infrastructure could be adversely affected, and plans for relocation, have not yet been determined.	coordination with each affected utility company to prepare a utility relocation plan that would, at a minimum, include the following: ◢ plans that identify the utility infrastructure elements, including access for utility providers and easements, as applicable, that require relocation as a result of constructing the project transportation improvements and mixed-use development, including replacement housing; ◢ safety measures to avoid any human health hazards or environmental hazards associated with capping and abandoning some utility infrastructure, such as natural gas lines or sewer lines; ◢ timing for completion of the utility infrastructure relocation as part of construction of the transportation improvements and mixed-use development, including replacement housing, which shall be scheduled to minimize disruption to the utility companies and their customers; ◢ reparations, if required, and certification of necessary additional environmental evaluations and pertinent processes (e.g., CEQA, NEPA, and/or TRPA documents and requirements), all of which shall be completed, as necessary, before final plans for the mixed-use development, including replacement housing, are permitted; ◢ preparation and approval by a licensed civil engineer; and ◢ approval as adequate by the affected utility companies and Caltrans, NDOT, TTD, and TRPA, as necessary.		utility infrastructure could be adversely affected, and plans for relocation, have not yet been determined Implementation of Mitigation Measure 3.5-1 would reduce potentially significant impacts to existing utilities because it would establish a requirement for coordination with all affected utility providers in the project area and preparation of a utility relocation plan that would minimize utility disruption and relocation. The utility relocation plan would be prepared and approved by a licensed civil engineer and would include at a minimum: retaining access for utility providers and easements, incorporating safety measures to avoid health and environmental hazards associated with capping and abandoning any utility infrastructure, scheduling improvements to minimize disruptions, and approval by affected utility companies, TTD, NDOT, Caltrans, and TRPA. By preparing utility relocation plans for affected utilities, this impact would be reduced to a less-than-significant level. (Draft EIR/EIS/EIS, pp. 3.5-11 to 3.5-14, and pp. 3.5-42 to 3.5-43; Final EIR/EIS/EIS, pp. 3-12 to 3-13.)
Impact 3.5-3: Increased demand for wastewater collection, conveyance, and treatment (PS) The US 50/South Shore Community Revitalization Project transportation improvements would not result in	**Mitigation Measure 3.5-3: Ensure sufficient capacity in the STPUD wastewater collection and conveyance system**	LTS	**Finding:** Changes or alterations have been incorporated into the US 50/South Shore Community Revitalization Project that would avoid

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an increased demand on wastewater collection, conveyance, and treatment because construction workers would use portable toilets rather than public wastewater facilities. Construction of mixed-use development, including replacement housing, for the project would require additional wastewater collection, conveyance, and treatment to serve the additional residential and commercial development. Adequate capacity is available in the wastewater treatment plant to serve the wastewater flows generated by the mixed-use development, including replacement housing. However, the addition of wastewater flows from the mixed-use development would exceed the capacity of one segment of pipe in the wastewater collection and conveyance system near the McDonald's on Lake Tahoe Boulevard and contribute flows to another segment of pipe on Lakeshore Boulevard south of Park Avenue that is already over capacity.	This mitigation measure is required for the US 50/South Shore Community Revitalization Project mixed-use development, including replacement housing. Prior to completion of project-level environmental review for the mixed-use development, including replacement housing, the project applicant shall coordinate with STPUD to determine the wastewater conveyance demand for a detailed project design, including the number of housing units and square footage of commercial floor area. If STPUD finds that the project-generated peak wastewater flows cause the STPUD line between sanitary sewer manhole (SSMH) BJ182 and SSMH BJ181 to surcharge, then STPUD and the project applicant shall develop plans for and construct improvements that would allow for conveyance of buildout wastewater flows. The project applicant shall be responsible for covering the cost of improvements that would be needed to serve the mixed-use development. The improvements shall be constructed to meet peak wet weather flows in the sewer line between SSMH BJ182 and SSMH BJ181, located near McDonald's and Lake Tahoe Vacation Resort on Lake Tahoe Boulevard. The plans shall identify the timing of the improvements, and that the capacity of the line will be available when needed by the mixed-use development. Replacement of this sewer line shall be completed prior to occupancy of the mixed-use development. If STPUD finds that project-generated peak wastewater flows contribute to an existing surcharge condition at SSMH BJ25, then STPUD and the project applicant shall either develop plans for and construct improvements that would allow for the conveyance of buildout wastewater flows. Alternatively, the project applicant would be required to pay their fair share towards improvements at SSMH BJ25. The project applicant shall provide a will-serve letter from STPUD that indicates their wastewater treatment collection and conveyance infrastructure has adequate capacity to serve the mixed-use development, including replacement housing, and that any necessary improvements to the system have been completed prior to the issuance of occupancy permits by the City of South Lake Tahoe.		or reduce the significant adverse environmental effects to a less-than-significant level. **Rationale:** Because construction workers would use portable toilets rather than public wastewater facilities, the transportation improvements associated with the project would not increase the demand for wastewater collection, conveyance, and treatment facilities. The mixed-use development component of the project would require additional wastewater collection, conveyance, and treatment facilities to serve the additional residential and commercial development. The wastewater treatment plant has adequate capacity to serve the additional wastewater demand. However, the additional wastewater flows created by the mixed-use development could exceed the capacity of one segment of pipe in the wastewater collection and conveyance system. Implementation of Mitigation Measure 3.5-3 would reduce potentially significant impacts to wastewater collection, conveyance, and treatment because mitigation would be required to demonstrate that either the existing wastewater conveyance system is adequate to serve the project, or that

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			improvements would be constructed that allow for conveyance of buildout wastewater flows. The project applicant will be responsible for covering the cost of improvements that would be needed. The project applicant will also provide a will-serve letter from STPUD indicating their wastewater treatment collection and conveyance infrastructure has adequate capacity to serve the mixed-use development, and that any necessary improvements to the system have been completed. By ensuring wastewater conveyance is adequate to serve the project before implementation, this impact would be reduced to a less-than-significant level. (Draft EIR/EIS/EIS, pp. 3.5-21 to 3.5-24, and pp. 3.5-43 to 3.5-44.)
3.6 Traffic and Transportation			
Impact 3.6-10: Construction-related parking impacts (S) Construction staging areas for transportation improvements associated with the US 50/South Shore Community Revitalization Project could be located on one or more parking lots at Harvey's Lake Tahoe, Hard Rock Hotel and Casino, and Montbleu Resort and Casino. These property owners have indicated there is sufficient parking in their parking garages. A construction staging area on the Harvey's parking lot would not interfere with the annual summer concert series. The use of any of these sites would be implemented through a willing agreement between the property owner and construction contractor. Construction impacts on parking associated with project construction would be temporary in nature and would only occur leading up to 2020 (opening day).	**Mitigation Measure 3.6-10: Prepare a detailed parking plan to meet Heavenly Village Center demand during construction, pursuant to Mitigation Measure 3.6-11** This mitigation would apply to the US 50/South Shore Community Revitalization Project mixed-use development, including replacement housing, at Site 3. See Mitigation Measure 3.6-11. The same mitigation measure would apply.	LTS	**Finding:** Changes or alterations have been incorporated into the US 50/South Shore Community Revitalization Project that would avoid or reduce the significant adverse environmental effects to a less-than-significant level. **Rationale:** Construction staging for the mixed-use development at Site 3 would result in the amount of parking at the Heavenly Village Center to be below city parking requirements. Implementation of Mitigation Measure 3.6-10 would reduce this impact because a parking plan in accordance with Section 6.10 of the City of South Lake Tahoe Code

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Although construction details associated with the mixed-use component, including replacement housing, are not known at this time; it is anticipated that the mixed-use development site would meet the needs for construction staging on-site, on right-of-way acquired for the project, or through agreement with a private property owner for use of their land. The mixed-use development, including replacement housing, would be subject to all applicable regulations and permit requirements. Construction staging for the mixed-use development, including replacement housing, at Site 3 would result in the amount of parking at the Heavenly Village Center to be below city parking requirements. Construction staging for the mixed-use development, including replacement housing, at Sites 1 and 2 would not result in temporary loss of parking beyond the loss of parking located at the businesses that would be displaced, which would no longer be required.			would be prepared and implemented. The recommendations included in the parking plan to meet parking demand and achieve City of South Lake Tahoe parking standards would be implemented by the project applicant before ground-breaking of the mixed-use development at Site 3. This would reduce the impact to parking to a less-than-significant level. (Draft EIR/EIS/EIS, pp. 3.6-76 to 3.6-78, and p. 3.6-132.)

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Impact 3.6-11: Permanent parking impacts (PS) The US 50/South Shore Community Revitalization Project transportation improvements would result in the loss of 51 parking stalls at multiple businesses and the mixed-use development, including replacement housing, would result in the loss of 250 parking stalls associated with Site 3. The loss of parking associated with the mixed-use development, including replacement housing, would not be in addition to the parking losses from the transportation improvements (i.e., 16 of the 250 parking stalls that would be removed in association with the mixed-use development are related to the transportation improvements). The amount of parking at Montbleu Resort and Casino would continue to be sufficient to meet city and county standards and the project would provide replacement parking equal to that lost at other businesses. Implementation of the mixed-use development, including replacement housing, at Sites 1 and 2 would not result in permanent loss of parking at businesses that would be displaced, which would no longer be required. The mixed-use development, including replacement housing, at Site 3 would cause the amount of parking at the Heavenly Village Center to fall below city parking requirements.	**Mitigation Measure 3.6-11: Prepare a detailed parking plan to inform revision of Heavenly Village Center's Use Permit** This mitigation would apply to the US 50/South Shore Community Revitalization Project mixed-use development, including replacement housing, at Site 3. At the time of preparation of the project-level environmental plan for the mixed-use development, including replacement housing, at Site 3, the project applicant shall prepare a parking plan in accordance with Section 6.10 of the City of South Lake Tahoe Code. The recommendations included in the parking plan to meet parking demand and achieve City of South Lake Tahoe parking standards would be implemented by the project applicant prior to ground-breaking of the mixed-use development, including replacement housing, at Site 3. The parking plan shall be submitted to the City of South Lake Tahoe, and referred to TRPA as necessary to obtain a use permit for modification of the parking demand ratios at the Heavenly Village Center. It would demonstrate the adequacy of the Heavenly Village Center parking that would remain after displacement of parking behind Raley's by construction of the mixed-use development, including replacement housing, at Site 3. The parking plan must demonstrate the following: ◢ Adequate off-street parking would be provided for the proposed use as determined by a parking plan; ◢ The environmental impact of the use would be lessened by the reduction in parking spaces (City staff may condition the use permit); and ◢ Traffic safety for other vehicles and pedestrians would be enhanced by the lesser requirement. The parking plan may propose a reduction in parking demand ratio at this shopping center from those set forth in City Code Section 6.10 based on a plan that proposes, but would not be limited to, one or more of the following: ◢ A transportation management plan, which would outline transit incentives, such as a shuttle system or free or reduced cost transit passes for tenants/employees. ◢ Additional parking, which could be constructed elsewhere in the project site for the US 50/South Shore Community Revitalization Project. ◢ Establishment of a shared parking facility, in which uses have different peak periods, parking demand would not overlap, and would meet peak demands.	LTS	**Finding:** Changes or alterations have been incorporated into the US 50/South Shore Community Revitalization Project that would avoid or reduce the significant adverse environmental effects to a less-than-significant level. **Rationale:** The mixed-use development at Site 3 would cause the amount of parking at the Heavenly Village Center to fall below city parking requirements. Implementation of Mitigation Measure 3.6-11 would reduce this impact because a parking plan in accordance with Section 6.10 of the City of South Lake Tahoe Code that demonstrates the adequacy of parking at the Heavenly Village Center would be prepared and implemented. The recommendations included in the parking plan to meet parking demand and achieve City of South Lake Tahoe parking standards would be implemented by the project applicant before ground-breaking of the mixed-use development at Site 3. This would reduce the impact to parking to a less-than-significant level. (Draft EIR/EIS/EIS, pp. 3.6-80 to 3.6-83, and pp. 3.6-132 to 3.6-133.)

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Impact 3.6-20: Daily vehicle trip ends (DVTE) impacts – 2040 (Design Year) (S) The US 50/South Shore Community Revitalization Project transportation improvements would not generate any additional DVTEs. However, the project would generate greater than 200 net new DVTEs with the implementation of the mixed-use development. Because the displaced housing would be replaced at a one for one basis with the replacement housing component of the project, the replacement housing would not generate any net new DVTEs.	**Mitigation Measure 3.6-20: Mitigate DVTE impacts through Air Quality Mitigation Fund Contribution** This mitigation would apply to the US 50/South Shore Community Revitalization Project mixed-use development. The project proponent shall contribute to the Air Quality Mitigation Fund in accordance with Chapter 65 – Traffic and Air Quality Mitigation Program of the TRPA Code. The air quality mitigation fee shall be assessed in accordance with the mitigation fee schedule in the TRPA Rules of Procedure. Fees generated by the air quality mitigation fee are used to support programs/improvements that reduce VMT, improve air quality, and encourage alternative modes of transportation.	LTS	**Finding:** Changes or alterations have been incorporated into the US 50/South Shore Community Revitalization Project that would avoid or reduce the significant adverse environmental effects to a less-than-significant level. **Rationale:** The transportation improvements would not generate any new additional DVTEs, but the mixed-use development would generate greater than 200 net new DVTEs. Implementation of Mitigation Measure 3.6-20 would reduce this impact because payment of the DVTE mitigation fee would be used to support programs/improvements that reduce VMT, improve air quality, and encourage alternative modes of transportation and thus, the impact would be reduced to a less-than-significant level. (Draft EIR/EIS/EIS, pp. 3.6-127 to 3.6-128, and p. 3.6-135; Final EIR/EIS/EIS, p. 3-15.)
3.7 Visual Resources/Aesthetics			
Impact 3.7-1: Degradation of scenic quality and visual character (S) The US 50/South Shore Community Revitalization Project would involve physical changes within the project site that would be visually evident to the public. Depending on the nature and intensity of project-related changes, they could potentially degrade the existing visual quality or character of the site and its surroundings, including a potential decrease in the TRPA Travel Route rating of roadway travel units or	**Mitigation Measure 3.7-1a: Mitigate for Changes in Visual Character from Pioneer Trail to Montreal Road** This mitigation measure would apply to the US 50/South Shore Community Revitalization Project transportation improvements. Realigning US 50 through the existing Rocky Point residential neighborhood between Pioneer Trail and Montreal Road would cause substantial changes in visual conditions. Realigned US 50 would be designed in accordance with all applicable design standards and guidelines and thus would exhibit a high level of visual quality; however, it would result in significant change in visual character on the neighborhood. The addition of noise barriers could also contribute to the adverse change in visual character.	SU	**Finding:** Specific considerations, such as economic, social, or technical, make infeasible the mitigation measure or project alternatives discussed in the EIR/EIS/EIS for the project. **Rationale:** Effects on visual character associated with the project within the residential neighborhood between Montreal Road and Pioneer Trail would

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inconsistency with the TRPA SQIP, TRPA Design Review Guidelines, or applicable height and design standards. With the project, the existing four-lane US 50 through the tourist core would be reconfigured as a two-lane roadway. Lake Parkway and Montreal Road would be developed as the realigned US 50 and as a four-lane roadway. A new section of roadway would be built from Montreal Road at Fern Road connecting to existing US 50 near what is now the intersection of US 50 and Pioneer Trail through an existing neighborhood. Most effects on scenic quality from implementation of the project would result in a mix of impacts either because no changes in visual conditions would occur, changes that would occur would be visually beneficial, or changes would be compatible with existing conditions. Proposals for the mixed-use development projects would have to undergo their own environmental review once they are defined and submitted for permitting, so it is unlikely that there would be a significant difference between the project with the transportation improvements alone or with the mixed-use development. Effects on visual character associated with the project within the residential neighborhood between Montreal Road and Pioneer Trail would result in the greatest impacts, because it would substantially degrade visual character in the immediate area and it would not be feasible to reduce the impact to a less-than-significant level.	To mitigate for this impact, TTD, TRPA, and FHWA shall incorporate feasible design treatments (e.g., landscaped berm to reduce visible wall mass, landscaped screening, and wall texture and colors that blend with the surrounding environment) into the final project design.		result in the greatest impacts, because it would substantially change visual character in the immediate area and it would not be feasible to reduce the impact to a less-than-significant level. Implementation of Mitigation Measure 3.7-1a would include all feasible design treatments in the project to minimize visual effects on the Rocky Point neighborhood, because of the nature of the change – that is, rerouting a highway through a residential neighborhood – the introduction of the highway project into the neighborhood's visual setting would be unavoidable and it would not be feasible to further reduce this impact to a less-than-significant level. The impact of the project on visual character in this part of the study area would remain significant and unavoidable. (Draft EIR/EIS/EIS, pp. 3.7-17 to 3.7-30, and 3.7-49; Final EIR/EIS/EIS, p. 3-17.)
Impact 3.7-3: Increased light and glare (PS) New sources of light can result from exterior lighting or from the headlights of vehicles, while glare results from high-shine surfaces such as building windows (glass) and high-gloss painted surfaces. The US 50/South Shore Community Revitalization Project would include new safety lighting (street lights) at intersections of local streets with realigned US 50. The introduction of a new source of light during nighttime hours in these urban settings would not substantially	**Mitigation Measure 3.7-3: Mitigate for Headlights Shining onto Residential Properties.** This mitigation measure would apply to the US 50/South Shore Community Revitalization Project transportation improvements. Sound barriers (walls or other noise abatement measures) would be necessary to control traffic noise within the Rocky Point residential neighborhood that realigned US 50 would pass through (see Mitigation Measure 3.15-3a in Section 3.15, "Noise and Vibration"). A secondary effect of the noise abatement measures would be to block vehicle headlights from intruding onto residential properties. The barriers should be placed along realigned US 50 where private residences border the realigned highway. Such barriers should be constructed of solid material (e.g., wood, brick, adobe, an earthen berm, boulders, or combination thereof). All barriers will be	LTS	**Finding:** Changes or alterations have been incorporated into the US 50/South Shore Community Revitalization Project that would avoid or reduce the significant adverse environmental effects to a less-than-significant level. **Rationale:** The headlights of traffic on the realigned highway could potentially affect residents whose homes border

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alter the amount of illumination, recognizing the existing night lighting of roadways, parking lots, and commercial areas. The project would also route the western segment of realigned US 50 through an existing residential neighborhood east of Pioneer Trail. The headlights of traffic on the realigned highway could potentially affect residents whose homes border on the realigned US 50. Mixed-use development that could be part of the project would consist of new buildings and new exterior lighting. Standard design practices and regulations in local ordinances and planning documents pertaining to fixed sources of lighting would limit spillover illumination. The project would have a less-than-significant impact from fixed sources of light and glare. However, the project would result in a potentially significant impact from headlights of vehicles shining onto residential properties bordering realigned US 50 in the Rocky Point neighborhood.	designed to blend into the restored landscape along the highway, to the extent feasible. Ensuring a character consistent with the surrounding area may involve the use of strategically placed boulders, native trees, or other vegetation; the addition of special materials (e.g., wood or stonework) on the façade of the sound wall; and/or a sound wall that is covered in vegetation. The location and design of sound barriers shall adhere to any space requirements for snow removal on the adjacent roadway.		on the realigned US 50 in the Rocky Point neighborhood. Implementation of Mitigation Measure 3.7-3 would require that residential neighborhoods are adequately shielded from vehicle headlights along realigned US 50. This would reduce the impact related to light a glare to a less-than-significant level. (Draft EIR/EIS/EIS, pp. 3.7-46 to 3.7-47, and pp. 3.7-50 to 3.7-51.)
3.8 Cultural Resources			
Impact 3.8-2: Disturb unique archaeological resources (PS) Construction and excavation activities associated with the US 50/South Shore Community Revitalization Project could result in sediment disturbance and removal, which can adversely affect archaeological resources. There are no known archaeological resources that would be damaged or destroyed by the project. Because the project would include excavation and other ground-disturbing activities, it could result in adverse physical effects on unknown archaeological resources.	**Mitigation Measure 3.8-2a: Install an Environmentally Sensitive Area fence** The following mitigation would apply to the US 50/South Shore Community Revitalization Project transportation improvements and mixed-use development, including replacement housing. An Environmentally Sensitive Area (ESA) fence shall be installed to protect the unevaluated portion of the Johnson's Cut-Off/Pony Express Trail/Lincoln Highway alignment north of the project area. The fence shall be installed from the entrance to Friday's Station on US 50 to a point 400 feet east of the Johnson's Cut-Off/Pony Express Trail/Lincoln Highway segment. A sign shall be installed at the east end of the fence to exclude construction personnel access from the area behind the fence. The fence shall be installed in coordination with a qualified archaeologist prior to ground-disturbing activities and shall remain in place until after the project has been completed. The condition of the fence shall be monitored, and repaired if needed, periodically during the course of construction. **Mitigation Measure 3.8-2b: Conduct archaeological monitoring** The following mitigation was included in the RTP/SCS EIR/EIS, which included the US 50/South Shore Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP. This mitigation would apply to transportation improvements and mixed-use development, including replacement housing.	LTS	**Finding:** Changes or alterations have been incorporated into the US 50/South Shore Community Revitalization Project that would avoid or reduce the significant adverse environmental effects to a less-than-significant level. **Rationale:** There are no known archaeological resources that would be damaged or destroyed by the project. However, construction and excavation activities associated with the project could damage or destroy unknown archaeological resources. Implementation of Mitigation Measures 3.8-2a through 3.8-2c would minimize these adverse effects by

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	In accordance with existing regulations, for ground-disturbing activities that have the potential to impact archaeological remains and that will occur in an area that has been determined by a qualified archaeologist to be sensitive (locations where previous disturbance has not occurred) for the presence of buried archaeological remains, the project proponent (e.g., TTD, local county, Caltrans, NDOT) shall require the construction contractor to retain a qualified archaeologist to monitor those activities. Archaeological monitoring shall be conducted in areas where there is likelihood that archaeological remains may be discovered but where those remains are not visible on the surface. Monitoring will not be considered a substitute for efforts to identify and evaluate cultural resources prior to project initiation. Where necessary, the project proponent shall seek Native American input and consultation. **Mitigation Measure 3.8-2c: Stop work in the event of an archaeological discovery** The following mitigation was included in the RTP/SCS EIR/EIS, which included the US 50/South Shore Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP. This mitigation would apply to transportation improvements and mixed-use development, including replacement housing. If potentially significant cultural resources are discovered during ground-disturbing activities associated with individual project preparation, construction, or completion, the project proponent shall require the construction contractor to stop work in that area until a qualified archaeologist can assess the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with TRPA and other appropriate agencies and interested parties. A qualified archaeologist shall follow accepted professional standards in recording any find including submittal of the standard Department of Parks and Recreation (DPR) Primary Record forms (Form DPR 523) and location information to the California Historical Resources Information Center office (North Central Information Center) for California projects. The consulting archaeologist shall also evaluate such resources for significance per California Register of Historical Resources eligibility criteria (PRC Section 5024.1; Title 14 CCR Section 4852) for California projects. Consultation with the Nevada State Historic Preservation Officer shall be undertaken for Nevada projects. If the archaeologist determines that the find does not meet the TRPA standards of significance for cultural resources, construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, the lead agency shall be notified and a data recovery plan shall be prepared.		installing exclusion fencing to protect nearby known archaeological resources, and monitoring, halting work, and taking appropriate steps (e.g., recording, recovering, contacting appropriate entities) to protect any archaeological resource that is encountered. With implementation of these mitigation measures, the impact would be reduced to less than significant. (Draft EIR/EIS/EIS, pp. 3.8-23 to 3.8-24; Final EIR/EIS/EIS, pp. 3-18 and 3-19.)
Impact 3.8-3: Accidental discovery of human remains (PS) Construction and excavation activities associated with development activities may result in sediment disturbance and removal, which can unearth human remains if they are present. Because the project would	**Mitigation Measure 3.8-3: Stop work if human remains are discovered** The following mitigation was included in the RTP/SCS EIR/EIS, which included the US 50/South Shore Community Revitalization Project as one of the TTD Capital Improvement Program projects in the RTP. This mitigation would apply to transportation improvements and mixed-use development, including replacement housing.	LTS	**Finding:** Changes or alterations have been incorporated into the US 50/South Shore Community Revitalization Project that would avoid or reduce the significant adverse

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allow excavation and other ground-disturbing activities, adverse physical effects on undiscovered or unrecorded human remains could occur.	In accordance with existing regulations, if any human remains are discovered or recognized in any location on an individual project site, the project proponent will ensure that there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until: a) The applicable County Coroner/Sheriff has been informed and has determined that no investigation of the cause of death is required; and b) If the remains are of Native American origin, 1. The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work, for the means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resources Code Section 5097.98, or 2. The Native American Heritage Commission was unable to identify a descendant or the descendant failed to make a recommendation within 24 hours after being notified by the commission. 3. The site shall be flagged and avoided during construction. c) If human remains, grave goods, or items of cultural patrimony (as defined in the Native American Graves Protection and Repatriation Act [NAGPRA]) are discovered during ground-disturbing activities on Federal Property, work will cease until the provisions of NAGPRA are met.		environmental effects to a less-than-significant level. **Rationale:** There are no known human remains that would be damaged or destroyed by the project. However, construction and excavation activities associated with the project could unearth human remains if they are present. Implementation of Mitigation Measure 3.8-3 would reduce potentially significant impacts associated with the discovery of human remains by stopping work in the event of a find, contacting the appropriate people, and complying with NAGPRA. Thus, by protecting human remains should they be encountered and complying with the appropriate laws and regulations regarding human remains, the potential impact of the project to human remains would be reduced to a less-than-significant level. (Draft EIR/EIS/EIS, pp. 3.8-27 to 3.8-29, and p. 3.8-37.)
Impact 3.8-4: Disturb tribal cultural resources (PS) Construction and excavation activities associated with the US 50/South Shore Community Revitalization Project could result in sediment disturbance and removal, which can adversely affect archaeological resources, including tribal cultural resources. There are no known tribal cultural resources that would be damaged or destroyed by the project. Because the project would include excavation and other ground-disturbing activities, it could result in adverse physical effects on unknown tribal cultural resources.	**Mitigation Measure 3.8-4a: Conduct tribal cultural resources monitoring** This mitigation would apply to the US 50/South Shore Community Revitalization Project transportation improvements and mixed-use development, including replacement housing. In accordance with existing regulations, for ground-disturbing activities that have the potential to impact tribal cultural resources, such as archaeological remains, and that will occur in an area that has been determined by a qualified archaeologist to be sensitive (locations where previous disturbance has not occurred) for the presence of buried tribal cultural resource remains, the project proponent (e.g., TTD, local county, Caltrans, NDOT) shall require the construction contractor to retain a qualified archaeologist to monitor those activities. Archaeological monitoring shall be conducted in areas where there is likelihood that tribal cultural resources, such as archaeological remains, may be discovered but where those remains are not visible on	LTS	**Finding:** Changes or alterations have been incorporated into the US 50/South Shore Community Revitalization Project that would avoid or reduce the significant adverse environmental effects to a less-than-significant level. **Rationale:** There are no known tribal cultural resources that would be damaged or destroyed by the project.

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	the surface. Monitoring will not be considered a substitute for efforts to identify and evaluate tribal cultural resources prior to project initiation. Where necessary, the project proponent shall seek Native American input and consultation. **Mitigation Measure 3.8-4b: Stop work in the event of a tribal cultural resource discovery** This mitigation would apply to US 50/South Shore Community Revitalization Project transportation improvements and mixed-use development, including replacement housing. If potentially significant tribal cultural resources are discovered during ground-disturbing activities associated with individual project preparation, construction, or completion, the project proponent shall require the construction contractor to stop work in that area until a qualified archaeologist can assess the significance of the find, and, if necessary, develop appropriate treatment measures in consultation with TRPA and other appropriate agencies and interested parties. A qualified archaeologist shall follow accepted professional standards in recording any find including submittal of the standard DPR Primary Record forms (Form DPR 523) and location information to the California Historical Resources Information Center office (North Central Information Center) for California projects. The consulting archaeologist shall also evaluate such resources for significance per California Register of Historical Resources eligibility criteria (PRC Section 5024.1; Title 14 CCR Section 4852). Consultation with the Nevada State Historic Preservation Officer and the Washoe Tribe of Nevada and California shall be undertaken for the portions of the project within Nevada. Consultation with the California Native American Heritage Commission and the Washoe Tribe of Nevada and California shall be undertaken for the portions of the project in California. If the archaeologist, in consultation with the Nevada State Historic Preservation Officer, California Native American Heritage Commission, and Washoe Tribe of Nevada and California, determines that the find does not meet the PRC Section 21074 definition for tribal cultural resources, then construction may proceed. If the archaeologist determines that further information is needed to evaluate significance, the lead agency shall be notified and a data recovery plan shall be prepared.		However, construction and excavation activities associated with the project could damage or destroy unknown tribal cultural resources if they are present. Implementation of Mitigation Measures 3.8-4a and 3.8-4b would reduce the risk of impacting tribal cultural resources because they would require tribal cultural resource monitoring in sensitive areas, stopping work in the event of a discovery, and taking appropriate steps (e.g., recording, recovering, and contacting appropriate entities) to protect any tribal cultural resources that is encountered. Thus, the impact would be reduced to a less-than-significant level. (Draft EIR/EIS/EIS, pp. 3.8-31 and 3.8-33; Final EIR/EIS/EIS, pp. 3.8-37 to 3.-38.)
3.10 Water Quality and Stormwater Runoff			
Impact 3.10-3: Stormwater runoff (S) The US 50/South Shore Community Revitalization Project would create an increase in impervious surfaces (between 5.47 and 7.62 acres). The project would be required to comply with stringent SWRCB, Lahontan RWQCB, NDEP, and TRPA post-construction stormwater controls. Storage, infiltration, and treatment measures are required to minimize runoff flows and volumes and any stormwater discharge would be required to comply	**Mitigation Measure 3.10-3: Protect functionality of Existing Stormwater Improvements** This mitigation measure applies to the US 50/South Shore Community Revitalization Project transportation improvements and mixed-use development, including replacement housing. The project proponent shall demonstrate that all stormwater improvements continue to meet the goals for which they were established. In the case of stormwater improvements purchased or constructed with CTC grant funds (such as the Rocky Point and Fern Road systems), this includes meeting or exceeding 6.4 pounds of sediment reduction per State of California dollar spent on site improvements. If the functionality of the improvements cannot be maintained, the project design would be modified to replace these facilities with land and infrastructure that is	LTS	**Finding:** Changes or alterations have been incorporated into the US 50/South Shore Community Revitalization Project that would avoid or reduce the significant adverse environmental effects to a less-than-significant level.

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with Lahontan RWQCB, NDEP, and TRPA water quality standards and the Lake Tahoe TMDL. Because the implementation of the project could require use of existing stormwater management infrastructure (Rocky Point stormwater easement parcels and Fern Road stormwater basins) for transportation improvements and/or mixed-use development, an impact on stormwater runoff management is recognized at this time, which would be mitigated by replacing affected facilities with equivalently or more effective stormwater infrastructure, as defined during detailed project design.	at least as effective as the current facilities, or more effective. In the event that any portion of the project encroaches on the existing City of South Lake Tahoe stormwater basins at Fern Road, these basins would be reconstructed in place or replaced in-kind within available right-of-way. The net result would be the maintenance of existing stormwater facilities or the replacement of affected facilities with equivalently or more effective stormwater management land and infrastructure. The specific location and design of the replacement infrastructure would be defined during detailed design development.		**Rationale:** Because the project would affect existing stormwater management infrastructure, the project could affect stormwater runoff management. Implementation of Mitigation Measure 3.10-3 would require that all stormwater improvements would continue to meet the goals for which they were established, and result in replacement of infrastructure, if necessary, that is at least as effective. The net result would be the maintenance of existing stormwater facilities or the replacement of affected facilities with equivalently or more effective stormwater management land and infrastructure. The specific location and design of the replacement infrastructure, if required, would be defined during detail design development. Because implementation of this mitigation measure would minimize the impact to stormwater infrastructure, this impact would be reduced to a less-than-significant level. (Draft EIR/EIS/EIS, pp. 3.10-36 to 3.10-39, and p. 3.10-46; Final EIR/EIS/EIS, p. 3-22.)
3.12 Hazards, Hazardous Materials, and Risk of Upset			
Impact 3.12-2: Exposure to recognized environmental conditions (PS) The transportation improvements could affect properties that are included on a list of hazardous materials sites. The project site is located in an area with a moderate to high potential for naturally-occurring	**Mitigation Measure 3.12-2a: Conduct surveys for asbestos-containing materials, aerially deposited lead, and lead-based paints and coatings** This mitigation would apply to the US 50/South Shore Community Revitalization Project transportation improvements and mixed-use development sites.	LTS	**Finding:** Changes or alterations have been incorporated into the US 50/South Shore Community Revitalization Project that would avoid or reduce the significant adverse

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radon gas, exposure to which has the potential to cause lung cancer. In addition, aerial deposited lead (ADL) could be present on and near roadway shoulders. Although the project incorporates best management practices, avoidance measures, and regulatory compliance, through construction of the project, it would be possible that previously unidentified contaminants, such as radon gas or ADL, could be disturbed or encountered by residents and workers. Although the project incorporates best management practices, avoidance measures, and regulatory compliance to reduce the potential for adverse effects, there is a risk of exposure of residents to radon gas and workers to ADL or other unknown contaminants.	1. Demolition of buildings and roadways containing asbestos and lead-based materials shall require specialized procedures and equipment, and appropriately certified personnel, as detailed in the applicable regulations. Buildings and roadways intended for demolition that were constructed before 1980 shall be surveyed for asbestos, while those constructed before 1971 shall be surveyed for lead. Prior to construction, all existing road right-of-ways in the project site shall be surveyed for lead contamination because of ADL and use of paint and coatings containing lead. All sampling shall be conducted consistent with applicable Caltrans and NDMV requirements. 2. A demolition plan shall be prepared for any location with positive results for asbestos or lead. The plan will specify how to appropriately contain, remove, and dispose of the asbestos and lead-containing material while meeting all requirements and BMPs to protect human health and the environment. A lead compliance plan shall be prepared by a Certified Industrial Hygienist (consistent with the requirements of Caltrans' SSP 14-11.07). Prior to demolition, the project applicant shall submit the written plan to the El Dorado County Department of Environmental Management, Hazardous Waste Division, describing the methods to be used to, including, but not limited to, the following: (a) identify locations that could contain hazardous residues; (b) remove plumbing fixtures known to contain, or potentially containing, hazardous materials; (c) determine the waste classification of the debris; (d) package contaminated items and wastes; and (e) identify disposal site(s) permitted to accept such wastes. Demolition shall not occur until the plan has been accepted by the El Dorado County Department of Environmental Management, Hazardous Waste Division and all potentially hazardous components have been removed to the satisfaction of El Dorado County Environmental Health Department staff. The project applicant shall also provide written documentation to the County that lead-based paint and asbestos testing and abatement, as appropriate, have been completed in accordance with applicable state and local laws and regulations. Lead abatement shall include the removal of lead-contaminated soil (i.e., soil with lead concentrations greater than 400 parts per million). 3. Prior to ground disturbance of any soils adjacent to the Tahoe Tom's Gas Station facility, soil samples shall be collected from within the proposed construction footprint along Lake Tahoe Boulevard and Park Avenue at this location to evaluate potential impacts from a petroleum hydrocarbon release that was discovered in 1998. Soil sampling would not be required if evidence can be provided to the El Dorado County Department of Environmental Management, Hazardous Waste Division that demonstrates there is no longer a risk of exposure to petroleum hydrocarbons during construction activities. If soil sampling is necessary, based on the results of the sampling, and consistent with standard industry practice, remediation measures shall be developed and implemented to the satisfaction of the El Dorado County Department of Environmental Management, Hazardous Waste Division.		environmental effects to a less-than-significant level. **Rationale:** Although the project incorporates best management practices, avoidance measures, and regulatory compliance to reduce the potential for adverse effects, there is a risk of exposure of residents to radon gas and workers to ADL or other unknown contaminants. Implementation of Mitigation Measures 3.12-2a through 3.12-2d would minimize the potential for hazardous materials impacts to occur by requiring surveys for asbestos-containing materials, ADL, and lead-based paints and coatings; requiring preparation and implementation of a hazardous materials management plan; and conducting investigations for VECs and radon and, if necessary, conduct sampling and develop and implement remediation measures and radon-resistant construction techniques. Because implementation of this mitigation measure would minimize the impact related to recognized environmental conditions, impacts would be reduced to a less-than-significant level. (Draft EIR/EIS/EIS, pp. 3.12-20 to 3.12-24, and pp. 3.12-31 to 3.12-32; Final EIR/EIS/EIS, pp. 3-25 to 3-26.)

	Mitigation Measure 3.12-2b: Prepare a construction hazardous materials management plan This mitigation would apply to the US 50/South Shore Community Revitalization Project transportation improvements and mixed-use development sites. A construction hazardous materials management plan shall be developed to address procedures for handling, storage, and disposal of previously unidentified contaminated soil, contaminated groundwater, lead-based paint, and asbestos-containing materials that may be encountered during project construction activities. The construction hazardous materials management plan shall include provisions for agency notification, managing contaminated materials, sampling and analytical requirements, and disposal procedures. The plan shall include identification of construction site BMPs to minimize the potential for water quality impacts. The construction hazardous materials management plan shall cover, at a minimum, the following: ◢ petroleum hydrocarbon-contaminated soils and/or groundwater that may be encountered during project construction activities in areas where construction depths exceed 2 feet below ground surface (bgs) in the vicinity of the recognized environmental conditions (RECs) described above; ◢ soils identified by the ADL surveys as being contaminated by lead within survey area ROWs; ◢ materials identified by the lead-based paint and asbestos-containing materials surveys as contaminated by lead-based paint and asbestos-containing materials within bridge, pipe, and building materials; ◢ guidance for relocation, removal, or repair of hazardous materials storage facilities (USTs or ASTs) that are affected by project construction; and ◢ information on assessment and potential handing of contaminated soils found during relocation. The plan shall include procedures to stop work if evidence of potential hazardous materials or contamination of soils or groundwater is encountered during construction, including the applicable requirements of the Comprehensive Environmental Response, Compensation, and Liability Act and CCR Title 22 regarding the disposal of wastes. **Mitigation Measure 3.12-2c: Conduct radon investigation and implement radon-resistant construction techniques** This mitigation would apply to the US 50/South Shore Community Revitalization Project mixed-use development sites. Prior to the occupancy of housing units associated with the three future mixed-use development sites, the applicant or construction manager shall retain a licensed radon contractor to determine if radon is detected beyond the 4 pCi/L threshold, where necessary. If the amount of radon exceeds the established threshold, the applicant shall retain a licensed radon contractor to reduce the radon in the affected residences to below the established threshold. Methods may include, but are not limited to, the soil suction radon reduction system, which entails the		

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	installation of a vent pipe system and fan that pull radon from beneath the house and vent it to the outside. Additionally, passive ventilation can be considered to assure 4 pCi/L thresholds are not exceeded. The radon contractor shall develop clear instructions for proper maintenance of the radon monitoring systems that would be installed in each residence, as well as the radon monitoring and reduction system, if required. The property disclosure statements shall indicate that the site is within an area with a moderate potential for indoor radon levels. **Mitigation Measure 3.12-2d: Conduct screening for VECs and, if necessary, conduct sampling and develop and implement remediation measures** This mitigation would apply to the US 50/South Shore Community Revitalization Project mixed-use development sites. Prior to ground disturbance on any parcel intended for human occupancy, the applicant or construction manager shall retain an Environmental Professional as defined in 40 CFR Section 312.10 to perform a screening-level VEC evaluation based on the type of facility, information regarding the type of contaminant and groundwater flow, and the distance from the contaminant to the property to determine whether further study and sampling is warranted. If recommended by the screening, sampling shall be designed and conducted in coordination with DTSC and the CUPA, as appropriate. Based on the results of the sampling, and consistent with standard industry practice, remediation measures shall be developed and implemented to the satisfaction of the appropriate approval agency before building occupancy.		
3.13 Air Quality			
Impact 3.13-1: Short-term, construction-generated emissions of criteria air pollutants and precursors (S) Construction of the US 50/South Shore Community Revitalization Project would not exceed EDCAQMD's ROG threshold. Construction of the project would exceed EDCAQMD's NO_X threshold, and therefore CO and exhaust PM_{10}, and $PM_{2.5}$ emissions could be significant. The project could also result in excessive fugitive dust emissions. In addition to construction associated with the transportation improvements, construction emissions related to the potential future mixed-use development sites would also occur. The mixed-use development would begin prior to the transportation improvements in California but may occur simultaneously with transportation improvements occurring in Nevada. Emissions from the mixed-use developments were	**Mitigation Measure 3.13-1a: Reduce short-term construction-related NO_X emissions** This mitigation would apply to the US 50/South Shore Community Revitalization Project transportation improvements and mixed-use development sites. **Measures that Apply to the Transportation Improvements** If the project does not include development of the mixed-use sites, for all construction activities, the project proponent shall ensure that construction contractors comply with the following on-site construction measures to reduce emissions of NO_X: ◢ The prime construction contractor shall submit to EDCAQMD a comprehensive inventory (e.g., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower of greater) that would be used for 40 or more hours, in aggregate, during a construction season. If any new equipment is added after submission of the inventory, the prime contractor shall contact EDCAQMD before the new equipment is used. At least three business days before the use of subject heavy-duty off-road equipment, the project representative shall provide EDCAQMD with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and onsite foreman.	LTS	**Finding:** Changes or alterations have been incorporated into the US 50/South Shore Community Revitalization Project that would avoid or reduce the significant adverse environmental effects to a less-than-significant level. **Rationale:** Construction of the project would exceed EDCAQMD's NO_X threshold, and therefore CO and exhaust PM_{10}, and $PM_{2.5}$ emissions could be significant. The project could also result in excessive fugitive dust emissions. Implementation of Mitigation Measures 3.13-1a and 3.13-1b would minimize NOx and fugitive dust emissions by requiring a

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evaluated separately and in combination with the construction activities for the transportation improvements. Construction associated with redeveloping one or more of the mixed-use sites alone or in combination with the transportation improvements would not exceed EDCAQMD's threshold for ROG. Construction associated with redeveloping the mixed-use sites alone and in combination with the transportation improvements would exceed EDCAQMD's thresholds for NO_X, and therefore CO, exhaust PM_{10}, and $PM_{2.5}$ could be significant. Excessive fugitive dust emissions could occur during construction of the mixed-use sites alone and in combination with the transportation improvements.	◢ Before approval of Grading Permits, the construction contractor shall submit for EDCAQMD approval, a written calculation demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20 percent reduction in NO_X emissions as compared to ARB statewide fleet average emissions. Acceptable options for reducing emissions may include use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The calculation shall be provided using EDCAQMD's Construction Mitigation Calculator. **Measures that Apply to the Mixed-Use Development Sites** If the project would include development of the mixed-use sites and anticipated construction timing would not coincide with construction activities associated with US 50 transportation improvements, the project proponent shall ensure that construction contractors comply with the following on-site construction measures to reduce emissions of NO_X: ◢ All measures as discussed above for the transportation improvements, but shall achieve a project wide fleet average 25 percent reduction in NO_X emissions as compared to ARB statewide fleet average emissions. If the project would include development of the mixed-use sites and anticipated construction timing could potentially coincide with construction activities associated with US 50 transportation improvements, the project proponent shall ensure that construction contractors comply with the following on-site construction measures to reduce emissions of NO_X: ◢ All measures as discussed above for the scenario for the transportation improvements, but shall achieve a project wide fleet average 60 percent reduction in NO_X emissions as compared to ARB statewide fleet average emissions. ◢ To achieve a 60 percent reduction in NO_X emissions, the use of US EPA-approved Tier 3 and Tier 4 engines would be required. Any combination of said engines may be used so as the fleet average emissions are reduced by a minimum of 60 percent as compared to the ARB statewide fleet average. **Mitigation Measure 3.13-1b: Reduce short-term construction-related fugitive dust (PM_{10} and $PM_{2.5}$)** This mitigation would apply to the US 50/South Shore Community Revitalization Project transportation improvements and mixed-use development sites. To reduce fugitive dust emissions during all construction activities involving earth-moving activities, the prime construction contractor shall implement all available fugitive dust control measures as indicated in Table C.4 and C.5 (Table 3.13-8 in the EIR/EIS/EIS) in Appendix C-1 of the EDCAQMD CEQA Guide (2002) and included below ***(See Attachment 1)*** .		20 percent reduction in NOx emissions from the construction vehicle fleet and implementation of fugitive dust control measures. Because implementation of these mitigation measures would minimize impacts related to vehicle exhaust emissions and fugitive dust, this impact would be reduced to a less-than-significant level. (Draft EIR/EIS/EIS, pp. 3.13-19 to 3.13-11, and pp. 3.13-42 to 3.13-46.)

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3.15 Noise and Vibration			
Impact 3.15-2: Ground vibration during construction (S) Pile driving activity performed during construction of the pedestrian bridge associated with the US 50/South Shore Community Revitalization Project transportation improvements along with construction of one or more of the mixed-use development sites could expose nearby buildings to ground vibration levels that exceed the Federal Transit Administration's (FTA) vibration 80-VdB standard for human response at residential land uses.	**Mitigation Measure 3.15-2a: Implement measures to reduce levels of ground vibration to limit the level of human annoyance** The following noise abatement measures would apply to the US 50/South Shore Community Revitalization Project transportation improvements. The project proponent shall require the following measures be implemented for all pile driving activity, if required, related to construction of the pedestrian bridge: ◢ All necessary piles shall be driven with sonic pile drivers instead of impact pile drivers; ◢ To further reduce pile-driving ground vibration impacts, holes shall be predrilled to the maximum feasible depth. This would reduce the number of blows and/or the amount of time required to seat the pile, and would concentrate the pile-driving activity closer to the ground where noise can be attenuated more effectively; ◢ Pile driving, earth moving, and ground-disturbance activities shall be phased so as not to occur simultaneously in areas close to off-site sensitive receptors. The total vibration level produced could be substantially less when each vibration source is operated separately; and ◢ Designate a disturbance coordinator and post that person's telephone number conspicuously around the locations where pile driving would be performed. The disturbance coordinator shall receive all public complaints and be responsible for determining the cause of the complaint and implementing any feasible measures to alleviate the problem. The contact information of the disturbance coordinator shall also be provided to the owners of all properties for which a pre-inspection survey is performed.	LTS	**Finding:** Changes or alterations have been incorporated into the US 50/South Shore Community Revitalization Project that would avoid or reduce the significant adverse environmental effects to a less-than-significant level. **Rationale:** Pile driving associated with the pedestrian bridge along with construction of one or more of the mixed-use development sites could expose nearby buildings to ground vibration levels that exceed the FTA vibration standard for human response at residential land uses. Implementation of Mitigation Measure 3.15-2a would minimize ground vibration by requiring certain equipment and pile driving techniques that would reduce the vibration caused, and by providing a disturbance coordinator to help alleviate any problems that arise. Because implementation of this mitigation measure would minimize impacts related to ground vibration, impacts would be reduced to a less-than-significant level. (Draft EIR/EIS/EIS, pp. 3.15-27 to 3.15-27, and pp. 3.15-61 to 3.15-62, and Final EIR/EIS/EIS, p. 3-29.)
Impact 3.15-3: Traffic noise exposure at existing receptors (S) With the US 50/South Shore Community Revitalization Project, the 65 CNEL contours along the	**Mitigation Measure 3.15-3a: Implement traffic noise reduction measures to reduce traffic noise exposure at affected receptors** The following noise abatement measures would apply to the US 50/South Shore Community Revitalization Project transportation improvements and mixed-use redevelopment sites.	SU	**Finding:** Specific considerations, such as economic, social, or technical, make infeasible the mitigation measure or

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realigned segments of US 50 would not extend more than 300 feet from the roadway edge. Therefore, the Environmental Threshold Carrying Capacity established by TRPA for the transportation corridor would not be exceeded with the project. With the project, one or more noise-sensitive receptors would be exposed to noise levels greater than the applicable FHWA noise abatement criteria by the design year (i.e., 2040). With the project, multiple existing noise-sensitive receptors in California would experience increases in traffic noise that are considered substantial by 23 CFR 772 criteria (i.e., increase of 12 dB or more). With the project, one or more existing noise-sensitive receptors located outside of a TRPA transportation corridor would be exposed to noise levels that exceed TRPA's applicable land use-based CNEL threshold. With the project, multiple noise-sensitive receptors would be exposed to traffic noise levels that exceed the applicable traffic noise standard established by the City of South Lake Tahoe. With the project, multiple noise-sensitive receptors would experience a CNEL increase equal to or greater than 3 dB, which is a TRPA significance criterion and a CEQA significance criterion for receptors located in California. With the project, one or more existing hotels would be exposed to interior noise levels that exceed the interior noise standard of 45 CNEL. These exceedances would occur under existing-plus-project conditions (2020) and/or under cumulative-plus-project conditions (2040) with a considerable contribution of the exceedance directly resulting from implementation of the project. The intensity of these impacts would not be substantially different with	**Performance Requirements** Traffic noise reduction measures shall be implemented to achieve the following: 1. Ensure that Receptors 80, 88, 89, 90, and 91 are not exposed to an average daily traffic noise level that exceeds the land use-based 55 CNEL threshold established in TRPA's Pioneer/Ski Run Plan Area Statement 092 (TRPA 2002:3) and that Receptor 136 is not exposed to an average daily traffic noise level that exceeds the land use-based 65 CNEL threshold established in TRPA's Tourist Core Area Plan (City of South Lake Tahoe and TRPA 2013:5-3 to 5-4) under cumulative conditions. These land use-based CNEL thresholds apply at all portions of these receptor parcels that are more than 300 feet from the edge of US 50. This performance requirement shall take priority over Performance Requirements 3 and 4; 2. TTD shall offer to retrofit the South Shore Inn (Receptor 55) sufficiently to ensure that its ambient interior noise levels do not exceed 45 CNEL with windows and doors closed. However, the owners of the motel may choose to refuse this offer; 3. To the extent feasible, reduce traffic noise levels at those receptors identified in Table 3.15-11 of the EIR/EIS/EIS that would experience traffic noise levels that exceed or approach the applicable NAC and/or experience a traffic noise level increase greater than Caltrans's incremental increase criterion of 12 dB. For NEPA purposes, the feasibility of achieving this performance requirement can be based on the Noise Abatement Decision Report prepared for the project (Caltrans 2016), which was prepared pursuant to guidance in Caltrans's Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects (Caltrans 2011) and 23 CFR 772; and 4. To the extent feasible, reduce traffic noise levels at those receptors identified in Table 3.15-11 of the EIR/EIS/EIS that would experience a traffic noise level that exceeds the applicable local noise standard (established by the City of South Lake Tahoe), and/or would experience a traffic noise level increase of 3 dB or greater. **Noise Reduction Features** Noise-reduction features may include, but are not limited to, any combination of the following: ◢ Paving the nearby segment of roadway with rubberized hot-mix asphalt (RHMA) or equivalent surface treatment with known noise-reducing properties on top of the roadway surface. The RHMA overlay shall be designed with appropriate thickness and rubber component quantity (typically 15 percent by weight of the total blend), such that traffic noise levels are reduced by an average of 4 to 6 dB (noise levels vary depending on travel speeds, meteorological conditions, and pavement quality) as compared to noise levels generated by vehicle traffic traveling on standard asphalt. RHMA has been found to achieve this level of noise reduction in other parts of California (Sacramento		project alternatives discussed in the EIR/EIS/EIS for the project. **Rationale:** With the project, one or more existing noise-sensitive receptors located outside of a TRPA transportation corridor would be exposed to noise levels that exceed TRPA's applicable land use-based CNEL threshold. Multiple noise-sensitive receptors would be exposed to traffic noise levels that exceed the applicable traffic noise standard established by the City of South Lake Tahoe and would experience a CNEL increase equal to or greater than 3 dB, which is a TRPA significance criterion. Also, one or more existing hotels would be exposed to interior noise levels that exceed the interior noise standard of 45 CNEL. Implementation of Mitigation Measure 3.15-3a would, at a minimum, protect receptors located more than 300 feet from the edge of US 50 from being exposed to traffic noise levels that exceed applicable TRPA land use-based exterior CNEL thresholds. Through the use of sound barriers and/or RMHA, the necessary reductions would be achieved to comply with the applicable TRPA land use-based noise thresholds. It is uncertain whether feasible traffic noise abatement measures could be implemented to achieve outdoor traffic noise levels at all receptors would be less than the applicable NAC and less than the applicable local exterior CNEL

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development of the replacement housing at the mixed-use redevelopment sites with the project.	County 1999). Pavement will require more frequent than normal maintenance and repair to maintain its noise attenuation effectiveness. ◢ Installation of outdoor sound barriers between affected receptors and the roadway segments that are the predominant noise source at the receptors. The sound barriers must be constructed of solid material (e.g., wood, brick, adobe, an earthen berm, boulders, or combination thereof). The reflectivity of each sound barrier will be minimized to ensure that traffic noise reflected off the barrier does not contribute to an exceedance of applicable TRPA CNEL standards at other receptors. The level of sound reflection from a barrier can be minimized with a textured or absorptive surface or with vegetation on or next to the barrier. Scenic quality factors will be taken into account during design, such as using more natural materials (e.g., berms and boulders) to reduce the visible mass of a wall. Mitigation Measure 3.7-3 also proposes the use of a sound barrier to attenuate impacts from headlights shining onto residential properties and describes details to ensure the barriers would not cause negative visual impacts (see Section 3.7, Visual Resources/Aesthetics). All barriers will be designed to blend into the restored landscape along the highway, to the extent feasible. Ensuring a character consistent with the surrounding area may involve the use of strategically placed boulders, native trees, or other vegetation; the addition of special materials (e.g., wood or stonework) on the façade of the sound wall; and/or a sound wall that is covered in vegetation. The location and design of sound barriers shall adhere to any space requirements for snow removal on the adjacent roadway. If desired a sound barrier can be divided into two overlapping segments with a gap in the overlapped portion to provide pedestrian access from one side to the other. The specific location, length, height, and design of noise barriers for the project must be defined during engineering design development. It is not feasible to provide engineering details of noise barriers prior to the initiation of preliminary engineering for the transportation improvements. For conceptual planning purposes, however, based on the environmental planning-level noise analysis in this document, the approximate location and height of noise barriers for the project are as follows: ◤ Barriers would need to be built on both the north and south sides of the realigned US 50 alignment to protect affected residences behind them. The approximate length is estimated to be in the range of 1,000 to 1,200 feet on each side of the highway. The height needed for an approximately 5 dB attenuation would be between 6 to 8 feet above the road surface. Noise barriers would be entirely within the public right-of-way. ◤ The conceptual extent of the south barrier would be from the intersection of realigned US 50 and Pioneer Trail (near the existing 90-degree bend in Primrose		standard, and result in traffic noise increases that would be less than Caltrans' incremental increase standard of 12 dB or less than 3 dB, which is the TRPA significance criterion. After implementation of all feasible mitigation measures and recognizing the stated uncertainties about achieving applicable noise standards, these findings recognize that the project could result in a significant and unavoidable impact related to traffic noise exposure at existing receptors. (Draft EIR/EIS/EIS, pp. 3.15-32 to 3.15-39, and 3.15-63 to 3.15-66.);

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	Road close to Pioneer Trail) east to the curve of the highway onto the Montreal Road alignment (near the existing intersection of Echo Road and Montreal Road). ◤ The conceptual extent of the north barrier would be from the intersection of realigned US 50 and Pioneer Trail (near the existing intersection of Moss Road and Pioneer Trail) east to beyond Fern Road (near the existing corner of the back parking area of Heavenly Village Center). ◢ Reduced vehicle speeds through posted speed limits, advisory signs, and/or design features that serve as traffic calming elements (e.g., median barrier, center islands, and raised crosswalks). The design of any special traffic-calming features shall not prevent the ability to provide adequate snow removal of any surfaces used for driving, walking, or biking. ◢ Offer to the property owners of residences, motels/hotels, or other tourist accommodation units where the interior noise levels would exceed 45 CNEL, increased noise insulation of exterior walls to improve the Sound Transmission Class (STC) of those walls, including but not limited to added insulation, upgrades to drywall, acoustical sound absorption panels, new windows, and new exterior siding. For residences or tourist accommodation units that do not currently have air conditioning, install an air conditioning system if necessary to ensure that residents can close all windows and doors during nighttime hours and maintain adequate interior comfort. ◢ Acquire properties where the noise level would exceed TRPA thresholds, applicable Caltrans noise abatement criteria, and/or applicable local noise standards; or where traffic noise levels would increase by 3 dB CNEL or greater. Acquisition of additional properties shall only occur if other feasible noise reduction measures are not available to achieve the applicable standards or minimize traffic noise increases to less than 3 dB CNEL. **Selection and Design Process** The selection and design of specific traffic noise reduction measures shall be supported by a site-specific noise abatement assessment conducted by a qualified acoustical engineer or consultant selected by the project proponent. This study shall be fully funded by the project proponent and approved by the project proponent, TRPA, and Caltrans prior to project construction. If necessary to support the effectiveness of selected noise reduction measures, the site-specific noise abatement assessment may involve additional sound level measurements and/or the use of detailed site-specific modeling with software such as FHWA's Traffic Noise Model (FHWA 2006), SoundPLAN (SoundPLAN 2015) or CadnaA (DataKustik 2015). For those receptors predicted to experience an exceedance of NEPA significance criteria for traffic noise, as identified in Table 3.15-11 of the EIR/EIS/EIS, the feasibility of constructing a sound barrier, for NEPA purposes, shall be based on the results of the Noise Abatement		

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	Decision Report (Caltrans 2016), which was prepared pursuant to guidance in Caltrans's Traffic Noise Analysis Protocol for New Highway Construction and Reconstruction Projects (Caltrans 2011) and 23 CFR 772. TTD shall prepare a study supplemental to the Noise Abatement Decision Report to identify all necessary measures to ensure attainment of all applicable TRPA land use-based CNEL thresholds. The supplemental study shall also identify all feasible measures to reduce traffic noise increases to less than 3 dB and/or reduce traffic noise levels to less than the applicable local noise standards, with specific attention to the application of the City's noise standard at the outdoor activity areas of residential and tourist accommodation land uses. In addition, the supplemental study shall identify, and TTD shall select, the set of feasible noise reduction measures that would benefit the most receptors and prioritize the attainment of applicable NAC ahead of the applicable local noise standard.		
Impact 3.15-4: Noise/land use compatibility of mixed-use redevelopment sites (PS) With the US 50/South Shore Community Revitalization Project, the mixed-use redevelopment sites would not be located where they would be exposed to noise levels that exceed TRPA transportation corridor contour-based noise thresholds or TRPA land-use based noise thresholds. Therefore, this impact would be less than significant for purposes of TRPA threshold compliance. Common outdoor activity areas could be included on the mixed-use redevelopment sites that would potentially be developed with the project. These common outdoor activity areas could be exposed to traffic noise levels that exceed the City of South Lake Tahoe's 60 CNEL standard.	**Mitigation Measure 3.15-4: Implement noise protection measures to ensure that outdoor activity areas on the mixed-use redevelopment sites are not exposed to noise levels greater than 60 CNEL** The following noise abatement measures would apply to the US 50/South Shore Community Revitalization Project mixed-use development sites. **Performance Requirement** Developers of each mixed-use redevelopment site shall be required to ensure that ambient traffic noise levels do not exceed 60 CNEL at all common outdoor activity areas (not including parking lots or walkways between parking lots and building entrances). This performance standard shall be achieved at each site prior to occupancy of any of the housing units and under the cumulative-plus-project condition for the project. **Noise Reduction Features** Measures to reduce noise exposure levels may include, but are not limited to, any combination of the following: ◢ Setting back common outdoor activity areas as far as possible from the nearest segment(s) of US 50; ◢ Strategically locating buildings to shield common outdoor activity areas from noise generated by traffic on the nearby segment(s) of US 50. An example of this type of design layout exists at the existing Forest Suites Resort on the corner of Lake Parkway and Heavenly Village Way; ◢ Installing outdoor sound barriers on the redevelopment property between the outdoor activity areas and the nearby segment(s) of US 50. The sound barriers must be constructed of solid material (e.g., wood, brick, adobe, an earthen berm, boulders, or combination thereof). The reflectivity of each sound barrier shall be minimized to ensure that traffic noise reflected off the barrier does not contribute to an exceedance	LTS	**Finding:** Changes or alterations have been incorporated into the US 50/South Shore Community Revitalization Project that would avoid or reduce the significant adverse environmental effects to a less-than-significant level. **Rationale:** Common outdoor activity areas associated with the mixed-use redevelopment sites could be exposed to traffic noise levels that exceed the City of South Lake's 60 CNEL standard. Implementation of Mitigation Measure 3.15-4 would require that noise levels at outdoor areas associated with the mixed-use developments be below the City of Lake Tahoe's 60 CNEL standard through selection and design of specific measures to reduce noise exposure by a qualified acoustical engineer or consultant pursuant to Policy HS-8.6 of the City of South Lake Tahoe General Plan. Because noise levels would be maintained below the applicable thresholds, impacts would

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	of applicable noise standards at other off-site receptors. The level of sound reflection from a barrier can be minimized with a textured or absorptive surface or with vegetation on or next to the barrier. All barriers shall blend into the overall landscape and have an aesthetically pleasing appearance that agrees with the character of the surrounding area, and not become the dominant visual element of the area. Ensuring a character consistent with the surrounding area may involve the use of strategically placed boulders, native trees, or other vegetation; the addition of special materials (e.g., wood or stonework) on the façade of a sound wall; and/or a sound wall that is covered in vegetation. Special icon panels depicting works of art or emblems meaningful to the area may be included on sound barriers so long as they comply with any applicable local guidelines for public art. The location and design of sound barriers shall adhere to any space requirements for snow removal on US 50. Where desired a sound barrier can be divided into two overlapping segments with a gap to provide pedestrian access from one side to the other; and/or ◢ Locating outdoor activity areas, such as swimming pools or patios, on building rooftops. **Selection and Design Process** The selection and design of specific measures to reduce noise exposure at outdoor activity areas at each mixed-use redevelopment site shall be conducted by a qualified acoustical engineer or consultant pursuant to Policy HS-8.6 of the City of South Lake Tahoe General Plan. The study for each site shall be fully funded by the applicant seeking to develop the site and approved by City staff prior to project construction. If necessary to support the effectiveness of selected noise reduction measures, the site-specific noise abatement assessment may involve additional sound level measurements and/or the use of detailed site-specific modeling with software such as FHWA's Traffic Noise Model (FHWA 2006), SoundPLAN (SoundPLAN 2015) or CadnaA (DataKustik 2015).		be reduced to a less-than-significant level. (Draft EIR/EIS/EIS, pp. 3.15-57 to 3.15-58, and pp. 3.15-72 to 3.15-73.)
3.16 Biological Environment			
Impact 3.16-2: Disturbance or loss of sensitive habitats (jurisdictional wetlands, riparian vegetation, SEZ, aquatic habitat) (PS) Implementing the US 50/South Shore Community Revitalization Project would result in direct removal and disturbance of sensitive habitats, including waters of the United States, waters of the state, riparian habitat, and SEZs.	**Mitigation Measure 3.16-2a: Implement vegetation protection measures and revegetate disturbed areas** This mitigation would apply to the US 50/South Shore Community Revitalization Project transportation improvements and mixed-use development sites. Vegetation will not be disturbed, injured or removed, except in accordance with the TRPA Code and other conditions of project approval. All trees, major roots, and other vegetation, not specifically designated and approved for removal in connection with a project will be protected according to methods approved by TRPA. All vegetation outside the construction site boundary, as well as other vegetation designated on the approved plans, will be protected by installing temporary fencing pursuant to Subsections 33.6.9 and 33.6.10 of the TRPA Code. Areas	LTS	**Finding:** Changes or alterations have been incorporated into the US 50/South Shore Community Revitalization Project that would avoid or reduce the significant adverse environmental effects to a less-than-significant level. **Rationale:** Implementing the proposed project would result in direct removal and disturbance of sensitive habitats. Implementation of Mitigation

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	outside the construction site boundary that sustain vegetation damage during construction will be revegetated according to a revegetation plan in accordance with Section 61.4. **Mitigation Measure 3.16-2b: Obtain authorization for fill and required permits for impacts to jurisdictional wetlands or other regulated water** The following mitigation applies to the US 50/South Shore Community Revitalization Project transportation improvements and mixed-use development sites. Authorization for fill or disturbance of waters of the United States will be secured from USACE through the Section 404 permitting process. The acreage of riparian habitat (deciduous riparian vegetation) and wetlands that would be removed or disturbed during project implementation will be quantified and replaced or restored/enhanced in accordance with USACE and TRPA regulations, which include meeting the no-net-loss standard in accordance with USACE requirements. Habitat restoration, enhancement, and/or replacement will be at a location and by methods agreeable to USACE as determined during the permitting processes for CWA Section 404 and by TRPA during the permitting process for SEZ. In addition, on the California side of the study area, if any project activities would affect aquatic resources and associated riparian habitats subject to regulation by CDFW under Sections 1600 *et seq*. of the California Fish and Game Code (i.e., the bed, channel, or bank of any river, stream, or lake in California that supports wildlife resources), the project proponent shall consult with CDFW to determine whether a lake and streambed alteration agreement (LSAA) is required. If required under Section 1602, any compensatory mitigation shall be conducted in accordance with the terms of the LSAA, and in coordination with the other requirements of this mitigation measure (Mitigation Measure 3.16-2b) and Mitigation Measure 3.16-2c. **Mitigation Measure 3.16-2c: Compensate for Unavoidable Loss of SEZ** The following mitigation applies to the US 50/South Shore Community Revitalization Project transportation improvements and mixed-use development sites. The following measures will be implemented to ensure consistency with Section 61.3 of the TRPA Code and further reduce potential adverse effects on SEZs, streams, and riparian habitat: ◢ All reasonable alternatives shall be implemented to avoid or reduce the extent of encroachment into SEZs. ◢ In instances where there is no feasible alternative to avoid an SEZ, the project proponent shall mitigate all impacts within the boundaries of SEZs by restoring SEZ habitat (land capability district 1b) in the surrounding area, or other appropriate area as determined by TRPA, at a minimum ratio of 1.5:1, consistent with TRPA Code. ◢ The project proponent shall retain a qualified restoration ecologist to prepare a restoration plan that will address final clean-up, stabilization, and revegetation procedures for areas disturbed by the project. This restoration plan shall be completed		Measures 3.16-2a through 3.16-2c would minimize impacts to sensitive habitats by implementing vegetation protection measures and revegetating disturbed areas; obtaining authorization and required permits for impacts to jurisdictional waters or other regulated waters; and compensating for unavoidable loss of SEZ. Because implementation of these mitigation measures would minimize impacts related to loss of sensitive habitat, impacts would be reduced to a less-than-significant level. (Draft EIR/EIS/EIS, pp. 3.16-14 to 3.16-16, and pp. 3.16-25 to 3.16-27; Final EIR/EIS/EIS pp. 3-31 to 3-33.)

Resource Topics/Impacts (Level of Significance **Before** Mitigation)	Adopted Mitigation Measures	Level of Significance **After** Mitigation	Findings of Fact
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	and reviewed by TRPA prior to acknowledgement of the project's permit. The restoration plan for SEZs shall include the following: ◤ identification of compensatory mitigation sites and criteria for selecting these mitigation sites; ◤ complete assessment of the existing biological resources in the restoration areas; ◤ in kind reference habitats for comparison with compensatory SEZs (using performance and success criteria) to document success; ◤ monitoring protocol, including schedule and annual report requirements (Compensatory habitat shall be monitored for a minimum of five years from completion of mitigation, or human intervention [including recontouring and grading], or until the success criteria identified in the approved mitigation plan have been met, whichever is longer); ◤ ecological performance standards, based on the best available science and including specifications for native plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship; at a minimum, compensatory mitigation planting sites must achieve 80 percent survival of planted vegetation by the end of the five-year maintenance and monitoring period or dead and dying plants shall be replaced and monitoring continued until 80 percent survivorship is achieved; ◤ corrective measures if performance standards are not met; ◤ responsible parties for monitoring and preparing reports; and ◤ responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.		
Impact 3.16-3: Tree removal (PS) Regardless of the magnitude of biological effects of tree removal, native trees are protected in the Tahoe Basin, because of their natural qualities and functions. Because the US 50/South Shore Community Revitalization Project would result in removal of more than 100 trees 14 inches or greater dbh, it would result in substantial tree removal. While the project would require removal of trees greater than 24 inches dbh in eastside forest and/or 30 inches dbh in westside forest, which is generally prohibited by TRPA, the US 50/South Shore Community Revitalization Project meets the exception in TRPA Code Section 61.1.4.A.7 that allows for the removal of these trees for Environmental	**Mitigation Measure 3.16-3: Prepare tree removal, protection, and replanting plan** The following mitigation applies to the US 50/South Shore Community Revitalization Project transportation improvements and mixed-use development sites. A Tree Removal, Protection, and Replanting Plan shall be prepared by the project proponent to provide tree protection measures to comply with the performance criteria and other requirements of Chapter 61 of the TRPA Code, prevent damage to trees that are proposed to remain, and determine appropriate tree replanting locations and approaches to occur in the project site. The Plan will include marking and inventorying the specific trees to be removed, after detailed design is completed. A qualified forester will make a determination regarding the project's consistency with Chapter 61 of the TRPA Code. The plan shall set forth prescriptions for tree removal, water quality protection, root zone and vegetation protection, residual stocking levels, replanting, slash disposal, fire protection, and other appropriate considerations.	LTS	**Finding:** Changes or alterations have been incorporated into the US 50/South Shore Community Revitalization Project that would avoid or reduce the significant adverse environmental effects to a less-than-significant level. **Rationale:** Because the project would result in the removal of more than 100 tree 14 inches or greater dbh, it would result in substantial tree removal. Implementation of Mitigation Measure 3.16-3 would minimize

Resource Topics/Impacts (Level of Significance **Before** Mitigation)	Adopted Mitigation Measures	Level of Significance **After** Mitigation	Findings of Fact
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Improvement Program (EIP) projects, provided that findings demonstrate that the tree removal is necessary.			impacts related to tree removal by requiring a tree removal, protection, and replanting plan, and compliance with Chapter 61 of TRPA Code. Because implementation of this mitigation measure would minimize impacts related to tree removal, impacts would be reduced to a less-than-significant level. (Draft EIR/EIS/EIS, pp. 3.16-18 to 3.16-20, and pp. 3.16-27 to 3.16-28.)
Impact 3.16-4: Introduction and spread of invasive plants (PS) Project implementation has the potential to introduce and spread terrestrial and aquatic invasive plants during construction and revegetation periods. Noxious weeds and other invasive plants could inadvertently be introduced or spread in the project site during grading and construction activities, if nearby source populations passively colonize disturbed ground, or if construction and personnel equipment is transported to the site from an infested area. Soil, vegetation, and other materials transported to the project site from off-site sources for BMPs, revegetation, or fill for project construction could contain invasive plant seeds or plant material that could become established in the project site. Additionally, invasive species currently present in or near the project site have the potential to be spread by construction disturbances. The introduction and spread of terrestrial or aquatic invasive species would degrade terrestrial plant, wildlife, and aquatic habitats, including habitats of special significance (riparian) within the project site opening up the potential introduction and spread of invasive species with the project.	**Mitigation Measure 3.16-4: Implement invasive plant management practices during project construction** This following mitigation applies to the US 50/South Shore Community Revitalization Project transportation improvements and mixed-use development sites. In consultation with TRPA, the project proponent shall implement appropriate invasive plant management practices during project construction. Recommended practices generally include the following: ◢ Before construction activities begin, invasive plant infestations will be identified and appropriately treated where feasible. A qualified biologist will conduct a pre-construction survey for noxious weeds and other invasive plants in project construction areas, and determine the feasibility and appropriate method of removal/treatment. Treatments will be selected based on their effectiveness for each species ecology and phenology. All treatment methods—including the potential use of herbicides outside of potential wetland and SEZ areas—will be conducted in accordance with the law, regulations, and policies governing the land owner. Herbicides will not be used in sensitive habitats, including potential wetlands and SEZs. Land owners will be notified before the use of herbicides for invasive treatment. In areas where treatment is not feasible, noxious weed areas will be clearly flagged or fenced to clearly delineate work exclusion. ◢ To ensure that fill material and seeds imported to the project site are free of invasive plants/noxious weeds, the project will use on-site sources of fill and seeds whenever available. Fill and seed materials that need to be imported to the project site will be certified weed-free by the Resident Engineer. In addition, only certified weed-free imported materials (or rice straw in upland areas) will be used for erosion control. ◢ Vehicles and equipment will arrive at the project site clean and weed-free. All equipment entering the project site from weed-infested areas or areas of unknown	LTS	**Finding:** Changes or alterations have been incorporated into the US 50/South Shore Community Revitalization Project that would avoid or reduce the significant adverse environmental effects to a less-than-significant level. **Rationale:** Project implementation has the potential to introduce and spread terrestrial and aquatic invasive plants during construction and revegetation periods. Implementation of Mitigation Measure 3.16-4 would minimize the introduction and spread of invasive plants by requiring the implementation of several invasive plant management practices during project construction. Because implementation of this mitigation measure would minimize impacts related to invasive plants, impacts would be reduced to a less-than-significant level. (Draft EIR/EIS/EIS, pp. 3.16-22 to 3.16-23, and pp. 3.16-28 to 3.16-29.)

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	weed status will be cleaned of all attached soil or plant parts before being allowed into the project site. Vehicles and equipment will be cleaned using high-pressure water or air at designated weed-cleaning stations after exiting a weed-infested area. Cleaning stations will be designated by a botanist or noxious weed specialist and located away from aquatic resources. Equipment will be inspected by the on-site environmental monitor for mud or other signs that weed seeds or propagules could be present before use in the project site. If the equipment is not clean, the monitor will deny entry into work areas. ◢ If designated weed-infested areas are unavoidable, the plants will be cut, if feasible, and disposed of in a landfill in sealed bags or disposed of or destroyed in another manner acceptable to TRPA or other agencies as appropriate. If cutting weeds is not feasible, layers of mulch, degradable geotextiles, or similar materials will be placed over the infestation area to minimize the spread of seeds and plant materials by equipment and vehicles during construction. These materials will be secured so they are not blown or washed away. ◢ Locally collected native seed sources for revegetation shall be used when possible. Plant and seed material will be collected from or near the project site, from within the same watershed, and at a similar elevation when possible and with approval of the appropriate authority. Persistent nonnatives such as cultivated timothy (*Phleum pretense*), orchard grass (*Dactylis glomerata*), or ryegrass (*Lolium* spp.) shall not be used.		

ATTACHMENT 1 TO TABLE X-1

Mitigation Measure 3.13-1b: Reduce short-term construction-related fugitive dust (PM_{10} and $PM_{2.5}$)

Best Available Control Measures

Source Category	Control Measure	Guidance
Backfilling	01-1 Stabilize backfill material when not actively handling; and 01-2 Stabilize backfill material during handling; and 01-3 Stabilize soil at completion of activity.	◢ Mix backfill soil with water prior to moving. ◢ Dedicate water truck or high capacity hose to backfilling equipment. ◢ Empty loader bucket slowly so that no dust plumes are generated. ◢ Minimize drop height from loader bucket.
Clearing and grubbing	02-1 Maintain stability of soil through pre-watering of site prior to clearing and grubbing; and 02-2 Stabilize soil during clearing and grubbing activities; and 02-3 Stabilize soil immediately after clearing and grubbing activities.	◢ Maintain live perennial vegetation where possible. ◢ Apply water in sufficient quantity to prevent generation of dust plumes.
Clearing forms	03-1 Use water spray to clear forms; or 03-2 Use sweeping and water spray to clear forms; or 03-3 Use vacuum system to clear forms.	◢ Use of high pressure air to clear forms may cause exceedance of Rule requirements.
Crushing	04-1 Stabilize surface soils prior to operation of support equipment; and 04-2 Stabilize material after crushing.	◢ Follow permit conditions for crushing equipment. ◢ Pre-water material prior to loading into crusher. ◢ Monitor crusher emissions opacity. ◢ Apply water to crushed material to prevent dust plumes.
Cut and fill	05-1 Pre-water soils prior to cut and fill activities; and 05-2 Stabilize soil during and after cut and fill activities.	◢ For large sites, pre-water with sprinklers or water trucks and allow time for penetration. ◢ Use water trucks/pulls to water soils to depth of cut prior to subsequent cuts.
Demolition-mechanical/ manual	06-1 Stabilize wind erodible surfaces to reduce dust; and 06-2 Stabilize surface soil where support equipment and vehicles will operate; and 06-3 Stabilize loose soil and demolition debris.	◢ Apply water in sufficient quantities to prevent the generation of visible dust plumes
Disturbed soil	07-1 Stabilize disturbed soil throughout the construction site; and 07-2 Stabilize disturbed soil between structures	◢ Limit vehicular traffic and disturbances on soils where possible. ◢ If interior block walls are planned, install as early as possible. ◢ Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes.
Earth-moving activities	08-1 Pre-apply water to depth of proposed cuts; and 08-2 Re-apply water as necessary to maintain soils in a damp condition and to ensure that visible emissions do not exceed 100 feet in any direction; and 08-3 Stabilize soils once earth-moving activities are complete.	◢ Grade each project phase separately, timed to coincide with construction phase. ◢ Upwind fencing can prevent material movement on site. ◢ Apply water or a stabilizing agent in sufficient quantities to prevent the generation of visible dust plumes.
Importing/ exporting of bulk materials	09-1 Stabilize material while loading to reduce fugitive dust emissions; and 09-2 Maintain at least 6 inches of freeboard on haul vehicles; and 09-3 Stabilize material while transporting to reduce fugitive dust emissions; and	◢ Use tarps or other suitable enclosures on haul trucks. ◢ Check belly-dump truck seals regularly and remove any trapped rocks to prevent spillage. ◢ Comply with track-out prevention/mitigation requirements.

Best Available Control Measures

Source Category	Control Measure	Guidance
	09-4 Stabilize material while unloading to reduce fugitive dust emissions; and 09-5 Comply with Vehicle Code Section 23114.	◢ Provide water while loading and unloading to reduce visible dust plumes.
Landscaping	10-1 Stabilize soils, materials, slopes.	◢ Apply water to materials to stabilize ◢ Maintain materials in a crusted condition ◢ Maintain effective cover over materials ◢ Stabilize sloping surfaces using soil binders until vegetation or ground cover can effectively stabilize the slopes ◢ Hydroseed prior to rainy season
Road shoulder maintenance	11-1 Apply water to unpaved shoulders prior to clearing; and 11-2 Apply chemical dust suppressants and/or washed gravel to maintain a stabilized surface after completing road shoulder maintenance.	◢ Installation of curbing and/or paving of road shoulders can reduce recurring maintenance costs. ◢ Use of chemical dust suppressants can inhibit vegetation growth and reduce future road shoulder maintenance costs.
Screening	12-1 Pre-water material prior to screening; and 12-2 Limit fugitive dust emissions to opacity and plume length standards; and 12-3 Stabilize material immediately after screening.	◢ Dedicate water truck or high-capacity hose to screening operation. ◢ Drop material through the screen slowly and minimize drop height. ◢ Install wind barrier with a porosity of no more than 50% upwind of screen to the height of the drop point.
Staging areas	13-1 Stabilize staging areas during use; and 13-2 Stabilize staging area soils at project completion.	◢ Limit size of staging area. ◢ Limit vehicle speeds to 15 mph. ◢ Limit number and size of staging area entrances/exits
Stockpiles/bulk material handling	14-1 Stabilize stockpiled materials. 14-2 Stockpiles within 100 yards of off-site occupied buildings must not be greater than 8 feet in height; or must have a road bladed to the top to allow water truck access or must have an operational water irrigation system that is capable of complete stockpile coverage.	◢ Add or remove material from the downwind portion of the storage pile. ◢ Maintain storage piles to avoid steep sides or faces.
Traffic areas for construction activities	15-1 Stabilize all off-road traffic and parking areas; and 15-2 Stabilize all haul routes; and 15-3 Direct construction traffic over established haul routes.	◢ Apply gravel/paving to all haul routes as soon as possible to all future roadway areas ◢ Barriers can be used to ensure vehicles are only used on established parking areas/haul routes.
Trenching	16-1 Stabilize surface soils where trencher or excavator and support equipment will operate; and 16-2 Stabilize soils at the completion of trenching activities.	◢ Pre-watering of soils prior to trenching is an effective preventive measure; for deep trenching activities, pre-trench to 18 inches, soak soils via the pre-trench, and resume trenching. ◢ Washing mud and soils from equipment at the conclusion of trenching activities can prevent crusting and drying of soil on equipment.
Truck loading	17-1 Pre-water material prior to loading; and 17-2 Ensure that freeboard exceeds 6 inches (CVC 23114)	◢ Empty loader bucket such that no visible dust plumes are created ◢ Ensure that the loader bucket is close to the truck to minimize drop height while loading
Turf Overseeding	18-1 Apply sufficient water immediately prior to conducting turf vacuuming activities to meet opacity and plume length standards; and	◢ Haul waste material off site immediately.

Best Available Control Measures

Source Category	Control Measure	Guidance
	18-2 Cover haul vehicles prior to exiting the site.	
Unpaved roads/ parking lots	19-1 Stabilize soils to meet the applicable performance standards; and 19-2 Limit vehicular travel to established unpaved roads (haul routes) and unpaved parking lots.	◢ Restricting vehicular access to established unpaved travel paths and parking lots can reduce stabilization requirements.
Vacant land	20-1 In instances where vacant lots are 0.10 acre or larger and have a cumulative area of 500 square feet or more that are driven over and/or used by motor vehicles and/or off-road vehicles, prevent motor vehicle and/or off-road vehicle trespassing, parking and/or access by installing barriers, curbs, fences, gates, posts, signs, shrubs, trees or other effective control measures.	

CVC = California Vehicle Code; mph = miles per hour

Source: South Coast Air Quality Management District, Rule 403, June 2005

Attachment C

Table 1-1, Planning History

Table 1-1 Chronology of Events and Planning History

Timeframe	Document/Action Summary	Prepared by/ Prepared for	Description
1966	Highway Bypass Map	California Department of Transportation (Caltrans)	A full freeway cross-section is shown at this time for the proposed US 50, consisting of 4+ lanes with interchanges. Map shows alignment of highway through what is now Van Sickle Bi-State Park (south of Lake Parkway). The bypass was set back farther into the property than currently planned for the locally preferred action. Caltrans held right-of-way (ROW) at the time. ROW was relinquished, but this is now the alignment for the California Tahoe Conservancy's Greenway Shared-Use Path.
Late 1970s	Loop Road required as mitigation for casino expansion	NA	As part of the approval of the expansion of three major casinos in the Stateline casino corridor, mitigation required the construction of a Loop Road to address traffic congestion in the US 50 corridor.
1975	Tahoe Regional Transportation Plan – Short Range Element (1975-1980)	Tahoe Regional Transportation Study Group (TRPA, CTRPA [California TRPA], Nevada Department of Transportation [NDOT], Caltrans)	Construction of an initial 2-lane Loop Road coupled with construction of a 2-lane bypass along the existing Caltrans "freeway" alignment and ROW (1966 Map). At the time, Lake Parkway did not exist and Montreal Road in California ended with a cul-de-sac in front of the current location of the Forest Suites Resort.
1979	Highway 50 Corridor Study in the South Lake Tahoe Area, Summary Report	Prepared for: City of South Lake Tahoe Douglas County El Dorado County States of CA and NV Prepared by: JHK & Associates	Planned the completion of the East Loop Road. The Lake Parkway improvements in place today on the Nevada side had been completed. Maps called for completion of the Loop Road and demonstrated that the Montreal Road extension in California had not yet been completed.
1980	Revised Tahoe Regional Planning Compact	TRPA	When the Compact was revised in 1980, Article V(2) required consideration of "completion of the Loop Road in the States of California and Nevada."
1980 -1987	Basic Loop Road constructed	NA	Google Earth historical imagery demonstrates that the portion of the basic 2-lane Loop Road called for in earlier planning documents in the area of what is now Van Sickle Bi-State Park (i.e., the extension of Montreal Road) had been constructed. Lake Parkway footprint in this area is the same as today. The entire Loop Road had not yet been completed.
1987	South Lake Tahoe Redevelopment Design Plan (referred to as ROMA Redevelopment Plan in subsequent documents, after the design consultant)	Prepared for: City of South Lake Tahoe Prepared by: ROMA Design Group, San Francisco	Plan included principal access to the casinos via the Loop Road and expansion of Montreal Road to 4 lanes, between Park Avenue and Glen Road. Called for the South Loop Road (Lake Parkway in front of what is now Van Sickle Bi-State Park) to be striped as a 4-lane facility with no central two-way left-turn lane.
1988	Regional Transportation Plan – Lake Tahoe Basin	TRPA	Operational improvements and highway alignment consistent with the 1987 ROMA Redevelopment Plan, including reducing the number of lanes on existing US 50 and expanding the number of lanes on the Loop Road to 4 lanes.
1989	South Tahoe Redevelopment Demonstration Plan for Ski Run/Stateline Areas	South Tahoe Redevelopment Agency	Planned for extension and reconfiguration of the South Loop Road to 5 lanes, 2 lanes in each direction with a center turn lane from Montreal Road east.
1990	South Lake Tahoe Loop Road Preliminary Roadway Design Report	City of South Lake Tahoe, Douglas County	Planned for extension and widening of existing South Loop Road to 5 lanes, 2 lanes in each direction with a center turn lane, and narrowing of existing US 50 to 3 lanes. Detailed preliminary design plans illustrated that encroachment into what is now Van Sickle Bi-State Park is similar to what is proposed with the US 50/South Shore Community Revitalization Project.
1991	South Lake Tahoe Loop Road Project EIR/EIS	City of South Lake Tahoe, Douglas County	EIR/EIS considered effects of Loop Road project alternatives, but was never certified. Called for South Loop Road to be 5 lanes, 2 lanes in each direction with center turn lane, requiring expansion of the existing footprint.

Table 1-1 Chronology of Events and Planning History

Timeframe	Document/Action Summary	Prepared by/ Prepared for	Description
1991	Tahoe Transportation Summit Final Report	Prepared for: Tahoe Transportation Coalition Prepared by: LSC et al.	Planned for completion of the Loop Road System, including 5-lane cross-section for South Loop.
1993	Stateline Community Plan (Element of Regional Plan for the Lake Tahoe Basin)	Douglas County, TRPA	Applied to Nevada side of casino corridor. Plan anticipated completion of the Loop Road and reduction in the number of lanes on US 50. Specifically, the Plan noted that the agencies, in conjunction with the City of South Lake Tahoe, would increase the mountain side Loop Road from 2 to 4 travel lanes.
1994	Stateline/Ski Run Community Plan (Element of Regional Plan for the Lake Tahoe Basin)	City of South Lake Tahoe, TRPA	Applied to California side of casino corridor. Anticipated reconfiguration of the Loop Road. Identified specific transportation improvements, including increasing the mountainside loop to five travel lanes.
1987	South Tahoe Redevelopment Design Plan	Prepared by: ROMA Prepared for: City of South Lake Tahoe	The Redevelopment Plan considered different alternatives for the number of lanes on the north and south Loop Roads and existing US 50.
2004	US 50/Stateline Transportation Study – Final Report	Prepared for: TRPA Prepared by: Entrix et al.	This study identified the range of transportation-related problems in the study area, such as insufficient infrastructure to safely support pedestrians and bicyclists, traffic congestion, and visual and water quality concerns associated with the existing roadway. It also identified alternatives for addressing the problems. It anticipated reconfiguration of the Loop Road along the mountainside loop consistent with the current proposal.
2010	Project Study Report (PSR) to Request Conceptual Approval on US 50 between Pioneer Trail and Nevada SR 207	Prepared for: Caltrans Prepared by: Wood Rodgers	Focused primarily on California side of casino corridor. Anticipated reconfiguration of the Loop Road. Identified specific transportation improvements, including increasing the mountainside loop to five travel lanes. The improvements are expected to address the need for the integrated development of a regional system of transportation in the Tahoe Region through the completion of the Loop Road between California and Nevada, as well as address operational issues on US 50.
2010	Value Analysis (VA) Study, US 50 Stateline Core/Loop Road Project.	Prepared by: RH & Associates VA Team included: Caltrans NDOT Wood Rodgers TTD	The VA study included a workshop conducted between June 21 and June 25, 2010. The goals of the US 50 project included completing the Loop Road System to accommodate traffic demand and improve safety, advance multi-modal transportation opportunities, improve the environmental quality of the area, enhance visitor and community experience, and promote the economic vitality of the area. Study objectives included reviewing the validity of the design alternatives, identifying opportunities to enhance environmental features, evaluating right-of-way concerns, and addressing maintenance issues including snow removal and storage.
2011	Caltrans Preliminary Environmental Assessment Report (PEAR)	Prepared for: Caltrans Prepared by: LSA Associates	The Caltrans PEAR provided an initial environmental of the project and alternatives, including alternatives that would realign US 50 to the mountainside Loop Road; it anticipates the environmental constraints that may affect project design alternatives, cost, schedule, and delivery. The PEAR is an attachment to the PID.
2011	Scoping for US 50/South Shore Community Revitalization Project EIR/EIS/EIS	NA	Scoping for environmental review of the currently proposed revitalization project was initiated. A Notice of Preparation/Notice of Intent was published in the Federal Register on November 1, 2011.
2012	2012 Regional Plan Update (RPU)	TRPA	The RPU included Goals and Policies, Code of Ordinances, Land Use Maps, and plans for specific geographic areas, such as the tourist areas, to encourage environmentally beneficial redevelopment.

Table 1-1 Chronology of Events and Planning History

Timeframe	Document/Action Summary	Prepared by/ Prepared for	Description
2012	Lake Tahoe Regional Transportation Plan and Sustainable Communities Strategy Mobility 2035 (RTP/SCS)	Tahoe Metropolitan Planning Organization and TRPA	The vision of the RTP/SCS is to develop a transportation system that provides alternatives to the private automobile, appeals to users, and serves mobility needs, while improving the environmental and socioeconomic health of the Region.
2013	Tourist Core Area Plan (TCAP)	City of South Lake Tahoe and TRPA	The TCAP provides a framework to change existing conditions into opportunities for redevelopment and revitalization with a focus on achieving on the ground environmental improvements consistent with the City's General Plan and environmental thresholds goals of the 2012 Regional Plan.
2013	South Shore Area Plan (SSAP)	Douglas County, NV and TRPA	The SSAP includes objectives for the tourist core to transform the area into a world class recreational tourist destination, revitalize the economy, contribute to the attainment of TRPA environmental threshold standards, and create a sustainable tourist destination that provides access to recreational opportunities within walking and biking distance of the bed base, which is intended to contribute to a reduction in vehicle miles traveled and improved air quality.
2016	Draft 2017 Regional Transportation Plan	Tahoe Metropolitan Planning Organization and TRPA	The 2017 plan is an update to the 2012 Regional Transportation Plan (RTP), Mobility 2035, and as such identifies the projects, policies, and programs planned for implementation in the Tahoe Region through 2040. The projects listed in the update are substantially similar to those identified in Mobility 2035, including the US 50/South Shore Community Revitalization Project.

NA: Not applicable and/or copies not available at time of completion of this compilation.

Source: Data compiled by Ascent Environmental in 2016

Attachment D

Table 4.1, Summary of Impacts

Table 4-1 Summary of Adverse Impacts (for the Purposes of NEPA) or Significant Impacts (for the Purposes of CEQA and TRPA) Before and After Mitigation

Environmental Topic	Alternative A		Alternative B				Alternative C				Alternative D				Alternative E	
			Transportation Improvements		Mixed Use Dev, Incl Replacement Housing		Transportation Improvements		Mixed Use Dev, Incl Replacement Housing		Transportation Improvements		Mixed Use Dev, Incl Replacement Housing			
	Before	After	Before	After	Before	After	Before	After	Before	After	Before	After	Before	After	Before	After
Land Use	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Parks and Recreational Facilities	0	0	1B 1S	1B	1S	0	1B 1S	1B	1S	0	1B 1S	1B	0	0	1S	0
Community Impacts	0	0	1S	1Adv 1SU	0	0	1S	1Adv 1SU	0	0	1S	1Adv 1SU	0	0	0	0
Public Services and Utilities	0	0	1PS	0	2PS	0	1PS	0	2PS	0	1PS	0	2PS	0	1PS	0
Traffic and Transportation	5S	5Adv 5SU	9B	9B	5B 2S 1PS	5B	8B 6S	8B 4Adv 4SU	4B 3S 1PS	4B 1Adv 1SU	9B	9B	5B 2S 1PS	5B	9B 1S	9B 1Adv 1SU
Visual Resources/Aesthetics	0	0	1S 1PS	1Adv 1SU	0	0	1S 1PS	1Adv 1SU	0	0	1S 1PS	1Adv 1SU	0	0	2S	2Adv 2SU
Cultural Resources	0	0	1Adv 3PS	0	1Adv 3PS	0	1Adv 3PS	0	1Adv 3PS	0	1Adv 3PS	0	1Adv 3PS	0	1Adv 3PS	0
Floodplains	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Water Quality and Stormwater Runoff	0	0	1B 1S	1B	1B 1S	1B	1B 1S	1B	1B 1S	1B	1B 1S	1B	1B 1S	1B	0	0
Geology, Soils, Land Capability and Coverage	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hazards, Hazardous Materials, and Risk of Upset	0	0	1PS	0	1PS	0	1PS	0	1PS	0	1PS	0	1PS	0	1PS	0
Air Quality	0	0	1S	0	1S	0	1S	0	1S	0	1S	0	1S	0	1S	0
Greenhouse Gas Emissions and Climate Change	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Noise and Vibration	0	0	2S	1Adv 1SU	1PS 1S	1Adv 1SU	2S	1Adv 1SU	1PS 1S	1Adv 1SU	2S	1Adv 1SU	1S 1PS	1Adv 1SU	3S	2Adv 2SU
Biological Environment	0	0	3PS	0	3PS	0	3PS	0	3PS	0	3PS	0	3PS	0	0	0
Total	**5Adv 5S**	**5Adv 5SU**	**11B**	**11B 3Adv 3SU**	**6B 1Adv**	**6B 1Adv 1SU**	**10B 1Adv**	**10B 7Adv 7SU**	**5B 1Adv**	**5B 2Adv 2SU**	**11B 1Adv**	**11B 3Adv 3SU**	**6B 1Adv**	**6B 1Adv 1SU**	**9B**	**9B 5Adv 5SU**

Table 4-1 Summary of Adverse Impacts (for the Purposes of NEPA) or Significant Impacts (for the Purposes of CEQA and TRPA) Before and After Mitigation

Environmental Topic	Alternative A		Alternative B				Alternative C				Alternative D				Alternative E	
			Transportation Improvements		Mixed Use Dev, Incl Replacement Housing		Transportation Improvements		Mixed Use Dev, Incl Replacement Housing		Transportation Improvements		Mixed Use Dev, Incl Replacement Housing			
	Before	After	Before	After	Before	After	Before	After	Before	After	Before	After	Before	After	Before	After
			1Adv 7S 9PS		6S 11PS		13S 9PS		6S 11PS		7S 9PS		5S 11PS		1Adv 8S 5PS	

Note: Adv = Adverse Impact; PS = Potentially Significant Impact, S = Significant Impact, B = Beneficial Impact, 0 = No Adverse Effects (NEPA)/Significant Impacts (CEQA/TRPA); SU = Significant and Unavoidable Impact

Source: Compiled by Ascent Environmental, Inc. in 2016

Attachment E

Draft Permit

DRAFT PERMIT

PROJECT DESCRIPTION: US 50 South Shore Community Revitalization Project

EIP NUMBER: 03.01.02.0024 PERMITTEE(S): Tahoe Transportation District

FILE #: EIPC2016-0008 COUNTY/LOCATION: Douglas County/Stateline
El Dorado/City of South Lake Tahoe

Having made the findings required by Agency ordinances and rules, the TRPA approved the project on November 15, 2018 subject to the Standard Conditions of Approval attached hereto (Attachment Q) and the special conditions found in this permit.

This permit shall expire on November 15, 2021 unless project is diligently pursued every year. Diligent pursuit shall be defined by the condition of approval relating to completion of the project. The expiration date shall not be extended unless the project is determined by TRPA to be the subject of legal action which delayed or rendered impossible the diligent pursuit of the permit.

NO TREE REMOVAL, CONSTRUCTION OR GRADING SHALL COMMENCE UNTIL:

(1) TRPA RECEIVES A COPY OF THIS PERMIT UPON WHICH THE PERMITTEE(S) HAS ACKNOWLEDGED RECEIPT OF THE PERMIT AND ACCEPTANCE OF THE CONTENTS OF THE PERMIT;
(2) ALL PRE-CONSTRUCTION CONDITIONS OF APPROVAL ARE SATISFIED AS EVIDENCED BY TRPA'S ACKNOWLEDGEMENT OF THIS PERMIT;
(3) A TRPA PRE-GRADING INSPECTION HAS BEEN CONDUCTED WITH THE PROPERTY OWNER AND/OR THE CONTRACTOR.

_____ _____
TRPA Executive Director/Designee Date

PERMITTEE'S ACCEPTANCE: I have read the permit and the conditions of approval and understand and accept them. I also understand that I am responsible for compliance with all the conditions of the permit and am responsible for my agents' and employees' compliance with the permit conditions. I also understand that if the property is sold, I remain liable for the permit conditions until or unless the new owner acknowledges the transfer of the permit and notifies TRPA in writing of such acceptance. I also understand that certain mitigation fees associated with this permit are non-refundable once paid to TRPA. I understand that it is my sole responsibility to obtain any and all required approvals from any other state, local or federal agencies that may have jurisdiction over this project whether or not they are listed in this permit.

Signature of Permittee(s)_____ Date_____

sf

EIP NUMBER 03.01.02.0024
FILE NO. EIPC2016-0008

Required plans determined to be in conformance with approval: Date: _____

TRPA ACKNOWLEDGEMENT: The permittee has complied with all pre-construction conditions of approval as of this date:

_____ _____
TRPA Executive Director/Designee Date

SPECIAL CONDITIONS

1. This permit specifically authorizes the construction of Alternative B, transportation Improvements, as identified in the Final Environmental Impact Statement (FEIS) for the US 50 South Shore Community Revitalization Project. Specific improvements include realigning the existing US 50 to the southeast from the Lake Parkway/US 50 intersection in Nevada to the Pioneer Trail/US 50 intersection in California, constructing a pedestrian bridge over US 50 connecting the tourist core to Van Sickle Bi-State Park, transit improvements, bike lanes, neighborhood improvements, and all other design features identified for Alternative B in the FEIS. The project also includes replacement housing (condition 4.C below) that will require a separate application and permit from TRPA. The project crosses state lines and will be constructed in both the City of South Lake Tahoe in El Dorado County, California, and Stateline in Douglas County, Nevada.

2. The Standard Conditions of Approval listed in Attachment Q shall apply to this permit.

3. Prior to permit approval, TTD shall submit a schedule identifying actions that will be occurring over the next 12 months to make progress towards project completion and show diligent pursuit of the project. This schedule shall be updated every year until the project is deemed complete. Failure to do so may result in permit expiration.

4. Prior to permit acknowledgement, the following conditions of approval must be satisfied:

    A. Submit three sets of project plans that include the following:

        I. All project design features as identified in the FEIS.

        II. All improvements identified in the Rocky Point Neighborhood Amenities Plan (condition 4.D).

        III. All mitigation required in the FEIS and as identified in the Mitigation, Monitoring and Reporting Program (MMRP).

        IV. Permanent Best Management Practices (BMP) including proposed infiltration facilities, stormwater treatment, revegetation, slope stabilization, and other BMPs.

V. Existing and proposed coverage shall be shown within the project area and included on each plan sheet. A coverage table shall be provided that shows coverage per land capability district including existing, proposed, banked, and transferred in coverage. The table should also identify coverage per land capability district that is exempt from from the calculation coverage for non-motorized public trails.

VI. Identify all proposed construction staging areas and employment parking areas. These areas shall be restricted to areas either already paved or disturbed land.

VII. Submit a Tree Removal, Protection, and Replanting plan per mitigation measure 3.16-3

B. A Main Street Management Plan shall be approved by the Tahoe Regional Planning Agency Governing Board. The plan shall identify the operations of the Main Street after its transition from a five lane US highway. The plan shall be developed with the appropriate partners and stakeholders and include an introduction, Main Street Vision and Project Description, The Main Street Uses and how they operate together (pedestrians, Bicycles, Scooters and other Personal Mobility Devices, transit, Passenger and commercial vehicles, and adjacent land uses), Wayfinding signage, Main Street Property and Improvements Ownership, Management, and Funding, and Monitoring, performance standards, and the opportunity for refinements to the main street. The plan shall also include an implementation schedule, which identifies improvements being operational concurrent with the roadway and other transportation improvements. Please see Attachment A, the Main Street Management Plan requirements for more specific information on what needs to be included in the Plan.

C. Submit an application(s) to construct 109 Transit Oriented Development (TOD) residential units that will serve as the replacement housing for the project. Specific requirements of the replacement housing are as follows:

I. Of the 109 TOD residential units, 102 units shall be deed restricted for low income residential, and 7 units shall be deed restricted for moderate income residential.

II. 76 units shall be constructed prior to displacement of any residents for any part of the project. These 76 units may be constructed on parcels in the project area within or directly contiguous to the triangle defined by US 50, Ski Run Boulevard and Pioneer Trail.

III. No less than 33 units shall be constructed before or concurrent with the roadway realignment. These units shall be constructed within the Main Street project area walkshed (no greater than ¼ mile from the outer boundary of the Main Street Project area).

IV. The residential units shall be constructed within the walkshed of the project area.

V. The plans shall include amenities typical of a rental property of equivalent size such as laundry, recreation facilities, bike racks, adequate parking, and other features that provide a high-quality living space.

D. Submit a Rocky Point Neighborhood Amenities Plan for TRPA review and approval. The plan shall be developed with input from neighborhood representatives and shall include at a minimum, a community park and green space, sidewalks, lighting, wayfinding signage to link people to crossings, transit services and stops, and show safe and accessible connections within the Rocky Point Neighborhood, and from the neighborhood to transit and local amenities (e.g. grocery store, employment, restaurants). Specific improvements shall be made to the existing alleyway connection from the north of the neighborhood to the existing shopping center. The plan shall include all noise mitigation measures identified in the project environmental analysis. The approved plan shall be implemented prior to the completion of the roadway element of the project. Improvements associated with the plan are covered under this permit.

E. Submit the project specifications or special provisions to TRPA.

F. Submit the Maintenance Responsibilities and Plan Chart which outlines who will maintain what infrastructure, and the anticipated funding source to support that work.

5. Prior to the pre-grade inspection, the following conditions of approval shall be satisfied:

A. The permittee shall submit an updated construction schedule to TRPA prior to commencement of construction. This schedule shall identify dates for the following:

- When installation of temporary erosion control structures will occur;
- When each stage of construction will start;
- When construction spoils and debris will be removed;
- When installation of all permanent erosion control structures will occur;
- When construction will be completed;
- The estimated date for when the final inspection by TRPA Environmental Compliance staff will take place to ensure that all conditions of project approval have been satisfied.

B. An EIP project sign shall be approved, fabricated and installed at approved location(s) within the project area.

C. Submit a Stormwater Pollution Prevention Plan (SWPPP) for TRPA review and approval.

D. All coverage that is required shall be transferred into the project per TRPA Code of Ordinances Chapter 30 and the project plans.

E. Permanent SEZ disturbance shall be mitigated in accordance with Chapter 30 of the TRPA Code of Ordinances at a 1.5:1 ratio

6. The details of the bridge over US 50 connecting Van Sickle Bi-State park and the Tourist Core shall be approved prior to construction. This includes the aesthetic treatment of the bridge to ensure it fits in with the aesthetics of the US 50 corridor.

7. All above ground facilities such as retaining walls, rock walls, rock slope protection shall be approved by TRPA prior to construction. A test panel for all retaining walls shall be fabricated showing the texture and color of the wall. The test panel for the wall shall be reviewed and approved by TRPA to ensure it meets the scenic requirements of the project area.

8. An onsite inspection by TRPA staff is required prior to any construction or grading activity. TRPA staff shall determine if the onsite improvements required by Attachment Q (Standard Conditions of Approval) have been properly installed. No grading or construction shall commence until TRPA pre-grade conditions of approval are met.

9. All new galvanized or reflective metal surfaces including but not limited to guardrails, traffic signal posts, light posts, utility boxes, backs of signs, and exposed culverts shall be colored. Color samples shall be submitted to TRPA for review and approval prior to installation.

10. Any normal construction activities creating noise in excess to the TRPA noise standards shall be considered exempt from said standards provided all such work is conducted between the hours of 8:00 A.M. and 6:30 P.M. Regular construction work outside of these hours may require noise monitoring to ensure the project will not be in violation of TRPA noise standards.

11. The color of rock, articulated block or concrete shall blend in with the native environment and be approved by TRPA prior to placement.

12. All above ground facilities, new or currently existing, such as sign posts, the back of signs, electrical boxes, etc. shall be colored the approved City of South Lake Tahoe green, RAL 6012.

13. Grading is prohibited any time of the year during periods of precipitation and for the resulting period of time when the site is covered with snow, or is in a saturated, muddy, or instable conditions (pursuant to Subsection 64.2.C of the TRPA Code of Ordinances).

14. The adequacy of all required temporary BMPs, as shown on the final construction plans, shall be confirmed at the time of the TRPA pre-grading or pre-construction inspection. Any required modifications, as determined by TRPA, shall be incorporated into the project permit at that time. Adequate BMPs must be installed prior to construction, regardless of the amount or type of BMPs shown on final construction plans.

15. All construction equipment working in or near Stream Environment Zones (SEZ) must be steam cleaned prior to mobilization at the project site and maintained in clean and good working order with maintenance logs available to TRPA per request.

16. All material obtained from any excavation work that is not contained within foundations, retaining walls, or by other methods approved by TRPA shall be removed from the subject parcel and disposed of at a site approved by TRPA.

17. If artifacts, archaeological soils, or unusual amounts of bone or shell are uncovered during the construction activities, all work in the area will be stopped and a qualified archeologist will be immediately contacted for on-site consultation.

18. The roots of trees (adjacent to the pathway) over four inches in diameter shall not be severed, if avoidable, pursuant to Subsection 65.2F of the TRPA Code of Ordinances.

19. No trees shall be removed (other than those shown on the approved site plan) without prior TRPA written approval as per the Landscape and Revegetation Plan. During the project design refinement all opportunities shall be explored to reduce the number of trees to be cut that are greater than 14 inches diameter at breast height (dbh), especially those greater than 24" dbh in east side forest types and 30" dbh in west side forest types.

20. The path and revegetated areas will be maintained over time consistent with the approved plans. Modifications to this facility, including improvements constructed in association with this project, shall be subject to TRPA review and approval.

21. This approval is based on the permittee's representation that all plans and information contained in the subject application are true and correct. Should any information or representation submitted in connection with the project application be incorrect or untrue, TRPA may rescind this approval, or take other appropriate action.

22. Any modifications to the TRPA approved plans shall be submitted to TRPA for review and approval.

23. The permittee is responsible for insuring that the project, as built, does not exceed the approved land coverage figures shown on the site plan. The approved land coverage figures shall supersede scaled drawings when discrepancies occur.

24. This site shall be winterized in accordance with the provisions of Attachment Q by October 15th of each construction season. All disturbed areas shall be stabilized with a 3-inch layer of mulch or covered with an erosion control blanket.

25. Prior to permit issuance,

26. All permanent BMPs shall be maintained per an approved BMP inspection and maintenance plan.

27. Permitee shall contact TRPA for a final inspection at the conclusion of the project to verify that all conditions of the permit have been met and the project was implemented per the TRPA approved Plans.

28. All rock material (gravel, cobble, and boulders) shall be clean and thoroughly washed prior to arrival at the site to ensure that the rock is free of any silt or clay particles.

29. The discharge of petroleum products, construction waste and litter (including sawdust), or earthen materials to the surface waters of the Lake Tahoe Region is prohibited. All surplus

construction waste materials shall be removed from the project site and disposed of at approved points of disposal.

30. All waste resulting from the saw-cutting of pavement shall be removed using a vacuum (or other TRPA approved method) during the cutting process or immediately thereafter. Discharge of waste material to surface drainage features is prohibited and constitutes a violation of this permit.

31. To the maximum extent allowable by law, the Permittee agrees to indemnify, defend, and hold harmless TRPA, its Governing Board, its Planning Commission, its agents, and its employees (collectively, TRPA) from and against any and all suits, losses, damages, injuries, liabilities, and claims by any person (a) for any injury (including death) or damage to person or property or (b) to set aside, attack, void, modify, amend, or annul any actions of TRPA. The foregoing indemnity obligation applies, without limitation, to any and all suits, losses, damages, injuries, liabilities, and claims by any person from any cause whatsoever arising out of or in connection with either directly or indirectly, and in whole or in part (1) the processing, conditioning, issuance, or implementation of this permit; (2) any failure to comply with all applicable laws and regulations; or (3) the design, installation, or operation of any improvements, regardless of whether the actions or omissions are alleged to be caused by TRPA or Permittee.

    Included within the Permittee's indemnity obligation set forth herein, the Permittee agrees to pay all fees of TRPA's attorneys and all other costs and expenses of defenses as they are incurred, including reimbursement of TRPA as necessary for any and all costs and/or fees incurred by TRPA for actions arising directly or indirectly from issuance or implementation of this permit. Permittee shall also pay all costs, including attorneys' fees, incurred by TRPA to enforce this indemnification agreement. If any judgment is rendered against TRPA in any action subject to this indemnification, the Permittee shall, at its expense, satisfy and discharge the same.

END OF PERMIT

1. Main Street Management Plan

Prior to permit acknowledgement of Phase 1 of the Permit, TTD and/or a partner agency shall develop and have adopted, with appropriate partners and funding as outlined herein, a Main Street Management Plan (Plan) for the transition of the Main Street area after its conversion from a five lane US highway.

The purpose of the Plan is to create a complete, multi-modal street environment which enhances the businesses environment, the visitor experience and environmental sustainability. The Plan will define the configuration, operations, and management of the newly converted Main Street corridor segment that will achieve the goals of adopted plans: Regional Plan, Regional Transportation Plan, South Shore Vision Plan, and Tourist Core and Casino Core Area Plans. The goals of those plans include the above-stated purpose of this Plan, encouraging the shifting of through traffic away from the main street corridor to the newly constructed Highway in order to facilitate multi-modal business access as well as achieve a pedestrian, bike, and transit-oriented corridor, reduce vehicles miles travelled, orient transit circulation around the existing transit center as a multi-modal mobility hub, define appropriate uses of the Main Street public space, and enhance the area for pedestrian-oriented activities and events.

The Plan shall be developed with a stakeholder working group including members from local businesses and property owners, the Lake Tahoe Visitor's Authority, Tahoe Douglas Visitor's Authority, South Tahoe Alliance of Resorts, the Lake Tahoe South Shore Chamber of Commerce, the League to Save Lake Tahoe, one state-level appointee to the TRPA Governing Board from each state or their designee, community organizations, local governments, and transportation and public safety departments from both States. TRPA Governing Board appointees will be co-chairs of the stakeholder working group. It is acknowledged that it will be important to inspire and incorporate enhanced business opportunities and economic vitality for the success of this Plan. The Plan shall be produced in partnership with, and submitted to, TRPA, Douglas County, the City of South Lake Tahoe, and TTD, and approved by the TRPA Governing Board prior to permit acknowledgement of Phase 1 and the commencement of construction of the approved US 50 highway alignment.

The area of the Main Street project will include, but may not be limited to, the current alignment of US 50 and property fronting it between the proposed roundabout at Lake Parkway and where the proposed new alignment connects to the current alignment southwest of Park Avenue near Pioneer Trail. The area of the Main Street Management Plan will include the area of the Main Street project as well as the adjacent areas necessary to address the items included in the plan.

The Plan shall include an implementation schedule and the following items:

1.1. Introduction

This section will include the purpose and objectives of the management plan; how it is to be used by TRPA, TTD, and other organizations in the overall South Shore Community Revitalization Project (SSCRP) implementation process; the Main Street project area; and how the plan document is organized.

1.2. Main Street Vision and Project Description

The project vision will be consistent with the Regional Plan, Regional Transportation Plan, Area Plans, and the South Shore Community Revitalization Project including the environmental analysis mitigations and assumptions. The purpose of the South Shore Community Revitalization Project is consistent with the purposes and goals of the Plan. It is expected that the natural result of both of these plans will move through traffic away from the main street corridor to the rerouted state highway to facilitate multi-modal business access and create a revitalized pedestrian, bike, and transit friendly activity center along the Main Street. The Plan will reflect that the relocated US 50 is to be used for auto and truck through traffic while use of the former alignment by autos and trucks is primarily for access to businesses and residences, creating the opportunity for a project that will transform the Main Street into an amenity with thriving businesses, flexible access, options for how the space is used, an enhanced environment for those visiting surrounding properties, a world-class space for people, and an experience that matches the unique natural environment at Lake Tahoe. The Plan will consider all access and activity options and best practices from around the world for similar Main Street conversions. It will also address plans for changes to surrounding properties, existing and potential special events, other components of the SSCRP including at least replacement housing, neighborhood improvements, and transit circulation, proposed phasing relative to other SSCRP components, and information needed to provide a complete context for the Main Street conversion of the SSCRP.

1.3. Main Street Uses

This section will explain how Main Street is intended for both transportation and non-transportation uses. The plan will identify desired and allowed types of uses and establish policies on the priority of uses based on stakeholder preferences consistent with the applicable plans and regulations described in Section 2.2 above. For transportation related uses, the plan will identify space allocation recommendations prioritizing those modes that most efficiently utilize space for the movement of people. Allocation of curb space for loading/unloading and parking will recognize the adjacent land use context and the needs of passenger and freight transport. The modes to be address in the plan should include those listed below but future modes should also be anticipated such as autonomous vehicles.

- Pedestrians
  This section will describe pedestrian demand, access, and routes; changes during major events and peak periods; and how pedestrians share transportation facilities and connect with other modes of transportation.

- Bicycles
  This section will describe bicycle routes and facilities along Main Street and connecting to surrounding bicycle routes, bicycle parking, and how bicyclists share transportation facilities and connect with other modes of transportation. Specific consideration is required for bicycle and electric bicycle (e-bicycle) sharing. Key issues include bike parking and the avoidance of substantial speed differentials between users of bicycle facilities.

- Scooters and Other Personal Mobility Devices (PMDs)
  This section will describe how to accommodate scooters/e-scooters and other PMDs in the project area based on their operating speeds and how users share transportation facilities and connect with other modes of transportation. This includes providing adequate facilities for travel as well as organized parking/storage areas. Travel routes should maximize the

potential sharing of facilities while avoiding substantial speed differentials between users of other modes.

- Transit
  This section will describe facilities and service support necessary to deliver effective transit service that increases ridership. Transit elements in the plan should address Main Street changes for transit needed during major events and peak periods, winter versus summer seasons, and connections with other transportation modes.

  TTD shall submit their most up to date transit plan to TRPA for approval as to consistency with this permit condition. The transit plan shall be developed with involvement from property owners adjacent to the Main Street project and partner agencies and shall identify how transit services along US 50 through South Lake Tahoe ("Y" to Stateline) will tie into the increased transit services within the Tourist Core Mobility Hub (Transit Center). Transit services on US 50 shall have a 30-minute or more frequent headway and seamlessly connect to the increased transit services within the Tourist Core and the Mobility Hub (Transit Center).

  TTD shall submit their most up to date transit plan that includes a transit circulator within the project area and vicinity. The transit plan shall be developed with involvement from property owners adjacent to the Main Street project and partner agencies and shall include an operations plan for the circulator including when it will be operational, routes(s), headway time, and secured long-term funding sources to operate the circulator while not jeopardizing existing transit services. TRPA will support a process to identify and seek additional funding sources to increase this and other transit services in the Region. The intent of the circulator is to operate in concert with the Parking Management Plan and connect people to existing parking, transit, recreation opportunities (e.g. ski resort, waterfront, hiking and biking trails), neighborhoods and workplaces, and tourist-oriented venues (e.g. resorts, hotels, casinos, major events venues). The circulator shall be operational concurrent with or prior to the completion of the SSCRP.

- Passenger and Commercial Vehicles
  This section will describe how to balance the demand and supply of transportation facilities for passenger and commercial vehicle travel, parking, and loading/unloading. Key factors will include circulation and access to surrounding areas, parking management (access routes, facilities, fees, information systems, etc.), curb space management, goods delivery, emergency vehicle access, traffic control operation, temporary traffic management during major events and peak periods, and connections with other transportation modes.

  TTD shall have a parking management plan in place which includes a parking agreement, both subject to review and approval by TRPA. The goal of parking management is for all people visiting the tourist core to be able to park once and travel to their destination by transit, bicycle, or foot. Successful parking management includes but is not limited to signage directing people to parking, trails, and transit services, utilizing technology to complement the plan (apps), and having real time information about parking and transit services available (e.g. parking fees, available spots, transit stops and headway time).

- Adjacent Land Uses

Existing and allowed land uses adjacent to the Main Street project area will be included in the Main Street Management Plan. Any proposed changes in those uses may also be identified, but any change in the permitted uses or authorization to proceed with a development project must be processed through the applicable permitting, code amendment, area or regional plan amendment, and/or environmental review process.

1.4. Wayfinding

This section will describe how the wayfinding system in the Main Street project and adjacent areas will inform travelers on how to reach key destinations and connect with other modes. Wayfinding includes static, changeable message, and temporary signage as well as potential digital communication of wayfinding recommendations through internet or smart phone applications.

1.5. Main Street Property and Improvements Ownership, Management, and Funding

This section will address changes in ownership of the Main Street project former rights-of-way and ownership of facilities (e.g., sidewalks, street furniture, signage, etc.), operations and management (e.g., maintenance, security, events management, etc.), and the funding mechanism for project construction, operations and maintenance including expected expenditures and revenues. The plan outcome will result in maintenance and operation agreements citing responsible parties, roles, and functions. These agreements shall be executed prior to satisfaction of this condition.

1.6. Monitoring, Performance Standards, and Refinement

This section will include the purpose of the Main Street project monitoring, monitoring methods and documentation, performance standards against which the monitoring data will be evaluated, reporting protocols, and adjustment mechanisms. Performance metrics and standards will be consistent with the goals identified in this document and should include VMT generated within the project area; travel times by mode to key destinations; queue lengths at major intersections and at entrances to key destinations; auto, bicycle, and scooter parking availability; and collisions by mode.

TAHOE REGIONAL PLANNING AGENCY

OFFICE
128 Market St.
Stateline, NV

Phone: (775) 588-4547
Fax: (775) 588-4527

MAIL
PO Box 5310
Stateline, NV 89449-5310

trpa@trpa.org
www.trpa.org

HOURS
Mon. Wed. Thurs. Fri
9 am-12 pm/1 pm-4 pm
Closed Tuesday

New Applications Until 3:00 pm

ATTACHMENT Q
STANDARD CONDITIONS OF APPROVAL FOR GRADING PROJECTS

This handout on the standard conditions that must be met in all projects involving grading is divided into the following three sections:

I. Pre-Grading Conditions (Pre-activity, where applicable)
II. Construction/Grading Conditions
III. General Conditions/Design Standards

Please read all of the conditions carefully to avoid any delays in construction of your project.

NOTE: Your plans have been reviewed and approved as required under Tahoe Regional Planning Agency (TRPA) Rules, Regulations and Ordinances only. TRPA has not reviewed and shall not be responsible for any elements contained in your plans, i.e., structural, electrical, mechanical, etc., which are not required for review under said Rules, Regulations and Ordinances.

I. PRE-GRADING/PRE-ACTIVITY CONDITIONS:

The following conditions must be completely complied with prior to any site disturbance or commencement of activity.

A. Final Construction Plans:

Final construction plans must be submitted to and reviewed by TRPA to determine conformance with the approval. Said plans shall clearly depict the following:

1. Slope stabilization methods to stabilize all existing and proposed cut and fill slopes.

2. Areas to be revegetated, including complete specifications for such revegetation.

3. Fencing for vegetation protection.

4. Temporary and permanent erosion control devices.

5. Utility trenches.

6. Dust control measures.

7. All water quality improvements (BMPs) required in the conditional approval. Drainage facilities shall be designed to be capable of retaining runoff water for a two (2) year, six (6) hour storm.

8. The final plans shall contain equipment specifications necessary to establish compliance with Standard Conditions III. A-F.

B. Securities:

A security shall be posted with the TRPA to insure compliance with all permit conditions. The security shall include an amount equal to 110 percent of the cost of the BMPs and other erosion control and water quality improvements required. For further information on the acceptable types of securities, see Attachment J.

C. Mitigation Fees:

All required air quality, water quality, and excess coverage and offsite coverage mitigation fees shall be paid to TRPA.

D. Temporary BMPs:

The following temporary BMPs are required to be installed onsite prior to any grading activity occurring:

1. Installation of temporary erosion controls.

2. Installation of vegetation protection measures.

3. Installation of construction site boundary fencing.

E. Required Inspection:

An onsite inspection by TRPA staff is required prior to any construction or grading activity occurring. TRPA staff shall determine if the onsite improvements required by Condition II (1), above, have been properly installed. No grading or construction shall be undertaken by the permittee until receipt of TRPA notification that the pre-grading/pre-activity conditions of approval have been satisfied.

F. Required Notices:

The following notices to the TRPA are required prior to any grading or construction occurring on the project site:

1. Notice for Pre-Grading Inspection: The permittee shall notify the TRPA when all onsite improvements required under Condition II(1), above, have been installed so that the required pre-grading inspection may be scheduled.

2. Notice of Commencement of Construction: The permittee shall notify the TRPA at least 48 hours prior to commencement of construction or grading on the project site. Said notice shall include the date when construction will commence.

II. CONSTRUCTION/GRADING CONDITIONS:

The following conditions shall be complied with during the grading and construction phase of the project.

A. All construction shall be accomplished in strict compliance with the plans approved by TRPA.

B. The TRPA permit and the final construction drawings bearing the TRPA stamp of approval shall be present on the construction site from the time construction commences to final TRPA site inspection. The permit and plans shall be available for inspection upon request by any TRPA employee. Failure to present the TRPA permit and approved plans may result in the issuance of a Cease and Desist Order by the TRPA.

C. Whenever possible, utilities shall occupy common trenches to minimize site disturbance.

D. There shall be no grading or land disturbance performed with respect to the project between October 15 and May 1, except as follows:

1. The grading or land disturbance is for excavation and backfilling for a volume not in excess of three cubic yards.

2. The activity is completed within a 48-hour period.

3. The excavation site is stabilized to prevent erosion.

4. The pregrade inspection is performed by TRPA staff, and the activity passes the inspection.

5. The grading/project does not represent or involve a series of excavations, which, when viewed as a whole, would exceed the provisions of this Standard Condition of Approval, and Subsection 2.3 of the TRPA Code of Ordinances.

Grading is prohibited any time of the year during periods of precipitation and for the resulting period of time when the site is covered with snow, or is in a saturated, muddy, or unstable condition (pursuant to Subsection 33.3.1.A of the TRPA Code of Ordinances.)

E. All material obtained from any excavation work that is not contained within foundations, retaining walls, or by other methods approved by TRPA shall be removed form the subject parcel and disposed of at a site approved by TRPA.

F. Replanting of all exposed surfaces, in accordance with the revegetation and slope stabilization plan, shall be accomplished within the first growing season following disturbance, unless an approved construction/inspection schedule establishes otherwise.

G. All trees and natural vegetation to remain on the site shall be fenced for protection. Scarring of trees shall be avoided and, if scarred, damaged areas shall be repaired with tree seal.

1. Fencing specified shall be at least 48 inches high and shall be constructed of metal posts and either orange construction fencing or metal mesh fencing also at least 48 inches high (Section 33.6.1). Job sites with violations of the fencing standards will be required to re-fence the job site with a high gauge metal fencing.

2. No material or equipment shall enter or be placed in the areas protected by fencing or outside the construction areas without prior approval from TRPA. Fences shall not be moved without prior approval (Section 33.6).

3. To reduce soil disturbance and damage to vegetation, the area of disturbance during the construction of a structure shall be limited to the area between the footprint of the building and the public road. For the remainder of the site the disturbance areas shall not exceed 12 feet from the footprint of the structure, parking area or cut/fill slope. The approved plans should show the fencing and approved exceptions (Section 36.2).

H. Soil and construction material shall not be tracked off the construction site. Grading operations shall cease in the event that a danger of violating this condition exists. The site shall be cleaned up and road right-of-way swept clean when necessary.

I. During grading and construction, environmental protection devices such as erosion control devices, dust control, and vegetation protection barriers shall be maintained.

J. Loose soil mounds or surfaces shall be protected from wind or water erosion by being appropriately covered when construction is not in active progress or when required by TRPA.

K. Excavated material shall be stored upgrade from the excavated areas to the extent possible. No material shall be stored in any stream zone or wet areas.

L. Only equipment of a size and type that, under prevailing site conditions, and considering the nature of the work to be performed, will do the least amount of damage to the environment shall be used.

M. Limit idling time for diesel powered vehicles exceeding 10,000 GVW and self-propelled equipment exceeding 25 hp to no more than 15 minutes in Nevada and 5 minutes in California, or as otherwise required by state or local permits.

N. Utilize existing power sources (e.g. power poles) or clean-fuel generators rather than temporary diesel power generators wherever feasible.

O. No washing of vehicles or construction equipment, including cement mixers, shall be permitted anywhere on the subject property unless authorized by TRPA in writing.

P. No vehicles or heavy equipment shall be allowed in any stream environment zone or wet areas, except as authorized by TRPA.

Q. Locate construction staging areas as far as feasible from sensitive air pollution receptors (e.g. schools or hospitals).

R. All construction sites shall be winterized by October 15 to reduce the water quality impacts associated with winter weather as follows:

1. For the sites that will be inactive between October 15 and May 1:

(a) Temporary erosion controls shall be installed;

(b) Temporary vegetation protection fencing shall be installed;

(c) Disturbed areas shall be stabilized;

(d) Onsite construction slash and debris shall be cleaned up and removed;

(e) Where feasible, mechanical stabilization and drainage improvements shall be installed; and

(f) Spoil piles shall be removed from the site.

2. For sites that will be active between October 15 and May 1, in addition to the above requirements:

(a) Permanent mechanical erosion control devices shall be installed, including paving of driveway and parking areas; and

(b) Parking of vehicles and storage of building materials shall be restricted to paved areas.

III. GENERAL CONDITIONS/DESIGN STANDARDS:

A. Projects approved by TRPA shall be subject to inspections by TRPA at any reasonable time. The permittee shall be responsible for making the project area accessible for inspection purposes. TRPA shall not be liable for any expense incurred by the permittee as a result of TRPA inspections.

B. Construction shall be completed in accordance with an approved construction schedule. An extension of a completion schedule for a project may be granted provided the request is made in writing prior to the expiration of the completion schedule, a security is posted to ensure completion or abatement of the project, and TRPA makes either of the following findings:

1. The project was diligently pursued, as defined in Subparagraph 2.2.4.C of the Code of Ordinances, during each building season (May 1 - October 15) since commencement of construction.

2. That events beyond the control of the permittee, which may include engineering problems, labor disputes, natural disasters, or weather problems, have prevented diligent pursuit of the project.

C. Water conservation appliances and fixtures shall be installed in all new facilities or, when replaced, in existing facilities: low flow flush toilets; low flow showerheads (3 gpm rated maximum flow); faucet aerators; and water-efficient appliances (e.g., washing machines and dishwaters).

D. Water heaters shall not emit nitrogen oxides greater than 40 nanograms of nitrogen oxide (NO2) per joule of heat output.

E. Space heaters shall not emit greater than 40 nanograms of nitrogen oxides (as NO2) per joule of useful heat delivered to the heated space.

F. Wood heaters to be installed in the Region shall meet the safety regulations established by applicable city, county, and state codes. Coal shall not be used as a fuel source.

1. Emission Standards: Wood heaters installed in the Region shall not cause emissions of more than 7.5 grams of particulates per hour for noncatalytic wood heaters or 4.1 grams per hour for catalytically equipped wood heaters.

2. Limitations: Wood heaters shall be sized appropriately for the space they are designed to serve. Multi-residential projects of five or more units, tourist accommodations, commercial, recreation and public service projects shall be limited to one wood heater per project area.

3. List of Approved Heaters: TRPA shall maintain a list of wood heaters which may be installed in the Region. The list shall include the brand names, model number, description of the model and the name and address of the manufacturer. Wood heaters certified for use in either Colorado or Oregon shall be considered in compliance with 6(a), above.

G. Construction materials shall be secured to prevent them from rolling, washing, or blowing off the project site. Rehabilitation and clean-up of the site following construction must include removal of all construction waste and debris.

H. Plant species on the TRPA Recommended Native and Adapted Plant List shall be used for lawns and landscaping.

I. The following sizes and spacing shall be required for woody plant materials at time of planting:

1. Trees shall be a minimum six feet tall or 1-1/2 inch caliper size or diameter at breast height;

2. Shrubs shall be a minimum three gallon pot size where upright shrubs have a minimum height of 18 inches and a minimum spread of 18 inches; and spreading shrubs have a minimum spread of 18-24 inches.

3. Groundcovers shall be a minimum four inch pot size or one gallon container and shall be maximum 24 inches on center spacing.

J. Plant species not found on the TRPA Recommended Native and Adapted Plant List may be used for landscaping as accent plantings but shall be limited to borders, entryways, flower-beds, and other similar locations to provide accent to the overall native or adapted landscape design.

K. The following exterior lighting standards shall apply:

1. Exterior lights shall not blink, flash or change intensity. String lights, building or roofline tube lighting, reflective or luminescent wall surfaces are prohibited.

2. Exterior lighting shall not be attached to trees except for Christmas season.

3. Parking lot, walkway, and building lights shall be directed downward.

4. Fixture mounting height shall be appropriate to the purpose. The height shall not exceed the limitations set forth in Chapter 37 of the Code.

5. Outdoor lighting shall be used for purposes of illumination only, and shall not be designed for, or used as, an advertising display. Illumination for aesthetic or dramatic purposes of any building or surrounding landscape utilizing exterior light fixtures projected above the horizontal is prohibited.

6. The commercial operation of searchlights for advertising or any other purpose is prohibited. Seasonal lighting displays and lighting for special events which conflict with other provisions of this section may be permitted on a temporary basis.

L. Any normal construction activities creating noise in excess of the TRPA noise standards shall be considered exempt from said standards provided all such work is conducted between the hours of 8:00 a.m. and 6:30 p.m.

M. Engine doors shall remain closed during periods of operation except during necessary engine maintenance.

N. Stationary equipment (e.g. generators or pumps) shall be located as far as feasible from noise-sensitive receptors and residential areas. Stationary equipment near sensitive noise receptors or residential areas shall be equipped with temporary sound barriers.

O. Sonic pile driving shall be utilized instead of impact pile driving, wherever feasible. Pile driving holes shall be predrilled to the extent feasible subject to design engineer's approval.

P. Fertilizer use on this property shall be managed to include the appropriate type of fertilizer, rate, and frequency of application to avoid release of excess nutrients and minimize use of fertilizer.

Q. No trees shall be removed or trimmed without prior TRPA written approval unless otherwise specifically exempted under Chapter 2 of the Code of Ordinances.

R. The architectural design of this project shall include elements that screen from public view all external mechanical equipment, including refuse enclosures, satellite receiving disks, communication equipment, and utility hardware on roofs, buildings or the ground. Roofs, including mechanical equipment and skylights, shall be constructed of nonglare finishes that minimize reflectivity.

S. The permittee is responsible for insuring that the project, as built, does not exceed the approved land coverage figures shown on the site plan. The approved land coverage figures shall supersede scaled drawings when discrepancies occur.

T. The adequacy of all required BMPs as shown on the final construction plans shall be confirmed at the time of the TRPA pre-grading inspection. Any required modifications, as determined by TPRA, shall be incorporated into the project permit at that time.

U. It is the permittee's obligation to locate all subsurface facilities and/or utilities prior to any grading, dredging or other subsurface activity. The permittee is responsible for contacting the Northern Underground Service Alert (USA, usually known as USA DIGS 1-800-227-2600) prior to commencement of any activity on the site.

V. This approval is based on the permittee's representation that all plans and information contained in the subject application are true and correct. Should any information or representation submitted in connection with the project application be incorrect or untrue, TRPA may rescind this approval or take other appropriate action.

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

STAFF REPORT

Date: October 31, 2018

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: Advisory Planning Commission recommendation to Governing Board regarding Certification of the Final Environmental Impact Statement (FEIS) for the Kings Beach State Recreation Area Pier Rebuild Project; Preliminary General Plan Revision and Final Environmental Impact Report/Kings Beach Pier Rebuild Project Final Impact Report/Environmental Impact Statement, Kings Beach State Recreation Area, Kings Beach, Placer County, California, Assessor's Parcel Numbers (APNs) 090-080-016 et.al, TRPA File Number EIPC2018-0003

Summary and Staff Recommendation:
Staff recommends that the APC recommend that the Governing Board: (1) Certify the FEIS for the Kings Beach State Recreation Area Pier Rebuild Project. The FEIS is part of a joint document (EIR/EIS) for the Kings Beach State Recreation Area Preliminary General Plan Revision and Pier Rebuild Project. The TRPA Governing Board will consider adoption of the document only as it pertains to the Pier Rebuild Project.

Required Motions:
Certification of the Final EIS: To recommend Governing Board certification of the Final EIS for the Kings Beach State Recreation Area Pier Rebuild Project, the APC must recommend that the Board make the following two motions.

1) A motion to recommend to the Governing Board that it make the findings in Compact Article VII(d), Chapter 3 of the Code of Ordinances, and Article 6 of the Rules of Procedure for the Final EIS, (See Attachment C)

2) A motion to recommend to the Governing Board that it certify the FEIS for the Kings Beach State Recreation Area Pier Rebuild Project.

In order for motion(s) to pass, a simple majority of APC members is required to pass

Project Description/Background:
On May 1, 2018, TRPA and California State Parks released a Draft EIR/EIS for the Kings Beach State Recreation Area Preliminary General Plan Revision and Draft Environmental Impact Report/Kings Beach Pier Rebuild Project Draft Environmental Impact Report/Environmental Impact Statement pursuant to Article VII of the Tahoe Regional Planning Compact, Chapter 3 of the TRPA Code of Ordinances, and the California Environmental Quality Act (CEQA).

The proposed Kings Beach State Recreation Area (KBSRA) General Plan revision is a California State Parks-initiated update to its original General Development Plan developed in 1980. The General Plan revision includes conceptual plans for future development of and improvements to all of the property managed as KBSRA, including the pier, boat ramp, boat trailer parking lot, and the California Tahoe Conservancy (CTC) plaza parcels near the intersection of Coon Street and State Route (SR) 28 (i.e. North Lake Boulevard). TRPA will not adopt the KBSRA General Plan revision, however TRPA will consider certification of the Environmental Impact Statement, which is part of a joint document analyzing both the General Plan Revision and the pier rebuild project. TRPA will rely upon the approved Environmental Impact Statement to support the near-term future approval of the pier rebuild project. As a funding source for the pier rebuild project, the CTC is a responsible agency under the California Environmental Quality Act (CEQA) and will use the environmental document in their approval process for funding the pier.

The pier rebuild project is a near-term project consistent with the General Plan revision and is a TRPA Environmental Improvement Project for improving lake access under the Recreation threshold category (EIP Project Number 04.01.01.0013). The pier will help maintain recreation threshold attainment status by providing high quality access to Lake Tahoe to the general public. The existing pier is located near the center of the Kings Beach State Recreation Area and extends to a lake bottom elevation of approximately 6,223 feet. During periods of low lake levels, this pier does not reach water and is unusable for motorized boat access. The Draft EIR/EIS analyzed four pier alternatives. The proposed action alternative (Alternative 2-Eastern Pier Alternative) relocates the existing pier to the eastern end of the State Recreation Area (SRA) and extends it to a navigational depth of 6,217 feet. Key features of the proposed pier rebuild include:

- Rebuild the existing pier to be approximately 488 feet long from Lake Bottom Elevation 6,229 to reach lake bottom elevation 6,217 (this is a 281 foot increase in length over the existing 207-foot long, existing pier)

- Elimination of the existing motorized boat ramp

- A 10-foot wide lake access point with removable bollards for non-motorized watercraft and emergency vehicles

Issues and Concerns:
The scoping process and public review period for the Draft EIS identified a number of environmental issues that needed to be addressed in the Final EIS. In response to the call for review and comment, comments were received specific to both the General Plan and the pier rebuild. Thirteen comment letters and emails were received by the TRPA, California State Parks, and the California Tahoe Conservancy during the comment period, and three members of the public offered oral comments at the APC and Governing Board meetings in June 2018. Among the comments raised during the DEIS circulation period were concerns related to traffic and parking impacts and scenic impacts. These issues, along with the comments, are fully addressed in the FEIS response to comments (see Sections 2 and 3 of the FEIS for details).

Conformance with the New Shoreline Code:
Development of the Shoreline Plan and corresponding code amendments coincided with the development of the Pier Rebuild conceptual design. As such, the Pier Rebuild conforms to the Shoreline Plan and code amendments adopted by the TRPA Governing Board on October 24th, 2018. Should the Governing Board certify the Kings Beach General Plan Revision and Pier Rebuild Project EIR/EIS as it pertains to the Pier Rebuild Project, and thereafter approve the Pier Rebuild Project, TRPA staff could

not issue the pier rebuild permit until the 60-day appeal period for the Shoreline Plan expires on December 23, 2018. Specifically, the Pier Rebuild conforms to the length limits prescribed to public piers, the scenic mitigation required for projects in Visually Modified areas, and fish habitat mitigation for new disturbance in Feed and Cover fish habitat. Since the existing public pier will be removed, and the proposed pier reconstructed on a different portion of the project area within KBSRA, the proposed pier is not considered an "additional" pier. This means that there will still be 10 allocations for additional public piers available for future projects.

Environmental Review:
On May 1, 2018, California State Parks and TRPA released the Draft EIR/EIS for public review and comment for a 60-day period ending June 29, 2018. The Draft EIR/EIS was submitted to the California and Nevada State Clearinghouses for distribution to reviewing agencies; posted on the KBSRA General Plan and TRPA websites (www.parks.ca.gov/planskbsra) (www.trpa.org/documents/projects-plans/); and was made available at the CSP Sierra District and TRPA offices, Kings Beach Library, North Tahoe Event Center, North Tahoe Public Utility District offices, and Donner Memorial State Park. The Draft EIS analyzed four project alternatives, including a no project alternative. The proposed project in the EIS is Alternative 2. No unmitigated significant environmental impacts were identified in any of the analyzed alternatives.

Regional Plan Compliance:
Based on the FEIS analysis, the proposed project is in compliance with the Regional Plan, including the Goals and Policies, Code of Ordinances (including Shoreline Code adopted by the Governing Board on October 24, 2018), and the North Tahoe East Mixed-Use Waterfront Recreation sub-district in the Placer County Tahoe Basin Area Plan. The findings the Governing Board must make in order to certify the FEIS along with the rationale for making the findings are attached (Attachment C - EIS Certification Findings).

Contact Information:
For questions regarding this agenda item, please contact Tiffany Good, at (775) 589-5283 or tgood@trpa.org.

Attachments:
A. Final Environmental Impact Report/Environmental Impact Statement (Final EIR/EIS)
B. Threshold Indicators and Compliance Measures Checklist
C. Findings for Certification of the Kings Beach State Recreation Area General Plan Revision and Pier Rebuild Project Environmental Impact Statement
D. Kings Beach State Recreation Area Preliminary General Plan Revision and Environmental Impact Report/Kings Beach Pier Rebuild Project Final Environmental Impact Report/Environmental Impact Statement (SCH NO. 2015122056) General Plan Guideline Errata
E. Kings Beach State Recreation Area Preliminary General Plan Revision and Environmental Impact Report/Kings Beach Pier Rebuild Project Final Environmental Impact Report/Environmental Impact Statement (SCH NO. 2015122056) General Plan Guideline Errata
F. Kings Beach State Recreation Area Preliminary General Plan Revision and Environmental Impact Report/Kings Beach Pier Rebuild Project Final Environmental Impact Report/Environmental Impact Statement (SCH NO. 2015122056) Mitigation Errata
G. Kings Beach State Recreation Area Preliminary General Plan Revision and Environmental Impact Report/Kings Beach Pier Rebuild Project Final Environmental Impact Report/Environmental Impact Statement (SCH NO. 2015122056) Mitigation Errata

Attachment A

Final Environmental Impact Report/Environmental Impact Statement (Final EIR/EIS)

Kings Beach State Recreation Area and Pier Draft EIS (See Links Below)

Cover - http://www.trpa.org/wp-content/uploads/Cover.pdf

Table of Contents - http://www.trpa.org/wp-content/uploads/TOC.pdf

Executive Summary - http://www.trpa.org/wp-content/uploads/0-ExSumm.pdf

Introduction - http://www.trpa.org/wp-content/uploads/1-Introduction.pdf

Existing Conditions - http://www.trpa.org/wp-content/uploads/2-Existing-Conditions.pdf

Issues Analysis - http://www.trpa.org/wp-content/uploads/3-Issues-Analysis.pdf

The Plan - http://www.trpa.org/wp-content/uploads/4-The-Plan.pdf

Environmental Analysis - http://www.trpa.org/wp-content/uploads/5-Env-Analysis.pdf

Effects Dismissed - http://www.trpa.org/wp-content/uploads/5.2-Effects-Dismissed.pdf

Air Quality - http://www.trpa.org/wp-content/uploads/5.3.1-Air-Quality.pdf

Biological Resources - http://www.trpa.org/wp-content/uploads/5.3.2-Bio-Resources.pdf

Cultural Resources - http://www.trpa.org/wp-content/uploads/5.3.3-Cultural.pdf

Geology/Soils - http://www.trpa.org/wp-content/uploads/5.3.4-Geology-Soils.pdf

Greenhouse Gas Emissions & Climate Change - http://www.trpa.org/wp-content/uploads/5.3.5- GHGCC.pdf

Hazards - http://www.trpa.org/wp-content/uploads/5.3.6-Hazards.pdf

Hydrology & Water Quality - http://www.trpa.org/wp-content/uploads/5.3.7-Hydrology.pdf

Land Use & Planning - http://www.trpa.org/wp-content/uploads/5.3.8-Land-UsePlng.pdf

Noise - http://www.trpa.org/wp-content/uploads/5.3.9-Noise.pdf

Public Services & Utilities - http://www.trpa.org/wp-content/uploads/5.3.10-PublicSvcsUtilities.pdf

Recreation - http://www.trpa.org/wp-content/uploads/5.3.11-Recreation.pdf

Scenic - http://www.trpa.org/wp-content/uploads/5.3.12-Scenic.pdf

Traffic & Transportation - http://www.trpa.org/wp-content/uploads/5.3.13-Traffic-Transportation.pdf

Other CEQA - http://www.trpa.org/wp-content/uploads/5.4-Other-CEQA.pdf

References - http://www.trpa.org/wp-content/uploads/6-References.pdf

Glossary - http://www.trpa.org/wp-content/uploads/7-Glossary.pdf

Report Preparers - http://www.trpa.org/wp-content/uploads/8-Report-Preparers.pdf

Appendix A Goals & Policies - http://www.trpa.org/wp-content/uploads/Apdx-A_Goals-Policies-tbl.pdf

Appendix B Visual Magnitude Calculations - http://www.trpa.org/wp-content/uploads/Apdx-B-Visual-Magnitude-Calculations.pdf

Kings Beach State Recreation Area and Pier Final EIS (See Links Below)

Cover - http://www.trpa.org/wp-content/uploads/Cover.pdf

Table of Contents - http://www.trpa.org/wp-content/uploads/TOC.pdf

Introduction - http://www.trpa.org/wp-content/uploads/1-Introduction.pdf

Responses to Comments - http://www.trpa.org/wp-content/uploads/2-Responses-to-Comments.pdf

Revisions to DEIR-EIS - http://www.trpa.org/wp-content/uploads/3-Revisions-to-DEIR-EIS.pdf

References - http://www.trpa.org/wp-content/uploads/4-References.pdf

Report Preparers - http://www.trpa.org/wp-content/uploads/5-Preparers.pdf

Attachment B

Threshold Indicators and Compliance Measures Checklist

ID	Threshold Category	Applicable Indicator Reporting Category	Name of Standard	Status (2015)	Trend (2015)	Confidence (2015)	Adopted TRPA Threshold Standard (TRPA Resolution 82-11)	TRPA Indicator	Unit of Measure	Source
1	Air Quality	Carbon Monoxide (CO)	8-hour Carbon Monoxide	Considerably Better Than Target	Moderate Improvement	Moderate	Maintain carbon monoxide concentrations at or below 6 parts per million (7 mg/m3) averaged over 8 hours.	First and second highest CO concentration measured at Stateline, NV monitoring station	Parts Per Million (ppm)	2015 Threshold Evaluation
2	Air Quality	Carbon Monoxide (CO)	1-hour Carbon Monoxide	Considerably Better Than Target	Moderate Improvement	Moderate	No Adopted Standard - State standard	Highest CO concentration measured at Stateline, NV monitoring station	Parts Per Million (ppm)	2015 Threshold Evaluation
3	Air Quality	Carbon Monoxide (CO)	Winter Traffic Volume	Considerably Better Than Target	Moderate Improvement	Moderate	Reduce traffic volumes on the U.S. 50 Corridor by 7 percent during the winter from the 1981 base year between 4:00 p.m. and 12:00 midnight, provided that those traffic volumes shall be amended as necessary to meet the respective state standards.	Percent increase/decrease from 1981 winter (December through March) traffic volumes enumerated on Highway 50 at Park Avenue	Percent (%)	2015 Threshold Evaluation
4	Air Quality	Ozone (O_3)	1-hour Ozone	At or Somewhat Better Than Target	Moderate Improvement	High	Maintain ozone concentrations at or below 0.08 parts per million averaged over 1 hour.	Highest 1-hour average ozone concentration measured within a year at any monitoring station	Parts Per Million (ppm)	2015 Threshold Evaluation
5	Air Quality	Ozone (O_3)	8-hour Ozone	Somewhat Worse Than Target	Moderate Improvement	High	No Adopted Standard - State standard	Highest 8-hour average ozone concentration measured within a year at any monitoring station	Parts Per Million (ppm)	2015 Threshold Evaluation
6	Air Quality	Ozone (O_3)	Oxides of Nitrogen	Considerably Better Than Target	Moderate Improvement	Moderate	Maintain oxides of nitrogen (NO_x) emissions at or below the 1981 level.	Nitrogen Dioxide Annual Average	Parts Per Billion (ppb)	2015 Threshold Evaluation
7	Air Quality	Ozone (O_3)	Ozone 3-year Average	At or Somewhat Better Than Target	Moderate Improvement	Moderate	Federal: The 3-year average of the 4th-highest daily maximum must not exceed concentration standard of 0.075 ppm.	3-year average of the 4th-highest daily maximum ozone concentration in parts per million (ppm) at any monitoring location.	Parts Per Billion (ppb)	2015 Threshold Evaluation
8	Air Quality	Ozone (O_3)	Ozone highest one-hour concentration	Considerably Better Than Target	Moderate Improvement	Moderate	California: highest one-hour, not to exceed 0.18 ppm; Nevada/Federal: highest one-hour NO2 concentration not to exceed 0.10 ppm.	highest one hour NO2 concentration	Parts Per Million (ppm)	2015 Threshold Evaluation
9	Air Quality	Ozone (O_3)	Ozone Annual concentration	Considerably Better Than Target	Little or No Change	Moderate	California: Annual average NO2 concentration not to exceed 0.030 ppm,	annual average NO2 concentration	Parts Per Million (ppm)	2015 Threshold Evaluation
10	Air Quality	Regional Visibility	Bliss State Park 50%	At or Somewhat Better Than Target	Little or No Change	Moderate	Achieve an extinction coefficient of 25 Mm^{-1} at least 50 percent of the time as calculated from aerosol species concentrations measured at the Bliss State Park monitoring site (visual range of 156 km, 97 miles); Calculations will be made on three year running periods using the existing 1991-1993 monitoring data as the performance standards to be met or exceeded.	Extinction coefficient and distance of visibility	Light extinction (Mm^{-1}) and Miles or Kilometers	2015 Threshold Evaluation
11	Air Quality	Regional Visibility	Bliss State Park 90%	At or Somewhat Better Than Target	Little or No Change	Moderate	Achieve an extinction coefficient of 34 Mm^{-1} at least 90 percent of the time as calculated from aerosol species concentrations measured at the Bliss State Park monitoring site (visual range of 115 km, 71 miles). Calculations will be made on three year running periods using the existing 1991-1993 monitoring data as the performance standards to be met or exceeded.	Extinction coefficient and distance of visibility	Light extinction (Mm^{-1}) and Miles or Kilometers	2015 Threshold Evaluation
12	Air Quality	Sub-Regional Visibility	South Lake 50%	No status determination	Insufficient Data to Determine Trend	N/A	Achieve an extinction coefficient of 50 Mm^{-1} at least 50 percent of the time as calculated from aerosol species concentrations measured at the South Lake Tahoe monitoring site (visual range of 78 km, 48 miles); Calculations will be made on three year running periods. Beginning with the existing 1991-93 monitoring data as the performance standards to be met or exceeded.)	Extinction coefficient and distance of visibility	Light extinction (Mm^{-1}) and Miles or Kilometers	2015 Threshold Evaluation
13	Air Quality	Sub-Regional Visibility	South Lake 90%	No status determination	Insufficient Data to Determine Trend	N/A	Achieve an extinction coefficient of 125 Mm^{-1} at least 90 percent of the time as calculated from aerosol species concentrations measured at the South Lake Tahoe monitoring site (visual range of 31 km, 19 miles). Calculations will be made on three year running periods. Beginning with the existing 1991-93 monitoring data as the performance standards to be met or exceeded.)	Extinction coefficient and distance of visibility	Light extinction (Mm^{-1}) and Miles or Kilometers	2015 Threshold Evaluation

14	Air Quality	Respirable and Fine Particulate Matter	PM10 24-hour	Somewhat Worse Than Target	Little or No Change	Moderate	Maintain Particulate Matter10 at or below 50µg/m3 measured over a 24-hour period using gravimetric or beta attenuation methods or any equivalent procedure which can be shown to provide equivalent results at or near the level of air quality standard.	Highest 24 hour PM_{10} Concentrations	microgram/cubic meter (ug/m^3)	2015 Threshold Evaluation
15	Air Quality	Respirable and Fine Particulate Matter	PM10 Annual Average	Considerably Better Than Target	Moderate Improvement	Moderate	Maintain Particulate Matter10 at or below annual arithmetic average of 20µg/m3 using gravimetric or beta attenuation methods or any equivalent procedure which can be shown to provide equivalent results at or near the level of air quality standard.	Annual Average Concentration of PM_{10}	micrograms/cubic meter (ug/m^3)	2015 Threshold Evaluation
16	Air Quality	Respirable and Fine Particulate Matter	PM2.5 24-hour	At or Somewhat Better Than Target	Little or No Change	Moderate	Maintain Particulate Matter2.5 at or below 35µg/m3 measured over a 24-hour period using gravimetric or beta attenuation methods or any equivalent procedure which can be shown to provide equivalent results at or near the level of air quality standard.	24-hour $PM_{2.5}$ Concentration	micrograms/cubic meter (ug/m^3)	2015 Threshold Evaluation
17	Air Quality	Respirable and Fine Particulate Matter	PM2.5 Annual Average	Considerably Better Than Target	Little or No Change	Moderate	Maintain Particulate Matter2.5 at or below annual arithmetic average of 12µg/m3 using gravimetric or beta attenuation methods or any equivalent procedure which can be shown to provide equivalent results at or near the level of air quality standard.	Annual Average Concentration of $PM_{2.5}$	microgram/cubic meter (ug/m^3)	2015 Threshold Evaluation
18	Air Quality	Nitrate Deposition	Vehicle Miles Traveled	At or Somewhat Better Than Target	Moderate Improvement	Moderate	Reduce vehicle miles of travel in the Basin by 10% of the 1981 base year values	Percent increase/decrease in vehicle miles travel from 1981 levels. Indicator values estimated from peak summer traffic volume data multiplied by a constant of 3.42.	Percent (%)	2015 Threshold Evaluation
19	Air Quality	Nitrate Deposition	Nitrate Deposition	Implemented	N/A	N/A	Reduce the transport of nitrates into the Basin and reduce oxides of nitrogen (NOx) produced in the Basin consistent with the water quality thresholds.	Implementation of management standard into the Regional Plan	N/A	2015 Threshold Evaluation
20	Air Quality	Odor	Odor	Implemented	N/A	N/A	It is the policy of the TRPA Governing Board in the development of the Regional Plan to reduce fumes from diesel engines to the extent possible.	Implementation of policy statement into the Regional Plan	N/A	2015 Threshold Evaluation
Impact of Project on Air Quality Indicators/Targets/Other Factors (Y/N)		**N**	**Comments**	The Kings Beach State Recreation Area General Plan Revision and Final Impact Report/Kings Beach Pier Rebuild Project Final Environmental Impact Report/Environmental Impact Statement (Final EIR/EIS) analyzed potential impacts to Air Quality and found that all of the Air Quality impacts from the implementation of the Plan and Project would result in "No Impact" or a "Less Than Significant Impact."						
21	Water Quality	Deep Water (Pelagic) Lake Tahoe	Pelagic nitrogen loading	No status determination	N/A	N/A	Reduce dissolved inorganic nitrogen (N) loading from all sources by 25 percent of the 1973-81 annual average.	Total annual load	Concentration: mg/L Load kg/yr.	2015 Threshold Evaluation
22	Water Quality	Deep Water (Pelagic) Lake Tahoe	Annual Average Secchi Disk	Somewhat Worse Than Target	Little or No Change	Moderate	The annual average deep water (pelagic) transparency as measured by Secchi disk shall not be decreased below 29.7 meters (97.4 feet), the average levels recorded between 1967 and 1971 by the University of California, Davis.	Secchi disc depth	Meters (m)	2015 Threshold Evaluation
23	Water Quality	Deep Water (Pelagic) Lake Tahoe	Vertical Extinction Coefficient	At or Somewhat Better Than Target	Little or No Change	Moderate	No Adopted Standard - State standard	Vertical Extinction Coefficient	The percentage of the light absorbed or scattered in a meter-long vertical column of water	2015 Threshold Evaluation
24	Water Quality	Deep Water (Pelagic) Lake Tahoe	Primary Productivity	Considerably Worse Than Target	Rapid Decline	High	Maintain annual mean phytoplankton primary productivity at or below: 52gmC/m2/yr.	grams Carbon/m2/yr.	grams/m2/yr	2015 Threshold Evaluation
25	Water Quality	Deep Water (Pelagic) Lake Tahoe	Recognition of Threshold Standard exceedance	Implemented	N/A	N/A	This threshold is currently being exceeded and will likely continue to be exceeded until some time after full implementation of the loading reductions prescribed by the thresholds.	N/A	N/A	2015 Threshold Evaluation
26	Water Quality	Deep Water (Pelagic) Lake Tahoe	Pelagic phosphorus loading - pp & clarity	No status determination	N/A	N/A	Reduce the loading of dissolved phosphorus, iron, and other algal nutrients from all sources as required to achieve ambient standards for primary productivity and transparency	Total annual load	Concentration: mg/L Load kg/yr	2015 Threshold Evaluation
27	Water Quality	Deep Water (Pelagic) Lake Tahoe	Pelagic nitrogen loading - pp & clarity	No status determination	N/A	N/A	Reduce the loading of dissolved phosphorus, iron, and other algal nutrients from all sources as required to achieve ambient standards for primary productivity and transparency	Total annual load	Concentration: mg/L Load kg/yr	2015 Threshold Evaluation
28	Water Quality	Deep Water (Pelagic) Lake Tahoe	Pelagic iron loading - pp & clarity	No status determination	N/A	N/A	Reduce the loading of dissolved phosphorus, iron, and other algal nutrients from all sources as required to achieve ambient standards for primary productivity and transparency	Total annual load	Concentration: mg/L Load kg/yr	2015 Threshold Evaluation

29	Water Quality	Deep Water (Pelagic) Lake Tahoe	Pelagic nitrogen loading surface runoff	No status determination	N/A	N/A	Reduce dissolved inorganic nitrogen loads from surface runoff by approximately 50 percent, from groundwater approximately 30 percent, and from atmospheric sources approximately 20 percent of the 1973-81 annual average. This threshold relies on predicted reductions in pollutant loadings from out-of-basin sources as part of the total pollutant loading reduction necessary to attain environmental standards, even though the Agency has no direct control over out-of basin sources. The cooperation of the states of California and Nevada will be required to control sources of air pollution which contribute nitrogen loadings to the Lake Tahoe Region	Total annual load	Concentration: mg/L Load kg/yr.	2015 Threshold Evaluation
30	Water Quality	Deep Water (Pelagic) Lake Tahoe	Pelagic nitrogen loading groundwater	No status determination	N/A	N/A	Reduce dissolved inorganic nitrogen loads from surface runoff by approximately 50 percent, from groundwater approximately 30 percent, and from atmospheric sources approximately 20 percent of the 1973-81 annual average. This threshold relies on predicted reductions in pollutant loadings from out-of-basin sources as part of the total pollutant loading reduction necessary to attain environmental standards, even though the Agency has no direct control over out-of basin sources. The cooperation of the states of California and Nevada will be required to control sources of air pollution which contribute nitrogen loadings to the Lake Tahoe Region	Total annual load	Concentration: mg/L Load kg/yr.	2015 Threshold Evaluation
31	Water Quality	Deep Water (Pelagic) Lake Tahoe	Pelagic nitrogen loading atmospheric sources	No status determination	N/A	N/A	Reduce dissolved inorganic nitrogen loads from surface runoff by approximately 50 percent, from groundwater approximately 30 percent, and from atmospheric sources approximately 20 percent of the 1973-81 annual average. This threshold relies on predicted reductions in pollutant loadings from out-of-basin sources as part of the total pollutant loading reduction necessary to attain environmental standards, even though the Agency has no direct control over out-of basin sources. The cooperation of the states of California and Nevada will be required to control sources of air pollution which contribute nitrogen loadings to the Lake Tahoe Region	Total annual load	Concentration: mg/L Load kg/yr.	2015 Threshold Evaluation
32	Water Quality	Nearshore (Littoral) Lake Tahoe	Littoral Total DIN Loading	No status determination	N/A	N/A	Reduce dissolved inorganic nitrogen loading to Lake Tahoe from all sources by 25 percent of the 1973-81 annual average.	Total annual load	Concentration: mg/L Load kg/yr.	2015 Threshold Evaluation
33	Water Quality	Nearshore (Littoral) Lake Tahoe	Littoral nitrogen loading surface runoff	No status determination	N/A	N/A	Reduce dissolved inorganic nitrogen loads from surface runoff by approximately 50 percent, from groundwater approximately 30 percent, and from atmospheric sources approximately 20 percent of the 1973-81 annual average. This threshold relies on predicted reductions in pollutant loadings from out-of-basin sources as part of the total pollutant loading reduction necessary to attain environmental standards, even though the Agency has no direct control over out of Basin sources. The cooperation of the states of California and Nevada will be required to control sources of air pollution which contribute nitrogen loadings to the Lake Tahoe Region.	Total annual load	Concentration: mg/L Load kg/yr.	2015 Threshold Evaluation

34	Water Quality	Nearshore (Littoral) Lake Tahoe	Littoral nitrogen loading groundwater	No status determination	N/A	N/A	Reduce dissolved inorganic nitrogen loads from surface runoff by approximately 50 percent, from groundwater approximately 30 percent, and from atmospheric sources approximately 20 percent of the 1973-81 annual average. This threshold relies on predicted reductions in pollutant loadings from out-of-basin sources as part of the total pollutant loading reduction necessary to attain environmental standards, even though the Agency has no direct control over out of Basin sources. The cooperation of the states of California and Nevada will be required to control sources of air pollution which contribute nitrogen loadings to the Lake Tahoe Region.	Metric tons of DIN/year	MT/year	2015 Threshold Evaluation
35	Water Quality	Nearshore (Littoral) Lake Tahoe	Littoral nitrogen loading atmospheric sources	No status determination	N/A	N/A	Reduce dissolved inorganic nitrogen loads from surface runoff by approximately 50 percent, from groundwater approximately 30 percent, and from atmospheric sources approximately 20 percent of the 1973-81 annual average. This threshold relies on predicted reductions in pollutant loadings from out-of-basin sources as part of the total pollutant loading reduction necessary to attain environmental standards, even though the Agency has no direct control over out of Basin sources. The cooperation of the states of California and Nevada will be required to control sources of air pollution which contribute nitrogen loadings to the Lake Tahoe Region.	Metric tons of nutrients loaded via rain and snow deposition ("wet deposition") at Ward Creek site per year from atmospheric sources	g/hectare/year or MT/year	2015 Threshold Evaluation
36	Water Quality	Nearshore (Littoral) Lake Tahoe	Littoral Turbidity - stream zone	At or Somewhat Better Than Target	Insufficient Data to Determine Trend	Moderate	Decrease sediment load as required to attain turbidity values not to exceed three NTU. In addition, turbidity shall not exceed one NTU in shallow waters of the Lake not directly influenced by stream discharges.	Turbidity	Nephelometric Turbidity Unit (NTU)	2015 Threshold Evaluation
37	Water Quality	Nearshore (Littoral) Lake Tahoe	Littoral Turbidity - non-stream	At or Somewhat Better Than Target	Insufficient Data to Determine Trend	Moderate	Decrease sediment load as required to attain turbidity values not to exceed three NTU. In addition, turbidity shall not exceed one NTU in shallow waters of the Lake not directly influenced by stream discharges.	Turbidity	Nephelometric Turbidity Unit (NTU)	2015 Threshold Evaluation
38	Water Quality	Nearshore (Littoral) Lake Tahoe	Littoral phosphorus loading - pp & periphyton	No status determination	N/A	N/A	Reduce the loading of dissolved inorganic nitrogen, dissolved phosphorus, iron, and other algal nutrients from all sources to meet the 1967-71 mean values for phytoplankton primary productivity and periphyton biomass in the littoral zone.	Total annual load	Concentration: mg/L Load kg/yr.	2015 Threshold Evaluation
39	Water Quality	Nearshore (Littoral) Lake Tahoe	Littoral nitrogen loading - pp & periphyton	No status determination	N/A	N/A	Reduce the loading of dissolved inorganic nitrogen, dissolved phosphorus, iron, and other algal nutrients from all sources to meet the 1967-71 mean values for phytoplankton primary productivity and periphyton biomass in the littoral zone.	Total annual load	Concentration: mg/L Load kg/yr.	2015 Threshold Evaluation
40	Water Quality	Nearshore (Littoral) Lake Tahoe	Littoral iron loading - pp & periphyton	No status determination	N/A	N/A	Reduce the loading of dissolved inorganic nitrogen, dissolved phosphorus, iron, and other algal nutrients from all sources to meet the 1967-71 mean values for phytoplankton primary productivity and periphyton biomass in the littoral zone.	Total annual load	Concentration: mg/L Load kg/yr.	2015 Threshold Evaluation
41	Water Quality	Attached Algae	Attached Algae	No status determination	Little or No Change	Low	Support actions to reduce the extent and distribution of excessive periphyton (attached) algae in the nearshore (littoral zone) of Lake Tahoe.	Areal extent and density of periphyton	Periphyton biomass index (PBI)	2015 Threshold Evaluation
42	Water Quality	Aquatic Invasive Species	AIS Prevention	No status determination	Little or No Change	Low	Prevent the introduction of new aquatic invasive species into the region's waters and reduce the abundance and distribution of known aquatic invasive species. Abate harmful ecological, economic, social and public health impacts resulting from aquatic invasive species.	Number of new AIS / Areal extent AIS.	# of AIS / M2 of	2015 Threshold Evaluation
43	Water Quality	Aquatic Invasive Species	AIS Abundance	No status determination	N/A	N/A	Prevent the introduction of new aquatic invasive species into the region's waters and reduce the abundance and distribution of known aquatic invasive species. Abate harmful ecological, economic, social and public health impacts resulting from aquatic invasive species.	N/A	N/A	2015 Threshold Evaluation

44	Water Quality	Aquatic Invasive Species	AIS Distribution	No status determination	N/A	N/A	Prevent the introduction of new aquatic invasive species into the region's waters and reduce the abundance and distribution of known aquatic invasive species. Abate harmful ecological, economic, social and public health impacts resulting from aquatic invasive species.	N/A	N/A	2015 Threshold Evaluation
45	Water Quality	Aquatic Invasive Species	AIS ecological impacts	No status determination	N/A	N/A	Prevent the introduction of new aquatic invasive species into the region's waters and reduce the abundance and distribution of known aquatic invasive species. Abate harmful ecological, economic, social and public health impacts resulting from aquatic invasive species.	N/A	N/A	2015 Threshold Evaluation
46	Water Quality	Aquatic Invasive Species	AIS social impacts	No status determination	N/A	N/A	Prevent the introduction of new aquatic invasive species into the region's waters and reduce the abundance and distribution of known aquatic invasive species. Abate harmful ecological, economic, social and public health impacts resulting from aquatic invasive species.	N/A	N/A	2015 Threshold Evaluation
47	Water Quality	Aquatic Invasive Species	AIS economic impacts	No status determination	N/A	N/A	Prevent the introduction of new aquatic invasive species into the region's waters and reduce the abundance and distribution of known aquatic invasive species. Abate harmful ecological, economic, social and public health impacts resulting from aquatic invasive species.	N/A	N/A	2015 Threshold Evaluation
48	Water Quality	Aquatic Invasive Species	AIS public health impacts	No status determination	N/A	N/A	Prevent the introduction of new aquatic invasive species into the region's waters and reduce the abundance and distribution of known aquatic invasive species. Abate harmful ecological, economic, social and public health impacts resulting from aquatic invasive species.	N/A	N/A	2015 Threshold Evaluation
49	Water Quality	Tributaries	Nitrogen Concentration - streams	Somewhat Worse Than Target	Little or No Change	Moderate	Attain applicable state standards for concentrations of dissolved inorganic nitrogen, dissolved phosphorus, and dissolved iron. Attain a 90 percentile value for suspended sediment concentration of 60 mg/1.	Same as most stringent State standard. Proportion of individual measurements that exceed 60 mg/L of suspended sediment	Milligrams/Liter (mg/L) for nutrients; percentage of individual measurements exceeding 60 mg/L for sediment	2015 Threshold Evaluation
50	Water Quality	Tributaries	Phosphorus concentration - streams	Somewhat Worse Than Target	Little or No Change	Moderate	Attain applicable state standards for concentrations of dissolved inorganic nitrogen, dissolved phosphorus, and dissolved iron. Attain a 90 percentile value for suspended sediment concentration of 60 mg/1.	Annual Total Phosphorus Concentration	mg/l and number of standard exceedances	2015 Threshold Evaluation
51	Water Quality	Tributaries	Iron concentration streams	No status determination	N/A	N/A	Attain applicable state standards for concentrations of dissolved inorganic nitrogen, dissolved phosphorus, and dissolved iron. Attain a 90 percentile value for suspended sediment concentration of 60 mg/1.	Annual Dissolved Iron Concentration	mg/l and number of standard exceedances	2015 Threshold Evaluation
52	Water Quality	Tributaries	Suspended Sediment concentration streams	Considerably Better Than Target	Little or No Change	Moderate	Attain applicable state standards for concentrations of dissolved inorganic nitrogen, dissolved phosphorus, and dissolved iron. Attain a 90 percentile value for suspended sediment concentration of 60 mg/1.	Suspended Sediment Concentration	mg/l and number of standard exceedances	2015 Threshold Evaluation
53	Water Quality	Tributaries	Nitrogen load streams	No status determination	Little or No Change	Low	Reduce total annual nutrient and suspended sediment load to achieve loading thresholds for littoral and pelagic Lake Tahoe.	Annual load of nitrogen (and nitrogen species)	MT/year or kg/year	2015 Threshold Evaluation
54	Water Quality	Tributaries	Phosphorus load streams	No status determination	Moderate Improvement	Low	Reduce total annual nutrient and suspended sediment load to achieve loading thresholds for littoral and pelagic Lake Tahoe.	Annual load of total phosphorus (and phosphorus species)	MT/year or kg/year	2015 Threshold Evaluation
55	Water Quality	Tributaries	Suspended sediment loads streams	No status determination	Moderate Improvement	Low	Reduce total annual nutrient and suspended sediment load to achieve loading thresholds for littoral and pelagic Lake Tahoe.	Annual load of suspended sediment from all monitored tributaries	MT/year or kg/year	2015 Threshold Evaluation

56	Water Quality	Surface Runoff	Dissolved inorganic nitrogen concentrations - storm water	No status determination	Insufficient Data to Determine Trend	Low	Achieve a 90 percentile concentration value for dissolved inorganic nitrogen of 0.5 mg/1, for dissolved phosphorus of 0.1 mg/1, and for dissolved iron of 0.5 mg/1 in surface runoff directly discharged to a surface water body in the Basin.	Concentration of Inorganic Nitrogen	mg/l	2015 Threshold Evaluation
57	Water Quality	Surface Runoff	Phosphorus concentration -storm water	No status determination	Insufficient Data to Determine Trend	Low	Achieve a 90 percentile concentration value for dissolved inorganic nitrogen of 0.5 mg/1, for dissolved phosphorus of 0.1 mg/1, and for dissolved iron of 0.5 mg/1 in surface runoff directly discharged to a surface water body in the Basin.	concentration of total phosphate	mg/l	2015 Threshold Evaluation
58	Water Quality	Surface Runoff	Iron concentration -storm water	No status determination	N/A	N/A	Achieve a 90 percentile concentration value for dissolved inorganic nitrogen of 0.5 mg/1, for dissolved phosphorus of 0.1 mg/1, and for dissolved iron of 0.5 mg/1 in surface runoff directly discharged to a surface water body in the Basin.	concentration of total iron	mg/l	2015 Threshold Evaluation
59	Water Quality	Surface Runoff	Suspended Sediment concentration - storm water	No status determination	Insufficient Data to Determine Trend	Low	Achieve a 90 percentile concentration value for suspended sediment of 250 mg/1.	Proportion of individual measurements that exceed 250 mg/L	Percentage	2015 Threshold Evaluation
60	Water Quality	Surface Runoff	Suspended Sediment load storm water	No status determination	Insufficient Data to Determine Trend	Low	Reduce total annual nutrient and suspended sediment loads as necessary to achieve loading thresholds for tributaries and littoral and pelagic Lake Tahoe.	Total annual load	kg/yr.	2015 Threshold Evaluation
61	Water Quality	Surface Runoff	FSP load storm water	No status determination	Little or No Change	Low	Reduce total annual nutrient and suspended sediment loads as necessary to achieve loading thresholds for tributaries and littoral and pelagic Lake Tahoe.	Total annual load	kg/yr.	2015 Threshold Evaluation
62	Water Quality	Surface Runoff	Phosphorus load storm water	No status determination	Insufficient Data to Determine Trend	Low	Reduce total annual nutrient and suspended sediment loads as necessary to achieve loading thresholds for tributaries and littoral and pelagic Lake Tahoe.	Total annual load	kg/yr.	2015 Threshold Evaluation
63	Water Quality	Surface Runoff	Nitrogen load storm water	No status determination	Insufficient Data to Determine Trend	Low	Reduce total annual nutrient and suspended sediment loads as necessary to achieve loading thresholds for tributaries and littoral and pelagic Lake Tahoe.	Total annual load	kg/yr.	2015 Threshold Evaluation
64	Water Quality	Groundwater	Discharge to groundwater - nitrogen	No status determination	N/A	N/A	Surface runoff infiltration into the groundwater shall comply with the uniform Regional Runoff Quality Guidelines as set forth in Table 4-12 of the Draft Environmental Threshold Carrying Capacity Study Report, May, 1982.	Maximum concentration of constituent in waters infiltrated into soils: Total nitrogen =5 mg/L; total phosphate =1 mg/L; iron= 4 mg/L; turbidity = 200 JTU; grease and oil = 40 mg/L.	mg/L or NTU	2015 Threshold Evaluation
65	Water Quality	Groundwater	Discharge to groundwater - phosphorus	No status determination	N/A	N/A	Surface runoff infiltration into the groundwater shall comply with the uniform Regional Runoff Quality Guidelines as set forth in Table 4-12 of the Draft Environmental Threshold Carrying Capacity Study Report, May, 1982.	Maximum concentration of constituent in waters infiltrated into soils: Total nitrogen =5 mg/L; total phosphate =1 mg/L; iron= 4 mg/L; turbidity = 200 JTU; grease and oil = 40 mg/L.	mg/L or NTU	2015 Threshold Evaluation
66	Water Quality	Groundwater	Discharge to groundwater - iron	No status determination	N/A	N/A	Surface runoff infiltration into the groundwater shall comply with the uniform Regional Runoff Quality Guidelines as set forth in Table 4-12 of the Draft Environmental Threshold Carrying Capacity Study Report, May, 1982.	Maximum concentration of constituent in waters infiltrated into soils: Total nitrogen =5 mg/L; total phosphate =1 mg/L; iron= 4 mg/L; turbidity = 200 JTU; grease and oil = 40 mg/L.	mg/L or NTU	2015 Threshold Evaluation
67	Water Quality	Groundwater	Discharge to groundwater - turbidity	No status determination	N/A	N/A	Surface runoff infiltration into the groundwater shall comply with the uniform Regional Runoff Quality Guidelines as set forth in Table 4-12 of the Draft Environmental Threshold Carrying Capacity Study Report, May, 1982.	Maximum concentration of constituent in waters infiltrated into soils: Total nitrogen =5 mg/L; total phosphate =1 mg/L; iron= 4 mg/L; turbidity = 200 JTU; grease and oil = 40 mg/L.	mg/L or NTU	2015 Threshold Evaluation

68	Water Quality	Groundwater	Discharge to groundwater- grease and oil	No status determination	N/A	N/A	Surface runoff infiltration into the groundwater shall comply with the uniform Regional Runoff Quality Guidelines as set forth in Table 4-12 of the Draft Environmental Threshold Carrying Capacity Study Report, May, 1982.	Maximum concentration of constituent in waters infiltrated into soils: Total nitrogen =5 mg/L; total phosphate =1 mg/L; iron= 4 mg/L; turbidity = 200 JTU; grease and oil = 40 mg/L.	mg/L or NTU	2015 Threshold Evaluation
69	Water Quality	Groundwater	Discharge to lake - nitrogen	No status determination	N/A	N/A	Where there is a direct and immediate hydraulic connection between ground and surface waters, discharges to groundwater shall meet the guidelines for surface discharges, and the Uniform Regional Runoff Quality Guide lines shall be amended accordingly.	Maximum concentration of constituent in waters infiltrated into soils: Total nitrogen =.5 mg/L; total phosphate =.1 mg/L; iron= 0.5 mg/L; turbidity = 20 JTU; grease and oil = 2 mg/L.	mg/L or NTU	2015 Threshold Evaluation
70	Water Quality	Groundwater	Discharge to lake - phosphorus	No status determination	N/A	N/A	Where there is a direct and immediate hydraulic connection between ground and surface waters, discharges to groundwater shall meet the guidelines for surface discharges, and the Uniform Regional Runoff Quality Guide lines shall be amended accordingly.	Maximum concentration of constituent in waters infiltrated into soils: Total nitrogen =.5 mg/L; total phosphate =.1 mg/L; iron= 0.5 mg/L; turbidity = 20 JTU; grease and oil = 2 mg/L.	mg/L or NTU	2015 Threshold Evaluation
71	Water Quality	Groundwater	Discharge to lake - iron	No status determination	N/A	N/A	Where there is a direct and immediate hydraulic connection between ground and surface waters, discharges to groundwater shall meet the guidelines for surface discharges, and the Uniform Regional Runoff Quality Guide lines shall be amended accordingly.	Maximum concentration of constituent in waters infiltrated into soils: Total nitrogen =.5 mg/L; total phosphate =.1 mg/L; iron= 0.5 mg/L; turbidity = 20 JTU; grease and oil = 2 mg/L.	mg/L or NTU	2015 Threshold Evaluation
72	Water Quality	Groundwater	Discharge to lake - turbidity	No status determination	N/A	N/A	Where there is a direct and immediate hydraulic connection between ground and surface waters, discharges to groundwater shall meet the guidelines for surface discharges, and the Uniform Regional Runoff Quality Guide lines shall be amended accordingly.	Maximum concentration of constituent in waters infiltrated into soils: Total nitrogen =.5 mg/L; total phosphate =.1 mg/L; iron= 0.5 mg/L; turbidity = 20 JTU; grease and oil = 2 mg/L.	mg/L or NTU	2015 Threshold Evaluation
73	Water Quality	Groundwater	Discharge to lake- grease and oil	No status determination	N/A	N/A	Where there is a direct and immediate hydraulic connection between ground and surface waters, discharges to groundwater shall meet the guidelines for surface discharges, and the Uniform Regional Runoff Quality Guide lines shall be amended accordingly.	Maximum concentration of constituent in waters infiltrated into soils: Total nitrogen =.5 mg/L; total phosphate =.1 mg/L; iron= 0.5 mg/L; turbidity = 20 JTU; grease and oil = 2 mg/L.	mg/L or NTU	2015 Threshold Evaluation
74	Water Quality	Other Lakes	Attain existing water quality standards.	No status determination	N/A	N/A	Attain existing water quality standards.	Same as State standards	mg/L; meters (m)	2015 Threshold Evaluation
Impact of Project on Water Quality Indicators/Targets/Other Factors (Y/N)		**N**	**Comments**	The General Plan and Pier Rebuild Project Final EIR/EIS analyzed potential impacts to Water Quality and disclosed that all of the impacts to Water Quality from implementation of the plan and project would result in "No Impact" or a "Less Than Significant Impact". Because all future and potential upland projects must demonstrate projection of existing storm drain systems and flow volumes, and any projects below the High Water Line of Lake Tahoe (including the proposed pier project) would be required to conduct an analysis of the project's impacts on littoral drift and lake currents, the Final EIR/EIS yielded "No Impact" and "Less Than Significant Impact" findings for water quality.						
75	Soil Conservation	Impervious Cover	Bailey Land Coverage Class 1a	Considerably Better Than Target	Little or No Change	Moderate	Bailey Land Coverage – Class 1a (1%)	Percent impervious cover in land capability class	Percent (%)	2015 Threshold Evaluation
76	Soil Conservation	Impervious Cover	Bailey Land Coverage Class 1b	Considerably Worse Than Target	Moderate Improvement	Moderate	Bailey Land Coverage - Class 1b (1%)	Percent impervious cover in land capability class	Percent (%)	2015 Threshold Evaluation
77	Soil Conservation	Impervious Cover	Bailey Land Coverage Class 1c	At or Somewhat Better Than Target	Little or No Change	Moderate	Bailey Land Coverage - Class 1c (1%)	Percent impervious cover in land capability class	Percent (%)	2015 Threshold Evaluation
78	Soil Conservation	Impervious Cover	Bailey Land Coverage Class 2	Somewhat Worse Than Target	Little or No Change	Moderate	Bailey Land Coverage - Class 2 (1%)	Percent impervious cover in land capability class	Percent (%)	2015 Threshold Evaluation
79	Soil Conservation	Impervious Cover	Bailey Land Coverage Class 3	Considerably Better Than Target	Little or No Change	Moderate	Bailey Land Coverage - Class 3 (5%)	Percent impervious cover in land capability class	Percent (%)	2015 Threshold Evaluation
80	Soil Conservation	Impervious Cover	Bailey Land Coverage Class 4	Considerably Better Than Target	Little or No Change	Moderate	Bailey Land Coverage - Class 4 (20%)	Percent impervious cover in land capability class	Percent (%)	2015 Threshold Evaluation
81	Soil Conservation	Impervious Cover	Bailey Land Coverage Class 5	Considerably Better Than Target	Little or No Change	Moderate	Bailey Land Coverage - Class 5 (25%)	Percent impervious cover in land capability class	Percent (%)	2015 Threshold Evaluation
82	Soil Conservation	Impervious Cover	Bailey Land Coverage Class 6	Considerably Better Than Target	Little or No Change	Moderate	Bailey Land Coverage - Class 6 (30%)	Percent impervious cover in land capability class	Percent (%)	2015 Threshold Evaluation
83	Soil Conservation	Impervious Cover	Bailey Land Coverage Class 7	Considerably Better Than Target	Little or No Change	Moderate	Bailey Land Coverage - Class 7 (30%)	Percent impervious cover in land capability class	Percent (%)	2015 Threshold Evaluation

84	Soil Conservation	Stream Environment Zone	Preserve SEZ function	Implemented	Little or No Change	Moderate	**Preserve existing naturally functioning SEZ lands in their natural hydrologic condition**, restore all disturbed SEZ lands in undeveloped, unsubdivided lands, and restore 25 percent of the SEZ lands that have been identified as disturbed, developed or subdivided, to attain a 5 percent total increase in the area of naturally functioning SEZ lands.	Evidence of TRPA actions that support the Management Standard		2015 Threshold Evaluation
85	Soil Conservation	Stream Environment Zone	Restore undeveloped SEZ	No status determination	Insufficient Data to Determine Trend	N/A	Preserve existing naturally functioning SEZ lands in their natural hydrologic condition,**restore all disturbed SEZ lands in undeveloped, unsubdivided lands**, and restore 25 percent of the SEZ lands that have been identified as disturbed, developed or subdivided, to attain a 5 percent total increase in the area of naturally functioning SEZ lands.	N/A		2015 Threshold Evaluation
86	Soil Conservation	Stream Environment Zone	Restore 25% disturbed SEZ	Considerably Worse Than Target	Moderate Improvement	Moderate	Preserve existing naturally functioning SEZ lands in their natural hydrologic condition, restore all disturbed SEZ lands in undeveloped, unsubdivided lands, and **restore 25 percent of the SEZ lands that have been identified as disturbed**, developed or subdivided, to attain a 5 percent total increase in the area of naturally functioning SEZ lands.	Stream Restoration Acres in the Urban and Rural Areas (also expressed as percent of stream environment zone acres restored within the urban and rural context)	% Area	2015 Threshold Evaluation
87	Soil Conservation	Stream Environment Zone	5% increase SEZ function	At or Somewhat Better Than Target	Moderate Improvement	Moderate	Preserve existing naturally functioning SEZ lands in their natural hydrologic condition, restore all disturbed SEZ lands in undeveloped, unsubdivided lands, and restore 25 percent of the SEZ lands that have been identified as disturbed, developed or subdivided, **to attain a 5 percent total increase in the area of naturally functioning SEZ lands.**	Stream Restoration Acres in the Urban and Rural Areas (also expressed as percent of stream environment zone acres restored within the urban and rural context)	% Area	2015 Threshold Evaluation
Impact of Project on Soil Conservation Indicators/Targets/Other Factors (Y/N)		**N**	**Comments**	The Genera Plan Revision and Pier Rebuild Project Final EIR/EIS analyzed potential impacts to Soils and found that all of the impacts to Soils from implementation of the Plan and Project would result in "No Impact" or a "Less Than Significant Impact." Regulatory protections put in place by TRPA and Lahontan RWQCB control the amount of coverage that can be created by any project, require temporary and permanent erosion control BMPs, and protect natural topographic features. Therefore, it is anticipated that the Plan and Project will have "No Impact" or a "Less Than Significant Impact" on the Soil Conservation Threshold Standards and Indicators.							
88	Vegetation	Common Vegetation	Vegetation Community Richness	At or Somewhat Better Than Target	Little or No Change	Moderate	• Maintain the existing species richness of the Basin by providing for the perpetuation of the following plant associations [9 vegetation associations]: • Yellow Pine Forest: Jeffrey pine, white fir, incense cedar, sugar pine. • Red Fir Forest: red fir, Jeffrey pine, lodgepole pine, western white pine, mountain hemlock, western juniper. • Subalpine Forest: whitebark pine, mountain hemlock, mountain mahogany. • Shrub Association: greenleaf and pinemat manzanita, tobacco brush, Sierra chinquapin, huckleberry oak, mountain whitethorn. • Sagebrush Scrub Vegetation: basin sagebrush, bitterbrush, Douglas chaenactis. • Deciduous Riparian: quaking aspen, mountain alder, black cottonwood, willow. • Meadow Associations (Wet and Dry Meadow): mountain squirrel tail, alpine gentian, whorled penstemon, asters, fescues, mountain brome, corn lilies, mountain bentgrass, hairgrass, marsh marigold, elephant heads, tinker's penney, mountain timothy, sedges, rushes, buttercups. • Wetland Associations (Marsh Vegetation): pond lilies, buckbean, mare's tail, pondweed, common bladderwort, bottle sedge, common spikerush	Species Richness (Number of Major Vegetation Associations)	% Area	2015 Threshold Evaluation
89	Vegetation	Common Vegetation	Abundance of Red Fir Forest in Seral Stages	Considerably Worse Than Target	Little or No Change	Moderate	Relative Abundance - Of the total amount of undisturbed vegetation in the Tahoe Basin: Maintain 15-25% of the Red Fir Forest in seral stages other than mature.	Acres (and percent cover) of vegetation types meeting small diameter (<10.9"dbh) red fir classification	Acres and percent (%)	2015 Threshold Evaluation
90	Vegetation	Common Vegetation	Abundance of Yellow Pine Forest in Seral Stages	Considerably Worse Than Target	Little or No Change	Moderate	Relative Abundance - Of the total amount of undisturbed vegetation in the Tahoe Basin: Maintain 15-25% of the Yellow (Jeffrey) Pine Forest in seral stages other than mature.	Acres (and percent cover) of vegetation types meeting small diameter (<10.9"dbh) Jeffrey pine classification	Acres and percent (%)	2015 Threshold Evaluation
91	Vegetation	Common Vegetation	Abundance of Meadow and Wetlands	Somewhat Worse Than Target	Little or No Change	Moderate	Relative Abundance - Of the total amount of undisturbed vegetation in the Tahoe Basin: Maintain at least 4% meadow and wetland vegetation.	Acres (and percent cover) of vegetation types meeting meadow and wetland classification type	Acres and percent (%)	2015 Threshold Evaluation

92	Vegetation	Common Vegetation	Abundance of Shrubs	Considerably Better Than Target	Insufficient Data to Determine Trend	Low	Relative Abundance - Of the total amount of undisturbed vegetation in the Tahoe Basin: Maintain no more than 25% dominant shrub association vegetation.	Acres (and percent cover) of vegetation types meeting shrub classification	Acres and percent (%)	2015 Threshold Evaluation
93	Vegetation	Common Vegetation	Abundance of Riparian Deciduous	Considerably Worse Than Target	Little or No Change	Low	Relative Abundance - Of the total amount of undisturbed vegetation in the Tahoe Basin: Maintain at least 4% deciduous riparian vegetation	Acres (and percent cover) of Riparian Deciduous Hardwoods	Acres and percent (%)	2015 Threshold Evaluation
94	Vegetation	Common Vegetation	Size of New Forest Openings	Implemented	N/A	N/A	Provide for the proper juxtaposition of vegetation communities and age classes by: 1. Limiting acreage size of new forest openings to no more than eight acres. 2. Adjacent openings shall not be of the same relative age class or succession stage to avoid uniformity in stand composition and age.	Evidence of TRPA actions that support the Management Standard		2015 Threshold Evaluation
95	Vegetation	Common Vegetation	Stand composition and age	Implemented	N/A	N/A	Provide for the proper juxtaposition of vegetation communities and age classes by: 1. Limiting acreage size of new forest openings to no more than eight acres. 2. Adjacent openings shall not be of the same relative age class or succession stage to avoid uniformity in stand composition and age.	N/A		2015 Threshold Evaluation
96	Vegetation	Common Vegetation	SEZ non-degradation	Implemented	N/A	N/A	A non-degradation standard to preserve plant communities shall apply to native deciduous trees, wetlands, and meadows while providing for opportunities to increase the acreage of such riparian associations to be consistent with the SEZ threshold.	Evidence of TRPA actions that support the Management Standard		2015 Threshold Evaluation
97	Vegetation	Common Vegetation	Bailey Capability	Implemented	N/A	N/A	Native vegetation shall be maintained at a maximum level to be consistent with the limits defined in the Land Capability Classification of the Lake Tahoe Basin, California-Nevada, A Guide for Planning, Bailey, 1974, for allowable impervious cover and permanent site disturbance.	Evidence of TRPA actions that support the Management Standard		2015 Threshold Evaluation
98	Vegetation	Common Vegetation	Appropriate management	Implemented	N/A	N/A	It shall be a policy of the TRPA Governing Board that a nondegradation standard shall permit appropriate management practices.	Evidence of TRPA support for policy		2015 Threshold Evaluation
99	Vegetation	Late Seral/ Old growth Ecosystems	Total Old growth	Considerably Worse Than Target	Insufficient Data to Determine Trend	Low	Attain and maintain a minimum percentage of 55% by area of forested lands within the Tahoe Region (excluding TRPA designated urban areas) in a late seral or old growth condition, and distributed across elevation zones. To achieve the 55%, the elevation zones shall contribute as follows: • The Sub-alpine zone (greater than 8,500 feet elevation) will contribute 5% (7,600 acres) of the late seral acres (61% of the Subalpine zone must be in a late seral or old growth condition); • The Upper Montane zone (between 7,000 and 8,500 feet elevation) will contribute 30% (45,900 acres) of the late seral acres (60% of the Upper Montane zone must be in a late seral or old growth condition); • The Montane zone (lower than 7,000 feet elevation) will contribute 20% (30,600 acres) of the late seral acres (48% of the Montane zone must be in a late seral or old growth condition).	Percent of subalpine, upper montane and montane zone stand acres that are dominated by late seral or old growth characteristics (tree size >24" dbh)	Acres and percent (%)	2015 Threshold Evaluation

100	Vegetation	Late Seral/ Old growth Ecosystems	Sub-Alpine old growth	Considerably Worse Than Target	Insufficient Data to Determine Trend	Low	Attain and maintain a minimum percentage of 55% by area of forested lands within the Tahoe Region (excluding TRPA designated urban areas) in a late seral or old growth condition, and distributed across elevation zones. To achieve the 55%, the elevation zones shall contribute as follows: • The Sub-alpine zone (greater than 8,500 feet elevation) will contribute 5% (7,600 acres) of the late seral acres (61% of the Subalpine zone must be in a late seral or old growth condition); • The Upper Montane zone (between 7,000 and 8,500 feet elevation) will contribute 30% (45,900 acres) of the late seral acres (60% of the Upper Montane zone must be in a late seral or old growth condition); • The Montane zone (lower than 7,000 feet elevation) will contribute 20% (30,600 acres) of the late seral acres (48% of the Montane zone must be in a late seral or old growth condition).	Percent of subalpine, upper montane and montane zone stand acres that are dominated by late seral or old growth characteristics (tree size >24" dbh)	Acres and percent (%)	2015 Threshold Evaluation
101	Vegetation	Late Seral/ Old growth Ecosystems	Upper Montane old growth	Considerably Worse Than Target	Insufficient Data to Determine Trend	Low	Attain and maintain a minimum percentage of 55% by area of forested lands within the Tahoe Region (excluding TRPA designated urban areas) in a late seral or old growth condition, and distributed across elevation zones. To achieve the 55%, the elevation zones shall contribute as follows: • The Sub-alpine zone (greater than 8,500 feet elevation) will contribute 5% (7,600 acres) of the late seral acres (61% of the Subalpine zone must be in a late seral or old growth condition); • The Upper Montane zone (between 7,000 and 8,500 feet elevation) will contribute 30% (45,900 acres) of the late seral acres (60% of the Upper Montane zone must be in a late seral or old growth condition); • The Montane zone (lower than 7,000 feet elevation) will contribute 20% (30,600 acres) of the late seral acres (48% of the Montane zone must be in a late seral or old growth condition).	Percent of subalpine, upper montane and montane zone stand acres that are dominated by late seral or old growth characteristics (tree size >24" dbh)	Acres and percent (%)	2015 Threshold Evaluation
102	Vegetation	Late Seral/ Old growth Ecosystems	Montane old growth	Considerably Worse Than Target	Insufficient Data to Determine Trend	Low	Attain and maintain a minimum percentage of 55% by area of forested lands within the Tahoe Region (excluding TRPA designated urban areas) in a late seral or old growth condition, and distributed across elevation zones. To achieve the 55%, the elevation zones shall contribute as follows: • The Sub-alpine zone (greater than 8,500 feet elevation) will contribute 5% (7,600 acres) of the late seral acres (61% of the Subalpine zone must be in a late seral or old growth condition); • The Upper Montane zone (between 7,000 and 8,500 feet elevation) will contribute 30% (45,900 acres) of the late seral acres (60% of the Upper Montane zone must be in a late seral or old growth condition); • The Montane zone (lower than 7,000 feet elevation) will contribute 20% (30,600 acres) of the late seral acres (48% of the Montane zone must be in a late seral or old growth condition).	Percent of subalpine, upper montane and montane zone stand acres that are dominated by late seral or old growth characteristics (tree size >24" dbh)	Acres and percent (%)	2015 Threshold Evaluation
103	Vegetation	Uncommon Plant Communities	Deepwater plants	Considerably Worse Than Target	Insufficient Data to Determine Trend	Low	Provide for the nondegradation of the natural qualities of any plant community that is uncommon to the Basin or of exceptional scientific, ecological, or scenic value. This threshold shall apply but not be limited to 1) the deep-water plants of Lake Tahoe	The natural qualities of the community (*as determined by a qualified expert*).	Presence/Absence	2015 Threshold Evaluation
104	Vegetation	Uncommon Plant Communities	Grass Lake	No status determination	Insufficient Data to Determine Trend	Low	Provide for the nondegradation of the natural qualities of any plant community that is uncommon to the Basin or of exceptional scientific, ecological, or scenic value. This threshold shall apply but not be limited to 2) Grass Lake (sphagnum fen),	The natural qualities of the community (*as determined by a qualified expert*).	Presence/Absence	2015 Threshold Evaluation

105	Vegetation	Uncommon Plant Communities	Osgood Swamp	No status determination	Insufficient Data to Determine Trend	Low	Provide for the nondegradation of the natural qualities of any plant community that is uncommon to the Basin or of exceptional scientific, ecological, or scenic value. This threshold shall apply but not be limited to 3) Osgood Swamp,	The natural qualities of the community (*as determined by a qualified expert*).	Presence/Absence	2015 Threshold Evaluation
106	Vegetation	Uncommon Plant Communities	Freel Peak	Somewhat Worse Than Target	Rapid Decline	Low	Provide for the nondegradation of the natural qualities of any plant community that is uncommon to the Basin or of exceptional scientific, ecological, or scenic value. This threshold shall apply but not be limited to 4) the Freel Peak Cushion Plant Community,	The natural qualities of the community (*as determined by a qualified expert*).	Presence/Absence	2015 Threshold Evaluation
107	Vegetation	Uncommon Plant Communities	Hell Hole	No status determination	Insufficient Data to Determine Trend	Low	Provide for the nondegradation of the natural qualities of any plant community that is uncommon to the Basin or of exceptional scientific, ecological, or scenic value. This threshold shall apply but not be limited to 5) Hell Hole (sphagnum fen)	The natural qualities of the community (*as determined by a qualified expert*).	Presence/Absence	2015 Threshold Evaluation
108	Vegetation	Uncommon Plant Communities	Upper Truckee Marsh	Somewhat Worse Than Target	Little or No Change	Low	Provide for the nondegradation of the natural qualities of any plant community that is uncommon to the Basin or of exceptional scientific, ecological, or scenic value. This threshold shall apply but not be limited to 6) Upper Truckee Marsh,	The natural qualities of the community (*as determined by a qualified expert*).	Presence/Absence	2015 Threshold Evaluation
109	Vegetation	Uncommon Plant Communities	Taylor Creek Marsh	No status determination	Insufficient Data to Determine Trend	Low	Provide for the nondegradation of the natural qualities of any plant community that is uncommon to the Basin or of exceptional scientific, ecological, or scenic value. This threshold shall apply but not be limited to 7) Taylor Creek Marsh	The natural qualities of the community (*as determined by a qualified expert*).	Presence/Absence	2015 Threshold Evaluation
110	Vegetation	Uncommon Plant Communities	Pope Marsh	No status determination	Insufficient Data to Determine Trend	Low	Provide for the nondegradation of the natural qualities of any plant community that is uncommon to the Basin or of exceptional scientific, ecological, or scenic value. This threshold shall apply but not be limited to 8) Pope Marsh.	The natural qualities of the community (*as determined by a qualified expert*).	Presence/Absence	2015 Threshold Evaluation
111	Vegetation	Sensitive Plants	Galena Rock Cress - Arabis rigidissima v. demote	Considerably Worse Than Target	Little or No Change	Low	Arabis rigidissima var. demota – Galena Creek rockcress (7)	The number of population sites that are maintained as suitable habitat for sensitive plant species (*as determined by a qualified expert*).	Number of occupied sites	2015 Threshold Evaluation
112	Vegetation	Sensitive Plants	Tahoe Draba - Draba asterophora v. asterophora	Considerably Better Than Target	Little or No Change	Moderate	Draba asterophora var. asterophora – Tahoe Draba (5)	The number of population sites that are maintained as suitable habitat for sensitive plant species (*as determined by a qualified expert*).	Number of occupied sites	2015 Threshold Evaluation
113	Vegetation	Sensitive Plants	Cup Lake Drabe - Draba asterophora v. macrocarpa	Considerably Better Than Target	Little or No Change	Moderate	Draba asterophora var. macrocarpa – Cup Lake Draba (2)	The number of population sites that are maintained as suitable habitat for sensitive plant species (*as determined by a qualified expert*).	Number of occupied sites	2015 Threshold Evaluation
114	Vegetation	Sensitive Plants	Long-petaled Lewisia - Lewisia pygmaea longipetala	Considerably Better Than Target	Little or No Change	Moderate	Lewisia pygmaea longipetala – Long-petaled lewisia (2)	The number of population sites that are maintained as suitable habitat for sensitive plant species (*as determined by a qualified expert*).	Number of occupied sites	2015 Threshold Evaluation
115	Vegetation	Sensitive Plants	Tahoe Yellow Cress - Rorippa subumbellata	Considerably Better Than Target	Moderate Improvement	High	*Rorippa subumbellata* – Tahoe yellow cress (26)	The number of population sites that are maintained as suitable habitat for sensitive plant species (*as determined by a qualified expert*).	Number of occupied sites	2015 Threshold Evaluation
Impact of Project on Vegetation Indicators/Targets/Other Factors (Y/N)		**N**	**Comments**	The General Plan and Pier Rebuild Project Final EIR/EIS analyzed potential impacts to Vegetation and found that all of the impacts to Vegetation from implementation of the Area Plan would result in "No Impact" or a "Less Than Significant Impact." This finding is because the General Plan and Pier Rebuild Project does not include provisions to alter or revise regulations pertaining to native vegetation protection during construction, vegetation removal or groundwater management, new vegetation, unique, rare, or endangered species of plants, stream bank or backshore vegetation, or tree removal. California State Parks Standard and SpecialProject Requirements and General Plan guidelines would provide protection and prevent the loss of TYC. While TYC has not been detected along the Park's beach areas in recent surveys (2011, 2015, 2016, and 2017), there are protocol in place to require surveys prior to potential TYC or TYC habitat disturbance and prescriptive measures to be taken towards avoidance and/or mitigation as identified in the TYC Conservation Strategy.							
116	Fisheries	Lake Habitat	Lake Habitat	At or Somewhat Better Than Target	Insufficient Data to Determine Trend	Low	A nondegradation standard shall apply to fish habitat in Lake Tahoe. Achieve the equivalent of 5,948 total acres of excellent habitat[5] as indicated by the Prime Fish Habitat Overlay Map dated 5/19/97 as may be amended from time to time.	Acres of "prime" habitat (rocky substrates in littoral zone)	Acres of fish habitat within the nearshore of Lake Tahoe - defined by substrate size	2015 Threshold Evaluation

117	Fisheries	Stream Habitat	Excellent Stream Habitat	Considerably Better Than Target	Insufficient Data to Determine Trend	Low	Maintain the 75 miles of excellent, 105 miles of good, and 38 miles of marginal stream habitat as indicated by the §Stream Habitat Quality Overlay map, amended May 1997, based upon the re-rated stream scores set forth in Appendix C-1 of the 1996 Evaluation Report.	Miles of stream in "excellent" condition class	Miles of stream habitat in different condition classes (excellent, good and poor)	2015 Threshold Evaluation
118	Fisheries	Stream Habitat	Good Stream Habitat	Considerably Worse Than Target	Insufficient Data to Determine Trend	Low	Maintain the 75 miles of excellent, 105 miles of good, and 38 miles of marginal stream habitat as indicated by the §Stream Habitat Quality Overlay map, amended May 1997, based upon the re-rated stream scores set forth in Appendix C-1 of the 1996 Evaluation Report.	Miles of stream in "good" condition class	Miles of stream habitat in different condition classes (excellent, good and poor)	2015 Threshold Evaluation
119	Fisheries	Stream Habitat	Marginal Stream Habitat	Considerably Worse Than Target	Insufficient Data to Determine Trend	Low	Maintain the 75 miles of excellent, 105 miles of good, and 38 miles of marginal stream habitat as indicated by the §Stream Habitat Quality Overlay map, amended May 1997, based upon the re-rated stream scores set forth in Appendix C-1 of the 1996 Evaluation Report.	Miles of stream in "marginal" condition class	Miles of stream habitat in different condition classes (excellent, good and poor)	2015 Threshold Evaluation
120	Fisheries	Instream Flow	Instream Flow	Implemented	N/A	N/A	Until instream flow standards are established in the Regional Plan to protect fishery values, a nondegradation standard shall apply to instream flows.	Evidence of TRPA support for Management Standard.	Number of criteria satisfied	2015 Threshold Evaluation
121	Fisheries	Instream Flow	Stream diversion	Implemented	N/A	N/A	It shall be a policy of the TRPA Governing Board to seek transfers of existing points of water diversion from streams to Lake Tahoe.	Evidence of TRPA support for Management Standard.	Number of criteria satisfied	2015 Threshold Evaluation
122	Fisheries	Lahontan Cutthroat Trout	Lahontan Cutthroat Trout	Implemented	N/A	N/A	It shall be the policy of the TRPA Governing Board to support, in response to justifiable evidence, state and federal efforts to reintroduce Lahontan cutthroat trout.	Evidence of TRPA support for Management Standard.	Number of criteria satisfied	2015 Threshold Evaluation
Impact of Project on Fisheries Indicators/Targets/Other Factors (Y/N)		**N**	**Comments**	The General Plan and Pier Rebuild Project Final EIR/EIS analyzed impacts to Fisheries and found that there would be "Less-Than Significant" impacts to Fisheries as a result of implementation of the Plan and Pier Rebuild Project in all impact areas except for Impact 5.3.2-1 Disturbance and loss of prime fish habitat Alternative 2 which yielded a significant impact before mitigation. This impact is described below. The Final EIR/EIS identified "Significant Impacts" for "Disturbance and loss of prime fish habitat" associated with Alternative 2-Eastern Pier Alternative. For this significant impact, Final EIR/EIS determined that the significant impacts would be mitigated through Mitigation Measure 5.3.2-1, which would compensate for the loss of prime fish habitat by requiring the creation/restoration of feed and cover habitat at a ratio of 1.5 times the area of prime fish habitat disturbance/loss. The created/restored feed and cover habitat would adjoin existing feed and cover habitat at lake bottom elevations similar to that which would be removed or degraded with the installation of the proposed pier. After implementation of Mitigation Measure 5.3.2-1, the "Significant" impact to fisheries would be reduced to a "Less-Than-Significant" level.							
123	Wildlife	Special Interest Species	Goshawk population sites	No status determination	Insufficient Data to Determine Trend	Low	Maintain a minimum number of population sites for each of eight special status species or species assemblage. The minimum number of population sites is as follows: · Goshawk (12 population sites)	Evidence of TRPA support for Management Standard.		2015 Threshold Evaluation
124	Wildlife	Special Interest Species	Osprey population sites	Considerably Better Than Target	Rapid Improvement	Moderate	Maintain a minimum number of population sites for each of eight special status species or species assemblage. The minimum number of population sites is as follows: · Osprey (4 population sites)	Evidence of TRPA support for Management Standard.		2015 Threshold Evaluation
125	Wildlife	Special Interest Species	Bald Eagle Wintering population sites	Considerably Better Than Target	Rapid Improvement	Low	Maintain a minimum number of population sites for each of eight special status species or species assemblage. The minimum number of population sites is as follows: · Bald Eagle Wintering (2 population sites)	Evidence of TRPA support for Management Standard.		2015 Threshold Evaluation
126	Wildlife	Special Interest Species	Bald Eagle Nesting population sits	At or Somewhat Better Than Target	Little or No Change	Moderate	Maintain a minimum number of population sites for each of eight special status species or species assemblage. The minimum number of population sites is as follows: · Bald Eagle Nesting (1 population site)	Evidence of TRPA support for Management Standard.		2015 Threshold Evaluation
127	Wildlife	Special Interest Species	Golden Eagle population sites	No status determination	Insufficient Data to Determine Trend	Low	Maintain a minimum number of population sites for each of eight special status species or species assemblage. The minimum number of population sites is as follows: · Golden Eagle (4 population sites)	Evidence of TRPA support for Management Standard.		2015 Threshold Evaluation
128	Wildlife	Special Interest Species	Peregrine population sites	Considerably Better Than Target	Rapid Improvement	Moderate	Maintain a minimum number of population sites for each of eight special status species or species assemblage. The minimum number of population sites is as follows: · Peregrine (2 population sites)	Evidence of TRPA support for Management Standard.		2015 Threshold Evaluation
129	Wildlife	Special Interest Species	Waterfowl population sites	Somewhat Worse Than Target	Little or No Change	Low	Maintain a minimum number of population sites for each of eight special status species or species assemblage. The minimum number of population sites is as follows: · Waterfowl (18 population sites)	Evidence of TRPA support for Management Standard.		2015 Threshold Evaluation

130	Wildlife	Special Interest Species	Goshawk disturbance zone	Implemented	N/A	N/A	Maintain disturbance zones in which activities that would disturb special status species are regulated. Disturbance zones apply to mapped areas or specific distances around population sites. Goshawk (0.5 mile radius around nest sites)	Evidence of TRPA support for Management Standard.		2015 Threshold Evaluation
131	Wildlife	Special Interest Species	Osprey disturbance zone	Implemented	N/A	N/A	Maintain disturbance zones in which activities that would disturb special status species are regulated. Disturbance zones apply to mapped areas or specific distances around population sites.Osprey (0.25 mile radius around nest sites)	Evidence of TRPA support for Management Standard.		2015 Threshold Evaluation
132	Wildlife	Special Interest Species	Bald Eagle Wintering disturbance zone	Implemented	N/A	N/A	Maintain disturbance zones in which activities that would disturb special status species are regulated. Disturbance zones apply to mapped areas or specific distances around population sites. Bald Eagle Wintering (mapped areas)	Evidence of TRPA support for Management Standard.		2015 Threshold Evaluation
133	Wildlife	Special Interest Species	Bald Eagle Nesting disturbance zone	Implemented	N/A	N/A	Maintain disturbance zones in which activities that would disturb special status species are regulated. Disturbance zones apply to mapped areas or specific distances around population sites. Bald Eagle Nesting (0.5 mile radius around nest sites)	Evidence of TRPA support for Management Standard.		2015 Threshold Evaluation
134	Wildlife	Special Interest Species	Golden Eagle disturbance zone	Implemented	N/A	N/A	Maintain disturbance zones in which activities that would disturb special status species are regulated. Disturbance zones apply to mapped areas or specific distances around population sites.Golden Eagle (0.25 mile radius around nest sites)	Evidence of TRPA support for Management Standard.		2015 Threshold Evaluation
135	Wildlife	Special Interest Species	Peregrinedisturbance zone	Implemented	N/A	N/A	Maintain disturbance zones in which activities that would disturb special status species are regulated. Disturbance zones apply to mapped areas or specific distances around population sites. Peregrine (0.25 mile radius around nest sites)	Evidence of TRPA support for Management Standard.		2015 Threshold Evaluation
136	Wildlife	Special Interest Species	Waterfowl disturbance zone	Implemented	N/A	N/A	Maintain disturbance zones in which activities that would disturb special status species are regulated. Disturbance zones apply to mapped areas or specific distances around population sites. Waterfowl (mapped areas)	Evidence of TRPA support for Management Standard.		2015 Threshold Evaluation
137	Wildlife	Special Interest Species	Deer disturbance zone	Implemented	N/A	N/A	Maintain disturbance zones in which activities that would disturb special status species are regulated. Disturbance zones apply to mapped areas or specific distances around population sites. Deer (mapped areas corresponding to “meadows”)	Evidence of TRPA support for Management Standard.		2015 Threshold Evaluation
138	Wildlife	Habitats of Special Significance	Riparian habitat	Implemented	N/A	N/A	A nondegradation standard shall apply to significant wildlife habitat consisting of deciduous trees, wetlands, and meadows while providing for opportunities to increase the acreage of such riparian associations.	Evidence of TRPA support for Management Standard.		2015 Threshold Evaluation
Impact of Project on Wildlife Indicators/Targets/Other Factors (Y/N)		**N**	**Comments**	The General Plan Revision and Pier Project Final EIR/EIS did not identify any potential significant impacts to Wildlife because the Plan and Project does not include provisions to alter or revise regulations pertaining to the protection of animal species, special-status or listed species of animals, introduction of new species and barriers to the migration or movement of animals, or existing fish or wildlife habitat quantity or quality. Project-level planning and environmental analysis would identify potentially significant effects, minimize or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval and would therefore not result in the deterioration of existing fish or wildlife habita						
139	Recreation	Quality of Recreation Experience and Access to Recreational Opportunities	Recreation Experience	Implemented	N/A	N/A	shall be the policy of the TRPA Governing Body in development of the Regional Plan to preserve and enhance the high-quality recreational experience including preservation of high-quality undeveloped shorezone and other natural areas. In developing the Regional Plan, the staff and Governing Body shall consider provisions for additional access, where lawful and feasible, to the shorezone and high-quality undeveloped areas for low density recreational uses	Evaluation Criteria and Evidence	Number of criteria Satisfied	2015 Threshold Evaluation
140	Recreation	Fair Share Distribution of Recreation Capacity	Distribution of Recreation	Implemented	N/A	N/A	It shall be the policy of the TRPA Governing Body in development of the Regional Plan to establish and ensure a fair share of the total Basin capacity for outdoor recreation is available to the general public.”	Evaluation Criteria and Evidence	Number of criteria Satisfied	2015 Threshold Evaluation

Impact of Project on Recreation Indicators/Targets/Other Factors (Y/N)		**N**	**Comments**	The General Plan Revision and Pier Rebuild Project Final EIR/EIS analyzed impacts to Recreation and found that there would be "No Impacts" or "Less Than Significant Impacts" to Recreation as a result of the implementation of the Plan and Project, with the exception of one "Beneficial Impact", to "Affect access or recreation opportunities for motorized watercraft" associated with Alternative 4 - Wester Pier Alternative and one "Significant Impact", to "Affect navigation for non-motorized activities" associated with Alternatives 3 and 4. The "Beneficial Impact" is because the ALternative 4 pier project would extend the existing boat ramp, making it usable more often, and also rebuild and extend the existing pier. The "Significant Impact" is because the proposed piers associated with Alternatives 3 and 4 would extend to the end of the 600-foot No Wake Zone, pushing non-motorized users lakeward of the No Wake Zone in order to navigate around the piers. This "Significant Impact" would be mitigated to "Less Than Significant Impact" with Mitigation Measure 5.3.11-2 which would require the placement of notification buoys for motorized watercraft to reduce speeds, and the most lakeward sections of the piers would be removed during periods of high lake levels to increase the space available for non-motorized navgation. would support projects that would increase public access to Lake Tahoe, public lands, and recreation areas. The Plan also proposes policies and implementing strategies to construct more Shared Use Paths, and the Plan includes features that promote alternative modes of transportation and improved circulation in the Kings Beach Town Center such as the construction of the promenade, enhanced wayfinding, variable-priced parking, automated payment systems, and bicycle racks. The Plan also includes a the following Guidelines to enhance public transit; 1) Guildeline OP3.7: Support Placer County and other local partners in seeking funding for and expanding transit programs in Kings Beach, 2) Guideline SD%.5: Support Placer County and other local partners in seeking funding for and developing a bike share program, and 3) Guideline SD5.6: PArtner with Placer County and other local partners in developing an							
141	Scenic Resources	Built Environment	Built Environment	Implemented	N/A	N/A	It shall be the policy of the TRPA Governing Body in development of the Regional Plan, in cooperation with local jurisdictions, to insure the height, bulk, texture, form, materials, colors, lighting, signing and other design elements of new, remodeled and redeveloped buildings be compatible with the	Evaluation Criteria and Evidence	Number of criteria Satisfied	2015 Threshold Evaluation
142	Scenic Resources	Other Areas	Scenic Quality of Other Areas (Recreation Sites and Bike Trails)	At or Somewhat Better Than Target	Little or No Change	High	Maintain or improve the numerical rating assigned to each identified scenic resource, including individual subcomponent numerical ratings, for views from bike paths and other recreation areas open to the general public as recorded in the 1993 Lake Tahoe Basin Scenic Resource Evaluation.	Average of unit composite scores	Composite Score	2015 Threshold Evaluation
143	Scenic Resources	Roadway and Shoreline Units	Roadway Scenic Resources	At or Somewhat Better Than Target	Little or No Change	High	Maintain or improve the numerical rating assigned each unit, including the scenic quality rating of the individual resources within each unit, as recorded in the Scenic Resources Inventory and shown in Tables 13-3, 13-5, 13-8 and 13-9 of the Draft Study Report.	Average of unit composite scores	Composite Score	2015 Threshold Evaluation
144	Scenic Resources	Roadway and Shoreline Units	Roadway Travel Units	At or Somewhat Better Than Target	Moderate Improvement	High	Maintain or improve the numerical rating assigned each unit, including the scenic quality rating of the individual resources within each unit, as recorded in the Scenic Resources Inventory and shown in Tables 13-3, 13-5, 13-8 and 13-9 of the Draft Study Report.	Average of unit composite scores	Composite Score	2015 Threshold Evaluation
145	Scenic Resources	Roadway and Shoreline Units	Shoreline Scenic Resources	At or Somewhat Better Than Target	Little or No Change	High	Maintain or improve the numerical rating assigned each unit, including the scenic quality rating of the individual resources within each unit, as recorded in the Scenic Resources Inventory and shown in Tables 13-3, 13-5, 13-8 and 13-9 of the Draft Study Report.	Average of unit composite scores	Composite Score	2015 Threshold Evaluation
146	Scenic Resources	Roadway and Shoreline Units	Shoreline Travel Units	At or Somewhat Better Than Target	Moderate Improvement	High	Maintain or improve the numerical rating assigned each unit, including the scenic quality rating of the individual resources within each unit, as recorded in the Scenic Resources Inventory and shown in Tables 13-3, 13-5, 13-8 and 13-9 of the Draft Study Report.	Average of unit composite scores	Composite Score	2015 Threshold Evaluation
Impact of Project on Scenic Resources Indicators/Targets/Other Factors (Y/N)		**N**	**Comments**	The General Plan Revision and Pier Rebuild Project Final EIR/EIS analyzed potential impacts to Scenic Quality and found that the some of the Scenic Quality impacts from the implementation of the Plan and Project would result in "No Impact" or a "Less Than Significant Impact." The Final EIR/EIS identified one "Significant Impact", to "Effects on views toward Lake Tahoe and the visual quality of the site" due to shade structures associated with Alternative 4 which would reduce the TRPA scenic threshold score for Scenic Resource 20-5. Also, the Final EIR/EIS identified a "Significant Impact" to "Effects on views toward Lake Tahoe and the visual quality of the site" due to the pier project in Alternatives 3 and 4 blocking views of Lake Tahoe from the beach, including from TRPA-designated Scenic Resource 9-2, which would bring that resource out of attainment with its scenic threshold standard. Mitigation Measure 5.3.12-1b could mitigate the impact created by the shade structures by re-designing or relocating the shade structures. Mitigation Measure 5.3.12-1a could mitigate some of the impact that pier alternatives 3 and 4 would have on views towards Lake Tahoe from the beach by converting a portion of the fixed pier to a floating pier, however views towards Lake Tahoe from the beach would still be impacted, creating a "Significant and Unavoidable Impact". The Final EIR/EIS identified a "Potentially Significant Impact" and a "Significant Impact" to "Effects on views from Lake Tahoe" due to the potential visible mass associated with Alternatives 3 and 4 which has not yet been calculated and could possibly exceed the visible mass allowed per TRPA Code of Ordinances and the net increase in visible mass associated with Alternative 2. Mitigation Measure 5.3.12-2.2b would require consistency with the allowable visible mass per the TRPA Code of Ordinances,							
147	Noise	Single Noise Events	Aircraft Noise Departure/Arrival (8am to 8pm)	Somewhat Worse Than Target	Insufficient Data to Determine Trend	Low	The following maximum noise levels are allowed: All values are in decibels	dBA Level and Number of Exceedances of Standard	decibels - dBA	2015 Threshold Evaluation
148	Noise	Single Noise Events	Aircraft Noise Departure/Arrival (8pm to 8am)	No status determination	Insufficient Data to Determine Trend	Low	The following maximum noise levels are allowed: All values are in decibels	dBA Level and Number of Exceedances of Standard	decibels - dBA	2015 Threshold Evaluation
149	Noise	Single Noise Events	Watercraft-Pass By Test	No status determination	N/A	N/A	50 ft.-engine at 3,000 rpm	dBA Level and Number of Exceedances of Standard	decibels - dBA	2015 Threshold Evaluation
150	Noise	Single Noise Events	Watercraft-Shoreline Test	Somewhat Worse Than Target	Little or No Change	Low	Microphone 5 ft. above water, 2 ft., above curve of shore, dock or platform. Watercraft in Lake, no minimum distance.	dBA Level and Number of Exceedances of Standard	decibels - dBA	2015 Threshold Evaluation

151	Noise	Single Noise Events	Pre-1993 Watercraft-Stationary Test	No status determination	N/A	N/A	88 dBA Lmax for boats manufactured before January 1, 1993; Microphone 3.3 feet from exhaust outlet - 5 feet above water.	dBA Level and Number of Exceedances of Standard	decibels - dBA	2015 Threshold Evaluation
152	Noise	Single Noise Events	Post 1992 Watercraft-Stationary Test	No status determination	N/A	N/A	90 dBA Lmax for boats manufactured after January 1, 1993 Microphone 3.3 feet from exhaust outlet - 5 feet above water.	dBA Level and Number of Exceedances of Standard	decibels - dBA	2015 Threshold Evaluation
153	Noise	Single Noise Events	Motor Vehicles Less than 6,000 GV for speeds less than 35 mph	No status determination	N/A	N/A	76 dBA Less Than 35 MPH	dBA Level and Number of Exceedances of Standard	decibels - dBA	2015 Threshold Evaluation
154	Noise	Single Noise Events	Motor Vehicles Less Than 6,000 GVW for speeds greater than 35 mph	No status determination	N/A	N/A	82 dBA Greater Than 35 MPH	dBA Level and Number of Exceedances of Standard	decibels - dBA	2015 Threshold Evaluation
155	Noise	Single Noise Events	Motor Vehicles Greater than 6,000 GVW for speeds less than 35 mph	No status determination	N/A	N/A	82 dBA Less Than 35 MPH	dBA Level and Number of Exceedances of Standard	decibels - dBA	2015 Threshold Evaluation
156	Noise	Single Noise Events	Motor Vehicles Greater than 6,000 GVW for speeds greater than 35 mph	No status determination	N/A	N/A	86 dBA greater Than 35 MPH	dBA Level and Number of Exceedances of Standard	decibels - dBA	2015 Threshold Evaluation
157	Noise	Single Noise Events	Motorcycles for speeds less than 35 mph	No status determination	N/A	N/A	77 dBA Less Than 35 MPH	dBA Level and Number of Exceedances of Standard	decibels - dBA	2015 Threshold Evaluation
158	Noise	Single Noise Events	Motorcycles for speeds greater than 35 mph	No status determination	N/A	N/A	86 dBA greater Than 35 MPH	dBA Level and Number of Exceedances of Standard	decibels - dBA	2015 Threshold Evaluation
159	Noise	Single Noise Events	Off-Road Vehicles for speeds less than 35 mph	No status determination	N/A	N/A	72 dBA Less Than 35 MPH	dBA Level and Number of Exceedances of Standard	decibels - dBA	2015 Threshold Evaluation
160	Noise	Single Noise Events	Off-Road Vehicles for speeds greater than 35 mph	No status determination	N/A	N/A	86 dBA greater Than 35 MPH	dBA Level and Number of Exceedances of Standard	decibels - dBA	2015 Threshold Evaluation
161	Noise	Single Noise Events	Snowmobiles	No status determination	N/A	N/A	82 dBA Less Than 35 MPH	dBA Level and Number of Exceedances of Standard	decibels - dBA	2015 Threshold Evaluation
162	Noise	Cumulative Noise Events	Wilderness and Roadless Areas	At or Somewhat Better Than Target	Moderate Improvement	Moderate	Average Noise Level Or CNEL range (dBA) -45	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	2015 Threshold Evaluation
163	Noise	Cumulative Noise Events	Critical Wildlife Habitat Areas	Considerably Worse Than Target	Insufficient Data to Determine Trend	Low	Average Noise Level Or CNEL range (dBA) -45	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	2015 Threshold Evaluation
164	Noise	Cumulative Noise Events	Low Density Residential Areas	At or Somewhat Better Than Target	Little or No Change	Moderate	Average Noise Level Or CNEL range (dBA) -50	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	2015 Threshold Evaluation
165	Noise	Cumulative Noise Events	Rural Outdoor Recreation Areas	At or Somewhat Better Than Target	Little or No Change	Low	Average Noise Level Or CNEL range (dBA) - 50	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	2015 Threshold Evaluation
166	Noise	Cumulative Noise Events	High Density Residential Areas	Somewhat Worse Than Target	Little or No Change	Moderate	Average Noise Level Or CNEL range (dBA) - 55	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	2015 Threshold Evaluation
167	Noise	Cumulative Noise Events	Urban Outdoor Recreation Areas	At or Somewhat Better Than Target	Little or No Change	Moderate	Average Noise Level Or CNEL range (dBA) - 55	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	2015 Threshold Evaluation
168	Noise	Cumulative Noise Events	Hotel/Motel Areas	At or Somewhat Better Than Target	Little or No Change	Moderate	Average Noise Level Or CNEL range (dBA) - 60	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	2015 Threshold Evaluation
169	Noise	Cumulative Noise Events	Commercial Areas	At or Somewhat Better Than Target	Little or No Change	Moderate	Average Noise Level Or CNEL range (dBA) - 60	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	2015 Threshold Evaluation
170	Noise	Cumulative Noise Events	Industrial Areas	At or Somewhat Better Than Target	Little or No Change	Moderate	Average Noise Level Or CNEL range (dBA) - 65	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	2015 Threshold Evaluation
171	Noise	Cumulative Noise Events	Transportation corridors	Implemented	N/A	N/A	It shall be the policy of the TRPA Governing Body in development of the Regional Plan to define, locate, and establish CNEL levels for transportation corridors	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	2015 Threshold Evaluation
172	Noise	Cumulative Noise Events	South Lake Tahoe Airport Transportation Corridor	Somewhat Worse Than Target	Insufficient Data to Determine Trend	Low	It shall be the policy of the TRPA Governing Body in development of the Regional Plan to define, locate, and establish CNEL levels for transportation corridors	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	2015 Threshold Evaluation
173	Noise	Cumulative Noise Events	State Route 28 Transportation Corridor	Somewhat Worse Than Target	Insufficient Data to Determine Trend	Moderate	It shall be the policy of the TRPA Governing Body in development of the Regional Plan to define, locate, and establish CNEL levels for transportation corridors	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	2015 Threshold Evaluation

174	Noise	Cumulative Noise Events	Highway 50 Transportation Corridor	At or Somewhat Better Than Target	Insufficient Data to Determine Trend	Moderate	It shall be the policy of the TRPA Governing Body in development of the Regional Plan to define, locate, and establish CNEL levels for transportation corridors	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	2015 Threshold Evaluation
175	Noise	Cumulative Noise Events	State Route 89 Transportation Corridor	Somewhat Worse Than Target	Insufficient Data to Determine Trend	Moderate	It shall be the policy of the TRPA Governing Body in development of the Regional Plan to define, locate, and establish CNEL levels for transportation corridors	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	2015 Threshold Evaluation
176	Noise	Cumulative Noise Events	State Route 207 Transportation Corridor	Somewhat Worse Than Target	Insufficient Data to Determine Trend	Moderate	It shall be the policy of the TRPA Governing Body in development of the Regional Plan to define, locate, and establish CNEL levels for transportation corridors	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	2015 Threshold Evaluation
177	Noise	Cumulative Noise Events	State Route 267 Transportation Corridor	Somewhat Worse Than Target	Insufficient Data to Determine Trend	Moderate	It shall be the policy of the TRPA Governing Body in development of the Regional Plan to define, locate, and establish CNEL levels for transportation corridors	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	2015 Threshold Evaluation
178	Noise	Cumulative Noise Events	State Route 431 Transportation Corridor	At or Somewhat Better Than Target	Insufficient Data to Determine Trend	Moderate	It shall be the policy of the TRPA Governing Body in development of the Regional Plan to define, locate, and establish CNEL levels for transportation corridors	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	2015 Threshold Evaluation
Impact of Project on Noise Indicators/Targets/Other Factors (Y/N)		**N**	**Comments**	The Final EIR/EIS analyzed impacts to Noise and found that there would be "No Impacts" or "Less Than Significant Impacts" to Noise as a result of the implementation of the General Plan and Pier Rebuild Project. The General Plan addresses potential noise conflicts from project construction through Special Project Requirements which include best available noise control techniques for internal combustion engines and other construction equipment, staging stationary noise sources as far as possible from potential noise receptors, muffling/shielding stationary noise sources, and limiting construction activities to daylight hours. In this way, implementation of the General Plan and Pier Rebuild Project is not expected to have an impact on threshold							

Attachment C

Findings for Certification of the Kings Beach State Recreation Area General Plan Revision and Pier Rebuild Project Environmental Impact Statement

Findings for Certification of the Kings Beach State Recreation Area General Plan Revision and Pier Rebuild Project
Environmental Impact Statement

Pursuant to TRPA Rules of Procedure, certification of the Final Environmental Impact Statement (Final EIS) is defined as a finding that the Final EIS is in compliance, procedurally and substantially, with Article VII of the Compact, Chapter 3 of the Code, and Article 6 of the Rules of Procedure. The following findings, when made affirmatively, certify that the Kings Beach State Recreation Area General Plan Revision and Pier Rebuild Project Final EIS is in compliance with the applicable criteria.

(1). Code Section 3.7.1 (see also TRPA Compact VII(a)(1,3,4, and 5), and TRPA Compact VII(b)) Preparation of EIS:

When preparing an EIS, TRPA shall:

1. Finding: Utilize a systematic interdisciplinary approach which will insure the integrated use of the natural and social sciences and the environmental design arts in planning and decision making which may have an impact on man's environment.

   Rationale: The Final EIS utilizes a systematic interdisciplinary approach that insures the integrated use of the natural and social sciences and the environmental design arts in planning and in decision making which may have an impact on man's environment.

   (See Draft EIS Executive Summary chapter; Chapter 1, Introduction; Chapter 4, Section 4.7 - General Plan and Pier Alternatives; and Chapter 5, Section 5.1.4 - Cumulative Impacts).

2. Finding : Study, develop and describe appropriate alternatives to recommended courses of action for any project which involves unresolved conflicts concerning alternative uses of available resources.

   Rationale: The Final EIS developed and analyzed a range of project Alternatives, which are described in the Executive Summary and Chapter 4, "The Plan", of the EIS. Pursuant to TRPA requirements for the consideration of alternatives, the Draft EIS evaluates the potential impacts of four different alternatives, each of which takes a different approach to supporting the California State Parks mission of resource stewardship, visitor use, interpretation, and visitor services, and promoting recreation within the State Recreation Area. The Draft General Plan Revision and Pier Rebuild Project was reflected in the Draft EIS as "Alternative 2 – Eastern Pier Alternative."

3. Finding: Consult with and obtain the comments of any federal, state or local

agency which has jurisdiction by law or special expertise with respect to any environmental impact involved. Copies of such states and the comments and views of the appropriate federal, state and local agencies which are authorized to develop and enforce environmental standards shall be made available to the public and shall accompany the project through the review processes.

Rationale: The EIS consultant and TRPA staff consulted with and obtained comments from representative federal, state, and local agencies that have jurisdiction by law or special expertise with respect to any environmental impact involved with the Eastern Pier location. The Draft EIR/EIS was circulated through the California State Clearinghouse of the Governor's Office of Planning and Research and the Nevada State Clearinghouse. In addition, TRPA and CSP staff met with numerous relevant federal, state, and local agencies to provide information on the alternatives, answer questions, and solicit written comments. Comments yielded from consultation with the various federal, state, and local agencies that are authorized to enforce environmental standards were incorporated into Draft EIR/EIS and the Final EIR/EIS.

(See Final EIS Chapter 2, Responses to Comments.)

4. Findings: Consult the public during the environmental impact statement process and solicit views during a public comment period of not less than 60 days.

Rationale: TRPA used several methods to solicit input on the Draft EIR/EIS. A Notice of Preparation was issued to inform agencies and the public that an EIR/EIS was being prepared for the KBSRA pier and to solicit their views regarding the scope and content of the EIR/EIS. The NOP was distributed on December 22, 2015, and comments were received through April 15, 2016. Two public scoping meetings were held to receive comments from agencies and the public regarding the issues that should be addressed in the Draft EIR/EIS. In addition to the formal scoping process, California State Parks, the California Tahoe Conservancy, and TRPA engaged in numerous public outreach activities with the public, agencies, and stakeholder groups. An online engagement tool was used to allow parties to make comment on alternatives and the preferred alternative if they were unable to attend the public workshops in person.

On May 1, 2018, CSP and TRPA released the Draft EIR/EIS for public review and comment for a 60-day period ending June 29, 2018. Public hearings were held on June 13, 2018 and June 27, 2018, during the TRPA Advisory Planning Commission and Governing Board meetings, respectively, to receive input from agencies and the public. The Draft EIR/EIS was made available for review during normal business hours at the TRPA offices in Stateline, NV, as well as the CSP Sierra District office, Kings Beach Library, North Tahoe Event Center, North Tahoe Public Utility District offices, and Donner Memorial State Park. The Draft EIR/EIS was

also available online at the TRPA website (www.trpa.org/document/projects-plans/). As a result of the notification and outreach efforts, written and oral comments were received from local agencies, organizations, and individuals on the content of the Draft EIR/EIS.

(See Final EIR/EIS Chapter 2, Responses to Comments)

5. Finding: Make available to States, counties, municipalities, institutions, and individuals, advice and information useful in restoring, maintaining and enhancing the quality of the region's environment.

Rationale: The Final EIS makes available to states, counties, municipalities, institutions and individuals, advice and information useful in restoring, maintaining and enhancing the quality of the Region's environment. Table ES-1 of the Executive Summary chapter of the Draft EIR/EIS summarizes the potential environmental impacts that would result from implementation of Alternatives 1 - 4 of the General Plan Revision and Pier Rebuild Project. Chapter 5 of the Draft EIR/EIS describes in detail each of 13 technical topics the environmental impacts that would result from implementation of Alternatives 1 - 4 for the General Plan Revision and Pier Rebuild Project. These sections each contain information relevant to that topic on the regulatory setting, affected environment, environmental consequences, and feasible mitigation measures that could reduce potentially significant impacts.

(See Draft EIR/EIS Executive Summary, Table ES-1 Summary of Impacts, Guidelines, and Mitigation Measures, at pgs. ES-15 through ES-21, and Chapter 5, Section 5.1.4, Cumulative Impacts).

(2) Code Section 3.7.2 (see also TRPA Compact VII(a)(2))

Contents of EIS: An EIS shall include, at a minimum, the following:

1. Finding: Description of project:

Rationale: The Final EIR/EIS includes a description of the project.

(See Draft EIR/EIS Executive Summary, And Chapter 1, Introduction)

2. Finding: The significant environmental impacts of the proposed project.

Rationale: The Final EIR/EIS includes the identified significant environmental impacts of the proposed General Plan Revision and Pier Rebuild Project. The Draft EIR/EIS identified a number of significant and potentially significant environmental effects (or impacts) that each plan and project alternative would cause or contribute to. The analysis concludes that Alternative 1, no project alternative, and Alternative 2, eastern pier alternative, would

not result in significant and unavoidable impacts. Alternative 3, central pier alternative, and Alternative 4, western pier alternative, would result in a significant and unavoidable impact on scenic or visual quality from the pier rebuild project.

(See Draft EIR/EIS Executive Summary chapter, Table ES-1 Summary of Impacts, Guidelines, and Mitigation Measures)

3. Finding: Any significant adverse environmental effects which cannot be mitigated should the project be implemented.

Rationale: Most adverse effects could be mitigated to less-than-significant levels. However, even with the application of feasible mitigation measures, implementation of the pier rebuild alternatives 3 and 4 would result in a significant and unavoidable impact on scenic or visual quality. This impact is summarized below.

Scenic Resources: Views of Lake Tahoe from the beach would be blocked with the implementation of pier rebuild alternatives 3 and 4, which would contribute to bringing Scenic Resource 9-2 out of attainment of the TRPA Scenic Threshold Standard. Implementation of Mitigation Measures 5.3.12-1a and 1c would reduce some of the anticipated scenic impact from Scenic Resource 9-2 looking toward the lake by removing the fixed portion of the pier and the gangway, which are the most visually prominent design features. However, the proposed pier length of pier rebuild alternatives 3 and 4 would continue to reduce the intactness of the view of the lake from Scenic Resource 9-2 and would therefore result in a significant and unavoidable impact to scenic or visual quality.

(See Draft EIR/EIS Executive Summary chapter; and Chapter 5, Environmental Analysis, Section 5.3.12 Scenic Resources)

4. Finding: Alternatives to the proposed project.

Rationale: The Final EIR/EIS includes an analysis of alternatives to the General Plan Revision and Pier Rebuild Project. See Certification Findings 1(2) above.

(See Draft EIR/EIS Executive Summary chapter; Draft EIR/EIS Chapter 1, Introduction; and Final EIR/EIS Chapter 3, Revisions to the DEIR/EIS)

5. Finding: Mitigation measures which must be implemented to assure meeting standards of the region.

Rationale: The Final EIR/EIS includes an analysis of mitigation measures that must be implemented to assure meeting standards of the Region. All required mitigation measures that are specific to the Pier Rebuild Project have been incorporated into the Final Pier Rebuild Project EIR/EIS. In adopting these findings, the Governing Board hereby adopts and commits to

implement the Mitigation Measures as incorporated into the Final EIR/EIS. The mitigation measures are incorporated into the Final EIR/EIS and represent binding commitments with which California State Parks must comply.

(See Draft EIS Executive Summary chapter, Table ES-1 Summary of Impacts, Guidelines, and Mitigation Measures; Final EIS Chapter 3,Revisions to the DEIR/EIS)

6. Finding: <u>The relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity.</u>

Rationale: The Final EIR/EIS includes an analysis of the relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity.

The Draft EIR/EIS describes the effects of the General Plan revision and pier rebuild alternatives, which balance continued use of the project site for recreation activities with preservation of the environment. The Draft EIR/EIS analyzes impacts at a specificity appropriate for the program-level parameters of the General Plan Revision and project-level parameters of the pier rebuild project identified in the alternatives. Future individual projects would be further assessed at the project level as they are proposed. Short-term use of the environment is generally limited to construction, while long-term commitment of previously disturbed land would be required for new structures.

(See Draft EIR/EIS Chapter 5, Section 5.4.2, Relationship between the Short-Term Uses of the Environment and the Maintenance and Enhancement of Long-Term Productivity)

7. Finding: <u>Any significant irreversible and irretrievable commitments of resources which would be involved in the proposed project should it be implemented.</u>

Rationale: The Draft EIR/EIS includes an analysis of any significant irreversible and irretrievable commitments of resources which would be involved in each of the alternatives should they be implemented.

The General Plan Revision and Pier Rebuild Project alternatives balance recreation activities with environmental preservation and propose a range of development levels. Development under the alternatives would require varying degrees of nonrenewable resources, including fossil fuels and raw materials. Construction activities would generate non-recyclable materials, such as solid waste and construction debris. Electricity would be expended for the construction and operation of features of the General Plan and the pier rebuild project. Building materials associated with the pier include rocks, wood, concrete, steel, and other materials, all

of which are non-renewable but would not affect the availability of these resources for other needs within the Tahoe Basin.

(See Draft EIS Chapter 18, Section 18.3, Irreversible and Irretrievable Commitments of Resources and Significant Irreversible Environmental Changes)

8. Finding: The growth-inducing impact of the proposed project.

Rationale: The Final EIR/EIS includes an analysis of the growth-inducing impact of the alternatives.

The Regional Plan caps growth in the Tahoe Region through development caps on development rights. Implementation of recreation-related projects, such as the General Plan Revision and Pier Rebuild Project would not result in a direct or indirect increase in the planned development patterns in the Region nor would they impact the growth limit caps as set forth in the Regional Plan. Although population growth in the state and region will continue to create an increased use and demand for recreational opportunities, increased use and demand will not have permanent, irreversible impacts in the Region.

(See Draft EIR/EIS Chapter 5, Section 5.4.1, Growth-Inducing Impacts)

(3) Code Section 3.7.3 (see also TRPA Compact VII(c))

Inclusion of Other Data and Information

1. Finding: An environmental impact statement need not repeat in its entirety any information or data which is relevant to such a statement and is a matter of public record or is generally available to the public, such as information contained in an environmental impact report prepared pursuant to the California Environmental Quality Act or a federal environmental impact statement prepared pursuant to the National Environmental Policy Act of 1969. However, such information or data shall be briefly described in the environmental impact statement and its relationship to the environmental impact statement shall be indicated.

Rationale: The Final EIR/EIS refers to the entirety of information and data which are relevant to the preparation of the document and are a matter of public record or are generally available to the public. Such information or data is briefly described in the EIR/EIS and its relationship to the EIR/EIS is so indicated.

(See EIR/EIS and Appendices, including Draft EIR/EIS Chapter 6, References, and Final EIR/EIS Chapter 4, References)

(4) Rules of Procedure 6.13

Draft EIR/EIS:

1. Finding: The draft EIS shall include, at a minimum, the elements listed in subsection 3.7.2 of the Code and a list of all federal, state and local agencies or other organizations and individuals consulted in preparing the draft.

   Rationale: The Draft EIR/EIS includes the elements listed in subsection 3.7.2 of the TRPA Code and a list of all federal, state, and local agencies or other organizations and individuals consulted in preparing the draft.

   (See Section 2 Findings for Subsection 3.7.2 of the Code above regarding contents of the EIS, Section 1(3) Finding above regarding federal, state, and local agencies consulted, and Final EIR/EIS Chapter 2, Section 2.1, List of Commenters on the Draft GP EIR/Pier Draft EIR/EIS. Also see Final EIR/EIS Chapter 2 Comments and Responses)

2. Finding: Summary: A draft EIS in excess of 30 pages shall include a summary, preferably less than 10 pages in length, which identifies at a minimum: a brief project description; each significant adverse effect with a summary of proposed mitigation measures or alternatives that would reduce or avoid that effect; and areas of controversy known to TRPA.

   Rationale: The Draft EIR/EIS includes a summary that includes a brief description of the proposed project and alternatives, including each significant adverse effect with a summary of proposed mitigation measures or alternatives that would reduce or avoid that effect, and areas of controversy known to TRPA.

   (See Draft EIR/EIS, Executive Summary, pgs. ES-5 to ES-21)

3. Finding: Comment Period: The draft EIS shall be circulated for public comment for a period not less than 60 days. TRPA may hold a public hearing on the draft EIS.

   Rationale: TRPA made the Draft EIS available to public agencies, citizen groups, and interested individuals for a 60-day public review period, from May 1, 2018 through June 29, 2018. Copies of the Draft EIR/EIS were available for public review during normal business hours at the TRPA offices, the CSP Sierra District office, Kings Beach Library, North Tahoe Event Center, North Tahoe Public Utility District offices, and Donner Memorial State Park. Copies of the Draft EIS were also available for review online at the TRPA website (www.trpa.org/document/projects-plans/), and the KBSRA General Plan website (www.parks.ca.gov/plankbsra). A notice of availability of the Draft EIR/EIS was published in the Truckee Sun on May 4, 2018 and distributed by CSP to a project-specific mailing list.

During the review period, the public was invited to public comment meetings held by APC and Governing Board. Two public meetings were held to solicit comments on the Draft EIR/EIS: (1) TRPA APC Meeting on June 13, 2018; and (2) TRPA Governing Board Meeting on June 27, 2018. The public was asked to provide written or oral comments at the meetings or written comments before closure of the public review period. In response to the call for review and public comment on the draft documents, 16 comment letters and presentations of oral testimony were received: two comment letters from public agencies, 2 comment letters from stakeholder organizations (including environmental and business organizations), 9 comment letters from individuals, and 3 oral comments received at TRPA public meetings and open houses.

(See Final EIR/EIS Chapter 1, Introduction; Chapter 2, Responses to Comments; and Chapter 3, Revisions to the DEIR/EIS)

4. Finding: Notice of Comment Period: The comment period shall not commence before the date of publication of a notice in a newspaper whose circulation is general through the region. The notice shall include a brief description of the project or matter under consideration, the date the comment period commences, the date by which comments must be received, and that copies of the draft EIS may be obtained by contacting TRPA and are available for public review at TRPA's offices. Copies of the draft EIS shall be mailed to California and Nevada state clearinghouses and appropriate federal agencies, on or before the beginning date of the comment period. Notice of the comment period shall be given to affected property owners pursuant to Article XII of these Rules.

Rationale: The Draft EIR/EIS Notice of Comment Period was properly noticed by TRPA. All procedures were followed regarding the availability of the Draft EIR/EIS for the public's review, and copies of the Draft EIR/EIS were mailed to California and Nevada State Clearinghouses and appropriate federal agencies, on or before the beginning date of the comment period. Copies of the Draft EIR/EIS were available for public review during normal business hours at TRPA. Copies of the Draft EIS were also available for review on the TRPA and KBSRA General Plan websites. Notice of the Draft EIR/EIS was also published in the Truckee Sun on May 4, 2018. Additionally, notices were distributed by CSP to a project-specific mailing list. Notice of the comment period was given to the public in accordance with Article XII of TRPA's Rules of Procedure.

(See May 1, 2018 Notice of Availability - attached)

5. Finding: Request for Comments: TRPA shall request comments on draft EIS's from any federal, state or local agency which has jurisdiction by law or special expertise with respect to any environmental impact involved. Notice of a request for comments shall be given by deposit of the request, in the U.S. Mail, first class mail, postage prepaid. Notice shall be given no later than

the date the comment period commences. Separate notice under this section is not necessary if notice of the draft EIS has been given to the agency pursuant to subsection 6.13.3 above.

Rational: TRPA provided notice of the Draft EIS pursuant to subsection 6.13.3, as described in the Section 1(4) Finding above.

(See Final EIR/EIS Chapter 3, Comments and Responses)

(5) Rules of Procedure 6.14

Final EIS:

1. Finding: At the conclusion of the comment period, TRPA shall prepare written responses to all written comments received during the comment period, and may respond to oral or late comments. The response to comments may be in the form of a revision to the draft EIS, or may be a separate section in the final EIS that shall note revisions to the draft EIS, if any. The final EIS shall include, at a minimum: the draft EIS, or a revision; comments received on draft, either verbatim or in summary; the response to comments; and a list of persons, organizations and agencies commenting in writing on the draft EIS.

   The final EIS may incorporate by reference computer data recorded on disk, videotape, slides, models and similar items provided summaries of such items are included in the final EIS. The final EIS may also include oral testimony given at APC or Board hearings.

   Rationale: At the conclusion of the comment period, TRPA prepared written responses to all written comments received during the comment period and responded to all oral comments. The Final EIR/EIS includes a section (Chapter 3, Revisions to the DEIR/EIS) that notes revisions to the Draft EIR/EIS. Additional revisions to the Draft EIR/EIS are incorporated by reference in Final EIR/EIS Chapter 2, Section 2.2 Comments and Responses. The Final EIR/EIS includes:

   (a) List of Commenters (Final EIS Chapter 2, Section 2.1). This includes a list of persons, organizations, and agencies commenting in writing or through oral testimony on the Draft EIR/EIS and responses to these comments (Final EIS Chapter 2, Section 2.2).
   (b) Revisions to the Draft EIR/EIS (Final EIR/EIS Chapter 3, Revisions to the DEIR/EIS). This chapter describes changes to the proposed General Plan Revision and Pier Rebuild Project that TRPA, CSP, the California Tahoe Conservancy have developed to address comments raised on the May 1, 2018 version of the proposed General Plan Revision and Pier Rebuild Project.
   (c) Revisions to the Draft EIR/EIS. This chapter notes revisions to the Draft EIR/EIS (Final EIR/EIS, Chapter 3 Revisions to the DEIS/EIR).

(d) Public Comments on the Draft EIR/EIS. This includes all comments received on the Draft EIR/EIS, verbatim as to written comments and oral testimony (Final EIR/EIS, Chapter 2 Responses to Comments).

The Final EIR/EIS incorporates by reference computer data recorded on disk, videotape, slides, models, and similar items and has provided summaries of such items in the Final EIR/EIS (See Draft EIR/EIS Chapter 6, References, and Final EIR/EIS Chapter 4, References).

Attachment D

Kings Beach State Recreation Area Preliminary General Plan Revision and Environmental Impact Report/Kings Beach Pier Rebuild Project Final Environmental Impact Report/Environmental Impact Statement (SCH NO. 2015122056) General Plan Guideline Errata

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

Kings Beach State Recreation Area General Plan Revision and Final Impact Report/Kings Beach Pier Rebuild Project Final Environmental Impact Report/Environmental Impact Statement (SCH# 2015122056)
Errata

The following change revises Guideline OP3.7 in response to comment 2-5 on page 2-18 and on page 3-7 of the Final EIR/EIS:

> **Guideline OP3.7:** Support Placer County and other local partners in seeking funding for and expanding ~~micro-~~transit programs in Kings Beach. ~~Allow micro-transit vehicles to access passenger drop-off areas at KBSRA.~~

Attachment E

Kings Beach State Recreation Area Preliminary General Plan Revision and Environmental Impact Report/Kings Beach Pier Rebuild Project Final Environmental Impact Report/Environmental Impact Statement (SCH NO. 2015122056) General Plan Guideline Errata

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Mail
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Errata

The following Guideline is added in response to comment 2-5 on page 2-19 of the Final EIR/EIS and to page 3-7 of the Final EIR/EIS:

> **Guideline SD5.6:** Partner with Placer County and other local partners in developing and implementing transportation demand management strategies in Kings Beach.

Attachment F

Kings Beach State Recreation Area Preliminary General Plan Revision and Environmental Impact Report/Kings Beach Pier Rebuild Project Final Environmental Impact Report/Environmental Impact Statement (SCH NO. 2015122056) Mitigation Errata

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Stateline, NV 89449-5310

Location
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Contact
Phone: 775-588-4547
Fax: 775-588-4527
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Mitigation Measure 5.3.2-1is added in response to comment 15-3 beginning on page 2-76 of the Final EIR/EIS and also added on page 3-10 of the Final EIR/EIS:

Mitigation Measure 5.3.2-1: Compensate for Loss of Prime Fish Habitat

This mitigation measure would apply to the pier rebuild project under Alternative 2.

- If Alternative 2 is implemented, to compensate for the potential impact to~~removal of~~ up to 4,930 square feet of prime fish habitat (feed and cover) as a result of constructing the eastern pier, up to 7,395 square feet (1.5 to 1 compensation ratio) of ~~in-kind~~ feed and cover habitat shall be created or restored ~~in the surrounding area~~ through the development and implementation of a Compensatory Fish Habitat Replacement ~~and Monitoring~~ Plan. ~~This amount of habitat creation or restoration equates to a 1.5 to 1 compensation ratio. The created/restored habitat would adjoin the existing feed and cover habitat.~~ The plan will be developed and implemented pursuant to a cooperative partnership that reflects the shared responsibilities of TRPA, California State Lands Commission (CSLC), California Tahoe Conservancy, and State Parks, in coordination with applicable regulatory agencies, including as needed, the California Department of Fish and Wildlife (CDFW), Lahontan Regional Water Quality Control Board (Lahontan RWQCB), U.S. Army Corps of Engineers (USACE), U.S. Fish and Wildlife Service (USFWS), and TRPA. Additionally, the plan will be coordinated and consistent with terms and conditions of other required permits and approvals, such as the lease agreement with ~~the California State Lands Commission (~~CSLC~~)~~ for construction and operation of the pier rebuild project. Applicable permits expected for the project include a Clean Water Act Section 404 permit from USACE, Clean Water Act Section 401 Water Quality Certification from

Lahontan RWQCB, and a Fish and Game Code Section 1602 Lake and Streambed Alteration Agreement from CDFW.

The Compensatory Fish Habitat Replacement ~~and Monitoring~~ Plan may~~will~~ include design and~~,~~ implementation~~, and monitoring~~ requirements for creating/restoring ~~7,395 square feet of~~ feed and cover habitat and supporting the goal of~~achieving~~ no net loss of prime fish habitat ~~function~~, and shall include:

- identification of a specific habitat creation/restoration site that adjoins the existing feed and cover habitat in the area, and criteria for selecting the site;
- specifications for habitat substrate type and size-class distribution, material sources, and construction/installation methods; and
- in-kind reference habitats for comparison with compensatory fish habitat/substrate (using performance and success criteria) to document success.~~;~~
- ~~monitoring protocol, including schedule and reporting requirements;~~
- ~~ecological performance standards, based on the best available science and including specifications for habitat substrate condition and fish use of the created/restored area;~~
- ~~corrective measures if performance standards are not met;~~
- ~~responsible parties for monitoring and preparing reports; and~~
- ~~responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.~~

The Compensatory Fish Habitat Replacement ~~and Monitoring~~ Plan must be prepared and approved by TRPA prior to TRPA permit acknowledgement. Implementation of mitigation to compensate for potential impacts to~~loss of~~ prime fish habitat will occur as an element of pier construction.

Attachment G

Kings Beach State Recreation Area Preliminary General Plan Revision and Environmental Impact Report/Kings Beach Pier Rebuild Project Final Environmental Impact Report/Environmental Impact Statement (SCH NO. 2015122056) Mitigation Errata

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Errata

Mitigation Measure 5.3.2-1is added in Table ES-1 beginning on page 3-2 of the Final EIR/EIS:

Table ES-1 Summary of Impacts, Guidelines, and Mitigation Measures

Resources Topics/Impacts	Guidelines that Address Resource Impacts	Level of Significance before Mitigation (by Alternative)	Mitigation Measures	Level of Significance after Mitigation (by Alternative)
NI = No Impact LTS = Less than Significant PS = Potentially Significant S = Significant SU = Significant and Unavoidable				
5.3.2 Biological Resources				
Impact 5.3.2-1: Disturbance and loss of prime fish habitat The removal of existing structures under Alternatives 2, 3, and 4 may temporarily disturb TRPA-designated prime fish habitat. However, potential impacts would be minimized by implementation of project-specific best management practices (BMPs) that are required for project permits and approvals and CSP Standard and Special Project Requirements included in The Plan (Section 4.7). Alternative 2 would place the rebuilt pier within prime fish (feed and cover) habitat, resulting in the loss or degradation of 4,930 square feet of prime fish habitat. Alternatives 3 and 4 would place the pier outside of, and not remove, prime fish habitat; Alternative 4 additionally includes	**Guideline RES 2.1:** Design the pier rebuild project to avoid spawning habitat, minimize effects on feed and cover habitat, and to meet or exceed prime fish habitat mitigation requirements **Guideline RES 2.2:** Remove the boat ramp due to conflict with the fish habitat. **Guideline RES 2.3:** Enhance prime fish habitat	General Plan Revision Alts. 1, 2, 3, 4 = NI Pier Rebuild Project Alt. 1 = NI Alt. 2 = S Alts. 3, 4 = LTS	**Mitigation Measure 5.3.2-1: Compensate for Loss of Prime Fish Habitat** This mitigation measure would apply to the pier rebuild project under Alternative 2. ♦ If Alternative 2 is implemented, to compensate for the potential impact to~~removal of~~ up to 4,930 square feet of prime fish habitat (feed and cover) as a result of constructing the eastern pier, up to 7,395 square feet (1.5 to 1 compensation ratio) of ~~in-kind~~ feed and cover habitat shall be created or restored ~~in the surrounding area~~ through the development and implementation of a Compensatory Fish Habitat	General Plan Revision Alts 1, 2, 3, 4 = NI Pier Rebuild Alt. 1 = NI Alts 2, 3, 4 = LTS

Table ES-1 Summary of Impacts, Guidelines, and Mitigation Measures				
Resources Topics/Impacts	Guidelines that Address Resource Impacts	Level of Significance before Mitigation (by Alternative)	Mitigation Measures	Level of Significance after Mitigation (by Alternative)
NI = No Impact LTS = Less than Significant PS = Potentially Significant S = Significant SU = Significant and Unavoidable				
extending the existing motorized boat ramp near, but outside of, prime fish habitat. Alternatives 2, 3, and 4 could result in changes in localized watercraft activity but would not increase overall watercraft activity on Lake Tahoe and would not substantially change watercraft activity or disturbance within prime fish habitat. Taken together, the impacts to prime fish habitat under Alternatives 3 and 4 would be less than significant. However, the permanent removal or degradation of prime fish habitat under Alternative 2 would be significant. Implementation of Mitigation Measure 5.3.2-1 would reduce the impact to a less-than-significant level for the pier rebuild component of Alternative 2. Because Alternative 1 would not result in changes to the General Plan, removal of existing structures, construction of the rebuilt pier, or changes in watercraft use or resulting disturbance, this alternative would have no impact on prime fish habitat.	on the eastern end of KBSRA.		Replacement ~~and Monitoring~~ Plan. ~~This amount of habitat creation or restoration equates to a 1.5 to 1 compensation ratio. The created/restored habitat would adjoin the existing feed and cover habitat.~~ The plan will be developed and implemented pursuant to a cooperative partnership that reflects the shared responsibilities of TRPA, California State Lands Commission (CSLC), California Tahoe Conservancy, and State Parks, in coordination with applicable regulatory agencies, as appropriate, including as needed, the California Department of Fish and Wildlife (CDFW), Lahontan Regional Water Quality Control Board (Lahontan RWQCB), U.S. Army Corps of Engineers (USACE), U.S. Fish and Wildlife Service (USFWS), and TRPA. Additionally, the plan will be coordinated and consistent with terms and conditions of other required permits and approvals, such as the lease agreement with ~~the California State Lands Commission (~~CSLC~~)~~ for construction and operation of the pier rebuild project. Applicable permits expected for the project include a Clean Water Act Section 404 permit from USACE, Clean Water Act Section 401 Water Quality Certification from	

Table ES-1 Summary of Impacts, Guidelines, and Mitigation Measures				
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			Lahontan RWQCB, and a Fish and Game Code Section 1602 Lake and Streambed Alteration Agreement from CDFW. The Compensatory Fish Habitat Replacement ~~and Monitoring~~ Plan may~~will~~ include design and~~,~~ implementation~~, and monitoring~~ requirements for creating/restoring ~~7,395 square feet of~~ feed and cover habitat and supporting the goal of~~achieving~~ no net loss of prime fish habitat ~~function~~, and shall include: • identification of a specific habitat creation/restoration site that adjoins the existing feed and cover habitat in the area, and criteria for selecting the site; • specifications for habitat substrate type and size-class distribution, material sources, and construction/installation methods; and • in-kind reference habitats for comparison with compensatory fish habitat/substrate (using performance and success criteria) to document success.; • ~~monitoring protocol, including schedule and reporting requirements;~~ • ~~ecological performance standards, based on the best available science and including specifications for habitat~~	

Table ES-1 Summary of Impacts, Guidelines, and Mitigation Measures				
Resources Topics/Impacts	Guidelines that Address Resource Impacts	Level of Significance before Mitigation (by Alternative)	Mitigation Measures	Level of Significance after Mitigation (by Alternative)
NI = No Impact LTS = Less than Significant		PS = Potentially Significant	S = Significant	SU = Significant and Unavoidable
			~~substrate condition and fish use of the created/restored area;~~ • ~~corrective measures if performance standards are not met;~~ • ~~responsible parties for monitoring and preparing reports; and~~ • ~~responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.~~ The Compensatory Fish Habitat Replacement ~~and Monitoring~~ Plan must be prepared and approved by TRPA prior to TRPA permit acknowledgement. Implementation of mitigation to compensate for potential impacts to~~loss of~~ prime fish habitat will occur as an element of pier construction.	

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Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

STAFF REPORT

Date: October 31, 2018

To: TRPA Advisory Planning Commission

From: TRPA Staff

Subject: El Dorado County Memorandum of Understanding Regarding Delegated Permitting Authority

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Summary and Staff Recommendation:
The proposed Memorandum of Understanding (MOU) between El Dorado County and TRPA would consolidate two existing delegation MOUs between the County and TRPA and provide additional delegated permitting authority to the County in the Tahoe Region. Additional delegated permitting authority would be consistent with the provisions of Chapter 13: *Area Plans* of the TRPA Code of Ordinances and would require that all activities be reviewed and approved in accordance with the TRPA Regional Plan and Code. The additional permitting authority would be added in increments over time as outlined in the MOU and would not be effective until (1) County staff has received additional training and (2) procedural guidelines detailing the procedures for the review and reporting of delegated activities are finalized. TRPA staff is recommending approval of the MOU.

Required Motions:
To recommend approval of the proposed MOU to the Governing Board, the Advisory Planning Commission (APC) must make the following motions:

1. A motion to recommend approval of the Required Findings (see Attachment A),
2. A motion to recommend adoption of the proposed MOU (see Attachment B).

Project Description/Background:
On February 28, 2018, the TRPA Governing Board approved the Meyers Area Plan in El Dorado County, California. Since TRPA Code, Section 13.7, requires TRPA and local jurisdictions make a good-faith effort to complete MOUs that specify the extent to which activities and projects will be delegated to the local jurisdiction within six months of Area Plan adoption, the Agency and County began working on a new MOU following the adoption of the Area Plan.

The County and TRPA have three MOUs in place, which allow the County to review and permit various activities on behalf of TRPA and to conduct work within the County's right-of-way. The proposed MOU would supersede and replace the first two MOUs (Appendix W & JJ) listed below. The Public Works MOU (Appendix Z) would remain in effect.

1) **El Dorado Residential 1992 MOU (Appendix W)**. This MOU delegated to the County new construction, modification or additions to single-family dwellings and multi-family dwellings (up to four units) and residential qualified exempt activities. The MOU is currently in effect.

2) **El Dorado County 2000 MOU (Appendix JJ)**. This MOU delegated to the County additional permit types, such as signs, temporary activities, uses and structures, and multi-person dwellings. In 2008, during the economic recession, the El Dorado County Board of Supervisors voted to suspend Appendix JJ and, as a result, TRPA took back permitting authority for the activities listed in the MOU.

3) **El Dorado MOU for Public Works (Appendix Z).** This MOU delegated to the County road maintenance and snow removal types of activities. This MOU is currently in effect.

The existing MOUs are available at: www.trpa.org/permitting/mous

The proposed MOU specifies the activities that could be delegated to the County within an Area Plan (MOU Attachment B) and outside of an Area Plan (MOU Attachment C). Permit delegation would occur in phases as specified in the MOU Schedule.

MOU Schedule

Phase 1: Upon execution of the MOU, the County would continue permitting activities currently permitted by the County, such as single-family residential development, multi-family residential development (up to four units), and residential qualified exempt activities (Activities 1- 9 in MOU Attachments B and C). TRPA would continue to review residential projects in the shoreland subject to a TRPA Scenic Review.

Phase II: Following the development of procedural guidelines and staff training, the County would take on the permitting of new activities (Activities 10 - 20 in MOU Attachments B and C), such as temporary activities, structures, and uses, signs, commercial and multi-family land capability verifications, and commercial/tourist qualified exempt activities. El Dorado and TRPA staff anticipate permit delegation will occur within one year of MOU adoption.

Phase III: El Dorado County anticipates a request to TRPA for delegation of review and approval of remaining activities listed in MOU Attachments B and C, in part or whole, over the term of the MOU. This would include one additional permit type, multi-family residential development greater than four units, outside of an Area Plan and small and large multi-family residential, commercial, public service, recreation and tourist projects within an Area Plan.

The recently adopted Placer County MOU was used as a template for the proposed El Dorado County MOU. This MOU would cover future Area Plans developed by the County. The El Dorado Board of Supervisors approved the proposed MOU on October 9, 2018. (see Attachment B)

Environmental Review:
TRPA completed an Initial Environmental Checklist (IEC) to assess the potential environmental impacts of the MOU. No significant long-term environmental impacts were identified because all projects and activities delegated to El Dorado County for permitting must be found in conformance with the Regional Plan, TRPA Code of Ordinances, Area Plan, Plan Area Statement or other TRPA plans or programs. The IEC is provided as Attachment C.

Regional Plan Compliance:
Regional Plan Policies LU-4.12 and IAP-1.3 allow for and encourage TRPA to work with local jurisdictions to develop MOUs once Area Plans are found in conformance with the Regional Plan.

Next Steps:
Following the APC meeting, TRPA staff plans to put the MOU on the TRPA's Governing Board agenda for review and consideration.

Contact Information:
For questions regarding this agenda item, please contact Brandy McMahon, AICP, Local Government Coordinator, at (775) 589-5274 or bmcmahon@trpa.org or Brendan Ferry, Principal Planner, El Dorado County, at (530) 573-7905 or brendan.ferry@edcgov.us.

Attachments:
A. Required Findings/Rationale
B. Adopting Resolution and Memorandum of Understanding
C. Initial Environmental Checklist

Attachment A

Required Findings/Rationale

Required Findings/Rationale

TRPA Code of Ordinances Section 3.3 – Determination of need to prepare Environmental Impact Statement

1. Finding: TRPA finds that the project (MOU) will not have a significant effect on the environment.

   Rationale: An Initial Environmental Checklist (IEC) has been prepared to evaluate the effects of the proposed adoption of the MOU (see Attachment B). The IEC found that the proposed MOU would not have a significant effect on the environment. Based on this finding of no significant impact (FONSI), no further environmental documentation is required.

TRPA Code of Ordinances Section 4.4 – Threshold Related Findings

1. Finding: The project (MOU) is consistent with and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, plan area statements and maps, the Code, and other TRPA plans and programs;

   Rationale: Section 2.5 of the Code allows for the development and implementation of MOUs that allow activities to be reviewed and approved in accordance with the TRPA Regional Plan and Code by a local government. However, all delegated and exempt activities described in the proposed MOU are still subject to all provisions of the Regional Plan. The MOU will allow each agency to use its resources more effectively and to reduce duplicative regulatory requirements for certain projects, while not altering the substantive requirements of the Regional Plan.
   Therefore, the proposed MOU is consistent with, and will not adversely affect implementation of the Regional Plan.

2. Finding: The project will not cause the environmental threshold carrying capacities to be exceeded; and

   Rationale: Activities undertaken pursuant to the proposed MOU are subject to the provisions of the Regional Plan. The activities described in the MOU will not change the type of projects or increase the amount of development allowed by the Regional Plan. The activities described in the MOU are effectively regulated by El Dorado County. Therefore, the activities listed in the MOU will not cause the environmental thresholds to be exceeded.

3. Finding: Wherever federal, state, or local air and water quality standards apply for the region, the strictest standards shall be attained, maintained, or exceeded pursuant to Article V(d) of the Tahoe Regional Planning Compact.

Rationale: Activities undertaken pursuant to the MOU are subject to the standards of the Regional Plan and Code. Based on the completed IEC no applicable federal, state and local air and water quality standard will be exceeded. Federal, state, and local, air and water quality standards remain applicable for all parcels in El Dorado County ensuring environmental standards shall be attained, maintained, or exceeded pursuant to the TRPA Compact.

TRPA Code of Ordinances Section 4.6 –Findings Necessary to Amend or Adopt TRPA Ordinances, Rules, or Other TRPA Plans and Programs

1. Finding: The Regional Plan and all of its elements, as implemented through the Code, Rules, and other TRPA plans and programs, as amended, achieves and maintains thresholds.

Rationale: Based on the rationale for the forgoing findings, completion of the IEC, and as demonstrated in Section 4.5 and 4.6 findings for adoption of the Regional Plan Update (see Attachment E-2 of December 12, 2012 Governing Board Packet), TRPA finds the Regional Plan and all of its elements will achieve and maintain thresholds.

Attachment B

Adopting Resolution and Memorandum of Understanding

TAHOE REGIONAL PLANNING AGENCY
TRPA RESOLUTION NO. 2018 –

RESOLUTION OF THE GOVERNING BOARD OF THE TAHOE REGIONAL PLANNING AGENCY TO ADOPT A MEMORANDUM OF UNDERSTANDING WITH EL DORADO COUNTY REGARDING DELEGATED PERMITTING AUTHORITY

WHEREAS, The Tahoe Regional Planning Compact (P. L. 96-551, 94 Stat. 3233, 1980) created the Tahoe Regional Planning Agency (TRPA) and empowered it to set forth environmental threshold carrying capacities ("threshold standards") for the Tahoe Region; and

WHEREAS, The Compact directs TRPA to adopt and enforce a Regional Plan that, as implemented through agency ordinances, rules and regulations, will achieve and maintain such threshold standards while providing opportunities for orderly growth and development consistent with such thresholds; and

WHEREAS, The Compact further requires that the Regional Plan attain and maintain federal, state, or local air and water quality standards, whichever are strictest, in the respective portions of the region for which the standards are applicable; and

WHEREAS, Compact Art. V(c) states that the TRPA Governing Board and Advisory Planning Commission shall continuously review and maintain the Regional Plan; and

WHEREAS, over the years TRPA and El Dorado County (County) have entered into multiple Memoranda of Understanding (MOU) delegating a variety of permitting responsibilities, including single- and multi-family residential development; and

WHEREAS, TRPA and El Dorado County desire to combine delegation MOUs where feasible; and

WHEREAS, on February 28, 2018, the TRPA Governing Board found it was necessary and desirable to amend TRPA Ordinance 87-9, as amended, which ordinance relates to the Regional Plan of the Tahoe Regional Planning Agency (TRPA) by adopting the Meyers Area Plan to accelerate attainment and ensure maintenance of the threshold standards; and

WHEREAS, the Governing Board finds that it is desirable to adopt a new delegation MOU with El Dorado County to implement the Regional Plan and Meyers Area; and

WHEREAS, TRPA prepared and circulated an Initial Environmental Checklist analyzing any potential significant impacts from adoption of the Memorandum of Understanding in accordance with the substantive and procedural requirements of Article VII of the

Compact, Chapter 3 of the Code, Article 6 of the Rules of Procedure, and all other applicable rules and regulations; and

WHEREAS, TRPA made any necessary findings to adopt the Memorandum of Understanding as required by Article V of the Compact, Chapter 4 of the Code, and all other applicable rules and regulations; and

WHEREAS, the Memorandum of Understanding was reviewed at three separate public meetings and public comments have been considered at each meeting; and

WHEREAS, the Memorandum of Understanding was endorsed by the Advisory Planning Commission; and

NOW, THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency hereby approves the Memorandum of Understanding with El Dorado County, as reflected in Exhibit 1 of this Resolution

PASSED and ADOPTED by the Governing Board of the Tahoe Regional Planning Agency this ___ day of _____, 2018, by the following vote:

Ayes:
Nays:
Absent:

_____
James Lawrence, Chair
Tahoe Regional Planning Agency
Governing Board

Exhibit 1
MOU

MEMORANDUM OF UNDERSTANDING
BETWEEN the TAHOE REGIONAL PLANNING AGENCY and EL DORADO COUNTY

This Memorandum of Understanding (MOU) is entered between the Tahoe Regional Planning Agency (TRPA) and El Dorado County, herein referred to as "Public Entity." TRPA's authority to enter into this MOU with the Public Entity rests in Article VI (m) of the TRPA Compact (Public Law 96-551) and Sections 2.5 and 13.7 of the TRPA Code of Ordinances ("Code"). The Public Entity is authorized to enter into this MOU through its Board of Supervisors.

PART 1 – GENERAL PROVISIONS

COMMON OBJECTIVES	TRPA and the Public Entity (the "Parties) have a common objective to conserve the resources of the Lake Tahoe Region, achieve and maintain TRPA's nine environmental threshold carrying capacities and enhance the effectiveness of government through the efficient implementation of the TRPA Regional Plan, Area Plans and other regulations.
TERM OF AGREEMENT	This MOU is effective upon the signing of Attachment "A" by the Parties and shall remain in effect until terminated without cause by either party following a 60-day notice in writing. The Public Entity and TRPA will prepare and agree to procedural guidelines prior to implementing this MOU.
DEFINITION OF TERMS	Terms in this MOU shall have the same meaning as they do in the TRPA Code.
INTERPRETATION AND SEVERABILITY	The provisions of this MOU are subject to the interpretation and severability provisions of Section 1.6 of the TRPA Code.
DISTRIBUTION OF FUNCTIONS	The Scope of Activities to be authorized by TRPA for delegation under this MOU are described in Attachment B (Table of Delegated Activities within Area Plans) and Attachment C (Table of Delegated Activities within El Dorado County Outside of Area Plans).
DELEGATED ACTIVITIES	TRPA will delegate, and the Public Entity will assume official responsibility for, the Activities in Attachment B and C based on the following Schedule and subject to the following Requirements:

Schedule

1. Activities 1-9 in Attachment B and Attachment C: These are currently permitted by the Public Entity under an existing MOU and will continue to be Delegated Activities upon execution of this MOU.
2. Activities 10 – 20 in Attachment B and Attachment C: The Public Entity anticipates a request to TRPA for delegation of review and approval of these Activities within one year of adoption of the MOU.
3. Activities 21 – 29 in Attachment B and Activity 21 in Attachment C: The Public Entity anticipates a request to TRPA for delegation of review and approval of these remaining Activities listed in Attachment B and C, in part or in whole, over the term of the MOU.

Requirements

1. Except for those Activities identified in Section 1 of the Schedule, the Public Entity will not be delegated review and approval of those remaining Activities set forth above and in Attachments B and C until training has been completed, the MOU has been signed specifically, and the Public Entity liaison has identified in writing the specific Activities in Attachments B and C to be delegated and indicated in writing the specific date on which the Public Entity will assume responsibility for reviewing and approving those specific Activit~~i~~es

2. All delegated Activities in Attachments B and C shall be reviewed and approved by the Public Entity in accordance with the TRPA Regional Plan and Code of Ordinances.

Activities in Attachment B may be delegated to El Dorado County for future Area Plans found to be in conformance with the Regional Plan by the TRPA Governing Board following the adoption of this MOU.

Attachments B and C of this MOU will supersede and replace the following existing delegation MOUs currently under the responsibility of the Public Entity:

- Appendix W – (Single- and Multi-Family Development) (1992)

	• Appendix JJ (Tourist, Public Service, Multi-person Residential, Verifications, et.al.) (2000) Permitting authority for delegated Activities described in Attachments B and C shall not be in effect until the specific date that Public Entity has taken responsibility for Attachments B and C as described in "Distribution of Functions" above. The following existing exempt activity MOU will not be affected by this new MOU: • Appendix Z - MOU for Public Works (1993)
CONFORMANCE REVIEW	In accordance with Section 13.8.3 of the TRPA Code of Ordinances, TRPA shall annually select and review a sample of permits issued under Attachments B and C of this MOU in order to certify that the permits are being issued in conformance with the Area Plan.
COMMUNICATION	The Parties shall each designate a liaison for direct communication of matters related to this MOU. The Public Entity liaison and the TRPA MOU Coordinator shall meet at least quarterly to review this MOU and to establish policy directives, training needs, and renew communications.
TRAINING	TRPA shall provide initial and ongoing training at no cost to the Public Entity regarding the provisions of this MOU. Training shall be provided for matters affecting this MOU, as determined by MOU liaisons, which may include but is not limited to: changes to the TRPA Code and Regional Plan; policy or procedural changes; and training needed for corrective actions or to clarify MOU provisions. TRPA and Public Entity are dedicated to providing mutual support in all matters related to activities described in this MOU, and shall respond to requests for support in a timely manner. In order to ensure consistent application of TRPA Code basin-wide, TRPA shall provide to Public Entity records of all Code Amendments and Interpretations made by TRPA staff or Executive Director.
EXAMINATION OF RECORDS	Every record of activity under this MOU shall be open for examination in accordance with Article VI (o) of the TRPA Compact.
PROCEDURES FOR RESOLVING DISPUTES	In the event of a dispute or difference of interpretation regarding the terms or conditions of this MOU, resolution shall first be pursued by the MOU liaisons, and if the liaisons are unable to resolve

	the dispute then by the Department Directors of the Agency having jurisdiction. If the Department Directors are unable to resolve a dispute, the TRPA Executive Director or County Chief Administrative Officer may terminate the MOU or recommend that the matter be heard by the TRPA Governing Board and/or Board of Supervisors.
EMERGENCIES	The TRPA Rules of Procedure allows the TRPA Executive Director to issue an emergency permit for a situation or circumstance which poses immediate danger to life, property or the environment and demands immediate action in order to comply with the Compact, Regional Plan, Code and/or Rules of Procedure. This MOU does not change the process for issuing an emergency permit.
AMENDMENT	This MOU may be amended from time to time by mutual agreement of the Parties in writing subject to Governing Board and Board of Supervisors approval. Proposed amendments shall be presented to the liaisons (for approval by their respective agencies) as soon as possible to facilitate timely consideration of proposed amendments.
ASSIGNMENT	None of the authorities, duties or responsibilities set forth in this MOU shall be assigned, transferred or subcontracted to a party other than that named in Attachment A, without written consent by TRPA. TRPA may maintain a list of pre-qualified consultants that have been authorized to review projects on contract for TRPA. The Public Entity may choose to use consultants on the current TRPA list to undertake responsibilities set forth in this MOU on behalf of the Public Entity without further authorization from TRPA, provided the consultant is also on the Public Entity's pre-qualified consultant list.
EXISTING MOU	This MOU supersedes existing MOUs between the Public Entity and TRPA as identified in "Delegated Activities" above.

Part 2 – PERFORMANCE STANDARDS

The following standards shall apply to activities authorized under this MOU. All activities shall be reviewed and approved in accordance with the TRPA Regional Plan, Code of Ordinances and Rules of Procedure. The Parties shall consult with each other regarding any uncertainties about these standards.

ENVIRONMENTAL DOCUMENTATION	Exempt and Qualified Exempt classes of projects are not required to complete a TRPA Initial Environmental Checklist for the activity pursuant to Section 3.3 of the TRPA Code. All other classes of projects shall be reviewed in accordance with the Environmental Documentation requirements of Chapter 3 of the TRPA Code and applicable sections of the Rules of Procedure. Environmental Documents prepared by the Public Entity for those Delegated Activities identified in Attachments B and C shall be made available for comment by TRPA upon request.
SPECIAL CONDITIONS	The Public Entity shall administer all standards of the TRPA Regional Plan and Code as applicable to the activities authorized by this MOU in accordance with the provisions of this agreement. The Public Entity shall include special conditions of approval, as needed, to ensure approved projects are consistent with the Compact, Goals and Policies, Code, Rules of Procedure, and the Area Plan(s). Nothing in this MOU shall be deemed to limit the land use regulatory powers of either the Public Entity or TRPA.
FEES AND SECURITIES	Public Entity shall be authorized to collect application and mitigation fees, security deposits, and other designated fees in accordance with fee schedules to be provided to Public Entity by TRPA ("TRPA Fee Schedules"). Such fee schedules shall be sufficient in detail to provide specific information concerning fee calculation to assist Public Entity in performing fee collection activities. Furthermore, Public Entity shall be authorized to retain a percentage of all application fees collected to offset all Public Entity's costs of administering the provisions of this MOU. Such percentage shall be mutually agreed upon in writing in the Procedural Guidelines by TRPA and Public Entity, and may be amended from time to time by mutual agreement of the Executive Director and the County Chief Administrative Officer. TRPA agrees to provide Public Entity with notice of increases in any of the fees set forth in the TRPA Fee

Schedules prior to the effective date so that Public Entity can update its own fee schedule to match the increase.

Public Entity shall transmit TRPA fees collected by the Public Entity, to TRPA, as identified above, on a quarterly basis (within 30 days of the end of the quarter).

FINDINGS

The Public Entity agrees to make all findings required by the TRPA Compact, Regional Plan and Code and Area Plan(s) for each Delegated Activity approved and impose special conditions as necessary to be consistent with the TRPA Compact, Regional Plan, Code, and Area Plan(s). The Public Entity shall retain, as part of their permanent permit file record all written findings herein required for the Delegated Activities approved under this MOU. The Public Entity may retain their permanent permit file records in electronic or hard copy form.

MONITORING

For all permits issued, Public Entity shall record all necessary development information that TRPA needs to measure compliance with the terms of the Regional Plan, such as additional land coverage, commercial floor area, residential units, or tourist accommodation units (TAUs). In maintaining permit files, Public Entity shall utilize hard copy and/or electronic tracking forms provided by TRPA to record all inspections, verifications, land coverage and commodity information and other project review activities.

Public Entity shall make copies of all permits issued available to TRPA via electronic access, electronic report or hard copies. Such permits shall be in a format approved by TRPA and in a timeframe established within the MOU Procedural Guidelines. The MOU Procedural Guidelines, developed under Part 1, shall also include a permit monitoring schedule and permit information reporting requirements.

On at least a quarterly basis, the Public Entity shall send to TRPA an electronic list of all new permits issued during the quarter and an update for all prior permits that changed status during the quarter. As further described in the MOU Procedural Guidelines, the quarterly data shall include the type of permits issued as well as the location of BMPs implemented through permits. The data report shall be made available to the public. Public Entity shall participate in the annual accounting and reporting of Environmental Improvement Program (EIP) Performance Measures resulting from County efforts to implement the EIP. Public

	Entity shall also transmit a copy of the NPDES Annual Report (including Pollutant Load Reduction Report) each year when submitted to the Lahontan Water Quality Control Board.
RECORD KEEPING AND REPORTING	The Public Entity shall adhere to all provisions contained within TRPA Code Chapter 6, relating to account file data (TRPA Code Sections 6.5, 6.6 and 6.7), including coverage, allocations, and any other applicable procedures as described in the MOU Procedural Guidelines. All project accounting shall be completed by Public Entity and transmitted to TRPA to be included in its permanent accounting and tracking records. Public Entity shall provide TRPA access to these data in permit tracking system, submit completed tracking forms to TRPA, or enter the data into a tracking system provided by TRPA. Tracking forms related to permits shall be made available to TRPA in a timeframe established within the MOU Procedural Guidelines.
SITE INSPECTIONS	Public Entity shall perform site inspections to ensure that the projects and activities permitted under this MOU are constructed in accordance with the approved project, including installation of BMP's. The Public Entity shall have authority and responsibility to take any and all administrative steps to enforce the standards of the TRPA Code as authorized by this MOU, including the processing of Code violations, pursuant to Article 9, Rules of Procedure, involving unpermitted activities. TRPA will enforce BMPs associated with permits issued by TRPA and for BMP retrofits not associated with an adopted TMDL Pollutant Load Reduction Plan and Public Entity will enforce BMPs associated with TRPA permits issued by the Public Entity and for properties identified in their adopted TMDL Pollutant Load Reduction Plan(s). Upon final inspection, if the project has been constructed in accordance with the permit, Public Entity shall be authorized to release the security deposit to the project applicant. If the construction includes public improvements to be accepted by the County, the release of the security deposit shall be subject to retention of a portion for the duration of the warranty period.
VIOLATIONS	Upon discovery of a TRPA Code violation associated with a permit issued by TRPA, Public Entity shall immediately notify the designated TRPA Code Administration staff in writing. TRPA may also perform inspections and determine if a violation exists. Settlements of TRPA Code violations involving civil penalties must be approved by TRPA.

	Upon discovery of a TRPA Code violation associated with a permit issued by Public Entity, the Public Entity shall have authority and responsibility to take any and all administrative steps to enforce the standards of the TRPA Code as authorized by this MOU, including the processing of Code violations, pursuant to Article 9, Rules of Procedure, involving unpermitted activities. If a TRPA Code violation cannot be resolved by the Public Entity on-site, the Public Entity shall contact TRPA to institute TRPA's formal notice of violation procedure.
APPEAL ALLOWED	Final decisions on projects delegated to a Public Entity may be appealed to the TRPA. An appeal may only be filed by an aggrieved person as defined in Article VI(j)(3) of the Compact. Appeals shall meet the requirements of 13.9 (Appeals) of the Code of Ordinances. Decisions by the Public Entity under independent local, state, or federal law are not the subject of this appeal process. However, if a final decision of the Public Entity under independent authority is concurrently appealed with a final decision on projects delegated under this MOU, TRPA and Public Entity agree to coordinate, to the extent feasible, the scheduling of the appeal hearings.
NOTICE	The Public Entity shall give notice to TRPA of all projects delegated to the Public Entity that require notice to affected property owners pursuant to Article 12 of the TRPA Rules of Procedure, and shall give notice to TRPA of all applications to amend a policy or ordinance that is part of the Area Plan. The notice shall be sent pursuant to Public Entity notification procedures; however, in all cases the notice shall be sent no less than 10 days prior to the hearing or action in order to provide TRPA with adequate time to review and comment, if desired, on the project.
INCORPORATION OF REGIONAL PLAN AMENDMENTS INTO AREA PLAN	If TRPA approves an amendment to the Regional Plan that would also require amendment of the Public Entity Area Plan and/or Area Plan Implementing Regulations or zoning designations for the Area Plan to maintain conformity, the Public Entity has one year to amend the Area Plan to demonstrate conformity with the TRPA amendment. If the Governing Board finds that the Public Entity failed to demonstrate good faith efforts to achieve conformity with the TRPA amendment following the one-year deadline, then the Board will identify the policies and/or zoning provisions in the Area Plan that are inconsistent and assume lead agency authority under the

Regional Plan to amend those policies and provisions. In the event this occurs the amendments would only be in effect as part of the Regional Plan and not Public Entity regulation.

ATTACHMENT A

AREA PLAN
MEMORANDUM OF UNDERSTANDING
BETWEEN THE TAHOE REGIONAL PLANNING AGENCY AND
EL DORADO COUNTY

TRPA's authority to enter into this Memorandum of Understanding (MOU) with local entities rests in Article VI (m) of the TRPA Compact (Public Law 96-551) and Sections 2.5 and 2.6 of the TRPA Code of Ordinances. The authority of El Dorado County to enter into this MOU rests in the Board of Supervisors.

This MOU shall become effective when signed by the parties listed below.

TAHOE REGIONAL PLANNING AGENCY

Date: _____ _____

By: Joanne Marchetta
Executive Director

El Dorado County

Date: _____ _____

By:
Chair, Board of Supervisors

A

MOU ATTACHMENT B
TABLE OF DELEGATED PERMITTING AUTHORITY WITHIN EL DORADO COUNTY AREA PLANS

The activities described in this table are delegated to the Public Entity within Area Plans and shall be reviewed and approved in accordance with the TRPA Regional Plan and the Code. The activities do not require TRPA review and approval except as described in Note 1 of this Attachment (below). The Public Entity's delegated authority is subject to the provision of the "Distribution of Functions" section in the MOU.

Line No.	Activity Name	Activity Description
1	Single Family Residential Site Assessment	Verification
2	Single Family Residential Land Capability Verification	Verification
3	Single Family Residential Land Coverage Verification	Verification
4	Single Family Residential Development	New Construction / Additions / Modifications
5	Residential Qualified Exempt Activities	Residential Qualified Exempt Activities
6	Multi-Family Qualified Exempt Activities	Multi-Family Qualified Exempt Activities
7	Multi-Family Residential Development (Four units or less)	New Construction / Additions / Modifications
8	Non-permanent Structure Coverage Exemption	TRPA Qualified Exempt for structures that do not require an El Dorado County Building Permit and that take advantage of TRPA Coverage Exemptions (e.g. shed, green house, etc.)
9	Banking Coverage Associated with a Project	Banking
10	Temporary Activities	Temporary
11	Temporary Structure	Temporary
12	Temporary Use	Temporary
13	Change in Operation	Change in Operation
14	Signs	New / Existing / Modifications
15	Commercial Land Capability Verification	Verification
16	Commercial Land Coverage Verification	Verification
17	Units of Use Verification (TAU, RUU, CFA)	Verification
18	Multi Family Land Capability Verification	Verification
19	Multi Family Land Coverage Verification	Verification
20	Commercial/Tourist Qualified Exempt Activities	Qualified Exempt Activities
21	Multi-Family Residential Development (More than four units)	New Construction / Additions / Modifications

22	Commercial - Small (<3,000 square feet)	Small commercial development involving the allocation or transfer of less than 3,000 square feet of CFA
23	Commercial - Large (>3,000 square feet)	Large commercial development involving the allocation or transfer of 3,000 or more square feet of CFA
24	Public Service - Small	New facilities or additions involving less than 3,000 square feet of building floor area or less than 3,500 square feet of new land coverage
25	Public Service - Large	New facilities or additions involving over 3,000 square feet of building floor area or 3,500 square feet of new land coverage
26	Recreation - Small	New facilities or additions involving less than 3,000 square feet of building floor area or 3,500 square feet of land coverage (except recreation trails); new recreational trails less than one mile in length
27	Recreation - Large	New facilities or additions involving more than 3,000 square feet of building floor area or 3,500 square feet of land coverage (except recreation trails); new recreational trails exceeding one mile in length; and projects requiring an allocation of PAOTs from the overnight pool of 1,000 PAOTs
28	Tourist - Small	New facilities or modifications / additions involving up to 10 Tourist Accommodation Units
29	Tourist - Large	New facilities or modifications / additions involving greater than 10 Tourist Accommodation Units

Notes:

1 Projects and matters that meet one of the following criteria shall be reviewed and approved by TRPA:

A) All development within the Shorezone of Lake Tahoe;

B) All development within the Conservation, Wilderness, and Backcountry Districts;

C) All development within the Resort Recreation District;

D) All development requiring Scenic Quality Review in the Shoreland;

E) All development requiring an Environmental Impact Statement per Chapter 3 of TRPA Code of Ordinances;

F) All Transfer Applications;

G) All Lot Line Adjustment and Subdivision Applications;

H) All development meeting the criteria in the following table:

	Town Center	Not in Center
Residential	≥ 50,000 sq. ft.	≥ 25,000 sq. ft.
Other	≥ 40,000 sq. ft.	≥ 12,500 sq. ft.

(All measurements are in floor area)

MOU ATTACHMENT C

TABLE OF DELEGATED PERMITTING AUTHORITY WITHIN EL DORADO COUNTY OUTSIDE OF AREA PLANS

The activities described in this table are delegated to the Public Entity outside of Area Plans and shall be reviewed and approved in accordance with the TRPA Regional Plan and the Code. The activities do not require TRPA review and approval except as described in Note 1 of this Attachment (below). The Public Entity's delegated authority is subject to the provision of the "Distribution of Functions" section in the MOU.

Line No.	Activity Name	Activity Description
1	Single Family Residential Site Assessment	Verification
2	Single Family Residential Land Capability Verification	Verification
3	Single Family Residential Land Coverage Verification	Verification
4	Single Family Residential Development	New Construction / Additions / Modifications
5	Residential Qualified Exempt Activities	Residential Qualified Exempt Activities
6	Multi-Family Qualified Exempt Activities	Multi-Family Qualified Exempt Activities
7	Multi-Family Residential Development (up to 4 units)	Four units or less: New Construction / Additions / Modifications
8	Non-permanent Structure Coverage Exemption	TRPA Qualified Exempt for structures that do not require an El Dorado County Building Permit and that take advantage of TRPA Coverage Exemptions (e.g. shed, green house, etc.)
9	Banking Coverage Associated with a Project	Banking
10	Temporary Activities	Temporary
11	Temporary Structure	Temporary
12	Temporary Use	Temporary
13	Change in Operation	Change
14	Signs	New / Existing / Modifications
15	Commercial Land Capability Verification	Verification
16	Commercial Land Coverage Verification	Verification
17	Use Verification	TAU, RUU, CFA
18	Multi Family Land Capability Verification	Verification
19	Multi Family Land Coverage Verification	Verification
20	Commercial/Tourist Qualified Exempt Activities	Commercial / Tourist Qualified Exempt Activities
21	Multi-Family Residential Development (> 4 units)	More than four units: New Construction / Additions / Modifications

Notes:

1 Projects and matters that meet one of the following criteria shall be reviewed and approved by TRPA:

A) All development within the Shorezone of Lake Tahoe;

B) All development within the Conservation, Wilderness, and Backcountry Districts;

C) All development within the Resort Recreation District;

D) All development requiring Scenic Quality Review in the Shoreland;

E) All development requiring an Environmental Impact Statement per Chapter 3 of TRPA Code of Ordinances;

F) All Transfer Applications;

G) All Lot Line Adjustment and Subdivision Applications;

H) All development meeting the criteria in the following table:

	Town Center	Not in Center
Residential	≥ 50,000 sq. ft.	≥ 25,000 sq. ft.
Other	≥ 40,000 sq. ft.	≥ 12,500 sq. ft.

(All measurements are in floor area)

Attachment C

Initial Environmental Checklist

TAHOE REGIONAL PLANNING AGENCY

OFFICE
128 Market St.
Stateline,NV

Phone:(775) 588-4547
Fax: (775) 588-4527

MAIL
PO Box 5310
Stateline, NV 89449-5310

www.trpa.org
trpa@trpa.org

HOURS
Mon. Wed. Thurs. Fri
9 am-12 pm/1 pm-4 pm
Closed Tuesday

New Applications Until 3:00 pm

Print Form

INITIAL ENVIRONMENTAL CHECKLIST FOR DETERMINATION OF ENVIRONMENTAL IMPACT

I. Assessor's Parcel Number (APN)/Project Location El Dorado County portion of Tahoe Region

Project Name El Dorado County Delegation MOU - 2018 County/City El Dorado County

Brief Description of Project:

The proposed Memorandum of Understanding (MOU) between El Dorado County and TRPA would consolidate two existing delegation MOUs between the County and TRPA and provide additional delegated permitting authority to the County within the adopted Meyers Area Plan and throughout the County. Additional delegated permitting authority would be consistent with the provisions of Chapter 13: Area Plans of the TRPA Code of Ordinances and would require that all activities be reviewed and approved in accordance with the TRPA Regional Plan and Code. The additional permitting authority would be added in increments over time as outlined in the MOU and would not be effective until (1) County staff has received additional training and (2) procedural guidelines detailing the procedures for the review and reporting of delegated activities are finalized.

The following questionnaire will be completed by the applicant based on evidence submitted with the application. All "Yes" and "No, With Mitigation" answers will require further written comments. Use the blank boxes to add any additional information. If more space is required for additional information, please attach separate sheets and reference the question number and letter.

II. ENVIRONMENTAL IMPACTS:

1. Land

Will the proposal result in:

a. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?

☐ Yes ☒ No ☐ No, With Mitigation ☐ Data Insufficient

b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?

☐ Yes ☒ No ☐ No, With Mitigation ☐ Data Insufficient

c. Unstable soil conditions during or after completion of the proposal?

☐ Yes ☒ No ☐ No, With Mitigation ☐ Data Insufficient

d. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?

☐ Yes ☒ No ☐ No, With Mitigation ☐ Data Insufficient

e. The continuation of or increase in wind or water erosion of soils, either on or off the site?

☐ Yes ☒ No ☐ No, With Mitigation ☐ Data Insufficient

f. 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?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

g. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

2. Air Quality

Will the proposal result in:

a. Substantial air pollutant emissions?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

b. Deterioration of ambient (existing) air quality?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

c. The creation of objectionable odors?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

e. Increased use of diesel fuel?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

3. Water Quality

Will the proposal result in:

a. Changes in currents, or the course or direction of water movements?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

b. 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?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

c. Alterations to the course or flow of 100-yearflood waters?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

d. Change in the amount of surface water in any water body?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

f. Alteration of the direction or rate of flow of ground water?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

h. Substantial reduction in the amount of water otherwise available for public water supplies?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

i. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

k. Is the project located within 600 feet of a drinking water source?

There are drinking water sources within El Dorado County. All future projects will be required to comply with TRPA Code provisions.

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

4. Vegetation

Will the proposal result in:

a. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?

☐ Yes ☒ No ☐ No, With Mitigation ☐ Data Insufficient

b. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?

☐ Yes ☒ No ☐ No, With Mitigation ☐ Data Insufficient

c. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?

☐ Yes ☒ No ☐ No, With Mitigation ☐ Data Insufficient

d. 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)?

☐ Yes ☐ No ☐ No, With Mitigation ☐ Data Insufficient

e. Reduction of the numbers of any unique, rare or endangered species of plants?

☐ Yes ☒ No ☐ No, With Mitigation ☐ Data Insufficient

f. Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?

☐ Yes ☒ No ☐ No, With Mitigation ☐ Data Insufficient

g. Removal of any native live, dead or dying trees30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications?

☐ Yes ☒ No ☐ No, With Mitigation ☐ Data Insufficient

h. A change in the natural functioning of an old growth ecosystem?

☐ Yes ☒ No ☐ No, With Mitigation ☐ Data Insufficient

5. Wildlife

Will the proposal result in:

a. 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)?

☐ Yes ☒ No ☐ No, With Mitigation ☐ Data Insufficient

b. Reduction of the number of any unique, rare or endangered species of animals?

☐ Yes ☒ No ☐ No, With Mitigation ☐ Data Insufficient

c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

d. Deterioration of existing fish or wildlife habitat quantity or quality?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

6. Noise

Will the proposal result in:

a. Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Plan Area Statement, Community Plan or Master Plan?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

b. Exposure of people to severe noise levels?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

c. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

d. The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

e. The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

f. Exposure of existing structures to levels of ground vibration that could result in structural damage?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

7. Light and Glare

Will the proposal:

a. Include new or modified sources of exterior lighting?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

b. Create new illumination which is more substantial than other lighting, if any, within the surrounding area?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

c. Cause light from exterior sources to be cast off -site or onto public lands?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

d. Create new sources of glare through the siting of the improvements or through the use of reflective materials?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

8. Land Use

Will the proposal:

a. Include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

b. Expand or intensify an existing non-conforming use?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

9. Natural Resources

Will the proposal result in:

a. A substantial increase in the rate of use of any natural resources?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

b. Substantial depletion of any non-renewable natural resource?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

10. Risk of Upset

Will the proposal:

a. 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?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

b. Involve possible interference with an emergency evacuation plan?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

11. Population

Will the proposal:

a. Alter the location, distribution, density, or growth rate of the human population planned for the Region?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

b. Include or result in the temporary or permanent displacement of residents?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

12. Housing

Will the proposal:

a. Affect existing housing, or create a demand for additional housing?

To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions:

(1) Will the proposal decrease the amount of housing in the Tahoe Region?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

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

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

Number of Existing Dwelling Units: _____

Number of Proposed Dwelling Units: _____

b. Will the proposal result in the loss of housing for lower-income and very-low-income households?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

13. Transportation/Circulation

Will the proposal result in:

a. Generation of 100 or more new Daily Vehicle Trip Ends (DVTE)?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

b. Changes to existing parking facilities, or demand for new parking?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

c. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

d. Alterations to present patterns of circulation or movement of people and/or goods?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

e. Alterations to waterborne, rail or air traffic?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

14. Public Services

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?

a. Fire protection?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

b. Police protection?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

c. Schools?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

d. Parks or other recreational facilities?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

e. Maintenance of public facilities, including roads?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

f. Other governmental services?

	☐ Yes	☒ No	
	☐ No, With Mitigation	☐ Data Insufficient	

15. Energy

Will the proposal result in:

a. Use of substantial amounts of fuel or energy?

	☐ Yes	☒ No	
	☐ No, With Mitigation	☐ Data Insufficient	

b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?

	☐ Yes	☒ No	
	☐ No, With Mitigation	☐ Data Insufficient	

16. Utilities

Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:

a. Power or natural gas?

	☐ Yes	☒ No	
	☐ No, With Mitigation	☐ Data Insufficient	

b. Communication systems?

	☐ Yes	☒ No	
	☐ No, With Mitigation	☐ Data Insufficient	

c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?

	☐ Yes	☒ No	
	☐ No, With Mitigation	☐ Data Insufficient	

d. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?

☐ Yes ☒ No
☐ No, With Mitigation ☐ Data Insufficient

e. Storm water drainage?

☐ Yes ☒ No
☐ No, With Mitigation ☐ Data Insufficient

f. Solid waste and disposal?

☐ Yes ☒ No
☐ No, With Mitigation ☐ Data Insufficient

17. Human Health

Will the proposal result in:

a. Creation of any health hazard or potential health hazard (excluding mental health)?

☐ Yes ☒ No
☐ No, With Mitigation ☐ Data Insufficient

b. Exposure of people to potential health hazards?

☐ Yes ☒ No
☐ No, With Mitigation ☐ Data Insufficient

18. Scenic Resources/Community Design

Will the proposal:

a. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?

Portions of El Dorado County are visible from federal highways, Pioneer Trail and Lake Tahoe. All future projects will be subject to TRPA Code.	☒ Yes	☐ No	
	☒ No, With Mitigation	☐ Data Insufficient	

b. Be visible from any public recreation area or TRPA designated bicycle trail?

Portions of El Dorado County are visible from public recreation ares and TRPA designated bicycle trails. All future projects will be subject to TRPA Code.	☒ Yes	☐ No	
	☒ No, With Mitigation	☐ Data Insufficient	

c. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?

	☐ Yes	☒ No	
	☐ No, With Mitigation	☐ Data Insufficient	

d. Be inconsistent with the height and design standards required by the applicable ordinance or Community Plan?

	☐ Yes	☒ No	
	☐ No, With Mitigation	☐ Data Insufficient	

e. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?

	☐ Yes	☒ No	
	☐ No, With Mitigation	☐ Data Insufficient	

19. Recreation

Does the proposal:

a. Create additional demand for recreation facilities?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

b. Create additional recreation capacity?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

c. Have the potential to create conflicts between recreation uses, either existing or proposed?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

d. Result in a decrease or loss of public access to any lake, waterway, or public lands?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

20. Archaeological/Historical

a. 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?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

b. 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?

There are areas in El Dorado County with known cultural, historical, and/or archaeological resources. All future projects will be subject to mitigation requirements in TRPA Code.	☒ Yes	☐ No	
	☒ No, With Mitigation	☐ Data Insufficient	

c. Is the property associated with any historically significant events and/or sites or persons?

There are areas in El Dorado County associated with historically significant events and/or sites or persons. All future project will be subject to mitigation requirements in TRPA Code.	☒ Yes	☐ No	
	☒ No, With Mitigation	☐ Data Insufficient	

d. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?

	☐ Yes	☒ No	
	☐ No, With Mitigation	☐ Data Insufficient	

e. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?

	☐ Yes	☒ No	
	☐ No, With Mitigation	☐ Data Insufficient	

21. Findings of Significance.

a. 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?

	☐ Yes	☒ No	
	☐ No, With Mitigation	☐ Data Insufficient	

b. 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.)

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

c. 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?)

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

d. Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

DECLARATION:

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 ofmy ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Signature: **(Original signature required.)**

_____ At _____ Date: _____

Person Preparing Application County

Applicant Written Comments: (Attach additional sheets if necessary)

TRPA has found that the proposed MOU could not have potential significant impacts on the environment because the additional delegated permitting authority would be consistent with the provisions of Chapter 13: Area Plans of the TRPA Code, the MOU would require that El Dorado County review all activities in accordance with the TRPA Regional Plan and Code, and additional permitting authority would not be effective until (1) County staff receives additional training and (2) procedural guidelines detailing the procedures for the review and reporting of delegated activities are finalized. Furthermore, TRPA will receive permit data from the County on a quarterly basis and will perform annual audits to ensure permits are being issued in conformance with the Regional Plan and TRPA Code.

Print Form

FOR OFFICE USE ONLY

Date Received: _____ By: _____

Determination:

On the basis of this evaluation:

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 Procedure.

☒ 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 and 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 Chapter 3 of the TRPA Code of Ordinances and the Rules of Procedure.

☐ Yes ☐ No

_____ Date: _____

Signature of Evaluator

Title of Evaluator

The following is to be used as a supplemental checklist for the Tahoe Regional Planning Agency Initial Environmental Checklist (IEC). It is to be used when reviewing any development right transfer pursuant to Chapter 34 of the Code of Ordinances or Conversion of Use pursuant to Chapter 33 of the Code of Ordinances. Any question answered in the affirmative will require written documentation showing that the impacts will be mitigated to a less than significant level. Otherwise, an environmental impact statement will be required.

The asterisk (*) notes threshold subjects.

a) Land*
Does the proposal result in any additional land coverage?

☐ Yes ☐ No ☐ No, With Mitigation ☐ Data Insufficient

b) Air Quality*
Does the proposal result in any additional emission?

☐ Yes ☐ No ☐ No, With Mitigation ☐ Data Insufficient

c) Water*
Does the proposal result in any additional discharge that is in violation of TRPA discharge standards?

☐ Yes ☐ No ☐ No, With Mitigation ☐ Data Insufficient

d) Does the proposal result in an increase in the volume of discharge?

☐ Yes ☐ No ☐ No, With Mitigation ☐ Data Insufficient

e) Noise*
Does the proposal result in an increase in Community Noise Equivalency Level (CNEL)?

☐ Yes ☐ No ☐ No, With Mitigation ☐ Data Insufficient

f) Aesthetics
Does the proposal result in blockage of significant views to Lake Tahoe or an identified visual resource?

☐ Yes ☐ No
☐ No, With Mitigation ☐ Data Insufficient

g) Recreation*
Does the proposal result in a reduction of public access to public recreation areas or public recreation opportunities?

☐ Yes ☐ No
☐ No, With Mitigation ☐ Data Insufficient

h) Land Use
Does the converted or transferred use result in a use that is not consistent with the goals and policies of the Community Plan or Plan Area Statement?

☐ Yes ☐ No
☐ No, With Mitigation ☐ Data Insufficient

i) Population
Does the proposal result in an increase in the existing or planned population of the Region?

☐ Yes ☐ No
☐ No, With Mitigation ☐ Data Insufficient

j) Housing
Does the proposal result in the loss of affordable housing?

☐ Yes ☐ No
☐ No, With Mitigation ☐ Data Insufficient

k) Transportation
Does the proposal result in the increase of 100 Daily Vehicle Trip Ends (DVTE)?

☐ Yes ☐ No
☐ No, With Mitigation ☐ Data Insufficient

l) Does the proposal result in a project that does not meet the parking standards?

☐ Yes ☐ No
☐ No, With Mitigation ☐ Data Insufficient

m) Utilities
Does the proposal result in additional water use?

☐ Yes ☐ No
☐ No, With Mitigation ☐ Data Insufficient

n) Does the proposal result in the need for additional sewer treatment?

☐ Yes ☐ No
☐ No, With Mitigation ☐ Data Insufficient

o) Historical
Does the proposal result in the modification or elimination of a historic structure or site?

☐ Yes ☐ No
☐ No, With Mitigation ☐ Data Insufficient

DECLARATION:

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.

Signature: **(Original signature required.)**

_____ At _____ Date: _____

Person Preparing Application County

Applicant Written Comments: (Attach additional sheets if necessary)

Print Form

2018 Quarterly Report

TAHOE REGIONAL PLANNING AGENCY

Third Quarter: July – September 2018

TAHOE REGIONAL PLANNING AGENCY

Photo by Drone Promotions

TABLE OF CONTENTS

TRPA STRATEGIC INITIATIVES

ONGOING INITIATIVES AND ANNUAL ACTIVITIES

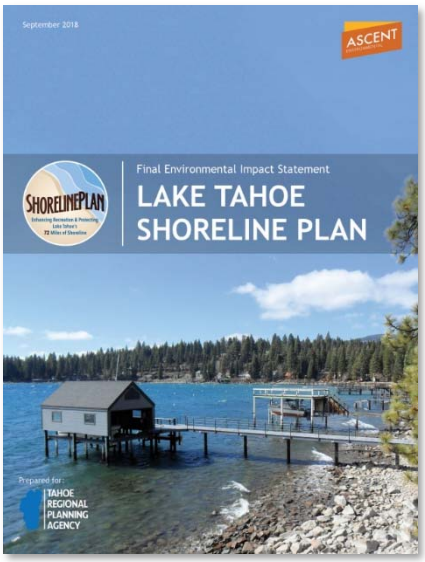
TRPA STRATEGIC INITIATIVES

The Tahoe Regional Planning Agency (TRPA) is moving forward with strategic initiatives the Governing Board identified in 2015 as priorities over the next five years. These initiatives align directly with the four objectives in the agency's Strategic Plan.

SHORELINE PLAN INITIATIVE

Final Environmental Impact Statement

After more than two years of collaborative work developing a proposed Shoreline Plan and alternatives, the Final Environmental Impact Statement (FEIS) was completed and presented to the public in September. The FEIS includes revisions based on feedback received during the 60-day public comment period spanning from early May to early July 2018. TRPA received 149 comments from a variety of stakeholders including agencies, organizations, and individuals.



Many of the comments suggested improvements or revisions to the plan and many of these were incorporated into the final policy recommendations. Policy changes to the plan include an additional no-wake zone safety buffer around non-motorized recreationists, targeted enforcement of noisy boats, phased permitting of new moorings, additional environmental monitoring, and funding for the Lake Tahoe Water Trail. A full list of revisions can be found at http://www.trpa.org/wp-content/uploads/2-Revisions-to-Plan.pdf.

Final Policy Recommendations Endorsed by RPIC

In August, TRPA presented the final policy recommendations from the Shoreline Steering Committee to the Regional Plan Implementation Committee, which reviewed and endorsed the proposed policy changes and revisions to the plan. In September, TRPA staff presented the complete adoption package to the committee, including the FEIS, code amendments, and a Shoreline Implementation Program. The committee unanimously recommended that the TRPA Governing Board certify the FEIS and approve the Shoreline Plan. The Advisory Planning Commission and Governing Board will consider approving the plan in October. If approved by the Governing Board, the implementing ordinances will take effect in January 2019.

The first year of the Shoreline Plan will focus on identifying and registering existing moorings with a TRPA, federal, or state permit, or evidence of clear existence before 1972. Beginning in 2020, TRPA will permit new moorings using a go-slow approach. All moorings will need to be registered, permitted, and tagged with a radio-frequecy identification

tracking system under the Shoreline Plan. TRPA will begin accepting applications for new piers in June 2019. Additional education and enforcement programs will take effect during the 2019 boating season.

Shoreline Implementation Program

The Shoreline Implementation Program demonstrates how the shoreline plan will be implemented and how possible environmental impacts will be successfully mitigated. It also provides more details on a variety of essential new shoreline programs, how these programs will be funded through fees fairly apportioned to various shoreline user groups, and how these programs will improve the environment along Lake Tahoe's shoreline and improve recreation access, safety, and experiences at the lake.

To develop the program, TRPA identified the environmental effects of the plan as well as partner agencies and funding needed to implement the environmental programs that would address those effects. Necessary program elements include additional enforcement, boater education, turbidity monitoring, enhanced boat inspections, mooring permitting and enforcement, and additional aquatic invasive species control.

The Shoreline Steering Committee then proposed the added environmental improvements be funded by fees collected from boating related structures and activities. The fees would pay for permitting and essential programs to avoid, offset, and mitigate environmental impacts associated with the plan. Funding needed for the program would be collected through annual mooring registration fees, an increase to the boat sticker fee collected at the aquatic invasive species boat inspection stations, and through a boat rental concession fee.

More information can be found on the Shoreline Implementation Program at http://shorelineplan.org/wp-content/uploads/2018/09/Apdx-A-Shoreline-IP.pdf

Stakeholder Coordination

Once the Shoreline Plan is adopted, TRPA and partner agencies will continue to coordinate on permitting, enforcement, and education. This commitment is reflected in formal agreements between TRPA and multiple agencies that are included in the final Shoreline Plan adoption package. These partnerships include an agreement with California State Lands Commission to allow the two agencies to identify and remove unauthorized buoys (a similar agreement already exists in Nevada); an agreement with local law enforcement, the Coast Guard, and Nevada Division of Wildlife to coordinate education and enforcement of boating safety regulations; and an agreement with California State Lands Commission to ensure that every pier project takes measures to protect the public trust easement on the California side of Lake Tahoe.

DEVELOPMENT RIGHTS STRATEGIC INITIATIVE

Development Rights at September APC

This quarter the Development Rights Working Group received recommendations by both the TRPA Advisory Planning Commission and TRPA Regional Implementation Plan Committee for the proposed changes to the development rights system. The TRPA Governing Board will consider adoption of the recommended changes at the October meeting.

The Development Rights Strategic Initiative proposes five changes to the system:

1. Allowing conversions between different types of development rights – commercial floor area, tourist accommodation units, and residential units of use – using environmentally neutral exchange rates;
2. Expanding the eligibility of the residential bonus unit incentive program;
3. Enhancing the development rights banking system through partnerships with the local land banks;
4. Eliminating overlapping, multi-jurisdictional approvals of development rights transfers; and
5. Eliminating the requirement to have an approved project on a receiving site prior to a transfer of development rights.

When implemented, the changes are expected to encourage and accelerate environmentally beneficial redevelopment needed to achieve the goals of the 2012 Regional Plan.

STORMWATER MANAGEMENT OPERATIONS & MAINTENANCE STRATEGIC INITIATIVE

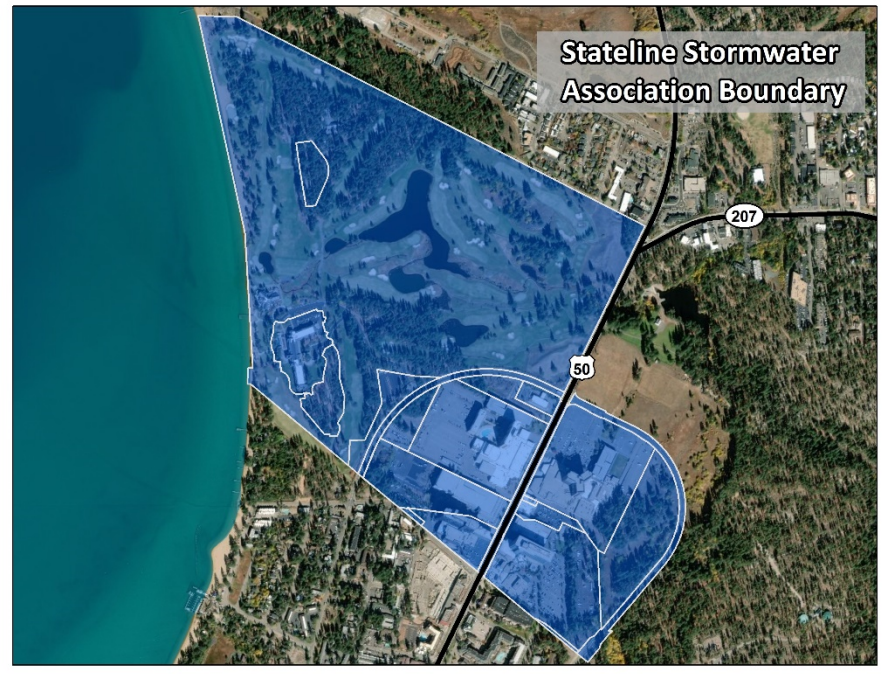
BMP Certificates Issued

TRPA issues best management practices (BMP) certificates to recognize a parcel's compliance with stormwater management requirements in TRPA's Code of Ordinances. The Stormwater Management Program targets priority properties for BMP compliance in coordination with local jurisdictions to achieve required pollutant load reductions. Concentrating BMP compliance on commercial and large multi-family (six units or more) properties is shown by the Total Maximum Daily Load Program to generate more pollutant load reductions compared to single-family residential properties. This quarter, TRPA issued 108 BMP certificates: 84 for single-family residential parcels, 15 for multi-family residential parcels, and nine for commercial parcels. The cumulative total for 2018 is shown below:

BMP Certificates issued from January 1 to September 30, 2018					
	Land Use	**Total Certificates Issued Year to Date**	**Certificates Issued Through Permitted Projects**	**Certificates Issued Through Voluntary Compliance**	**Certificates Issued Through Enforced Compliance**
California	Single Family Residential	79	52	25	2
	Multi-Family Residential	3	0	0	3
	Commercial	10	1	6	3
	California Total	**92**	**53**	**31**	**8**
Nevada	Single Family Residential	56	23	15	18
	Multi-Family Residential	74	59	10	5
	Commercial	2	0	0	2
	Nevada Total	**132**	**82**	**25**	**25**
	Total Certificates Issued	**224**	**135**	**56**	**33**

Stateline Stormwater Association Update

An important area-wide system for treating stormwater runoff before it reaches the lake is the long-standing Stateline Stormwater Association system. This quarter, the Michael Laub Building joined the Stateline Stormwater Association in Douglas County, Nevada, completing membership of all possible association participants. The association was formed to construct, operate, and maintain common stormwater control, treatment, and disposal facilities serving the Stateline casino core area. The association includes Mont Bleu, Harrah's, Harvey's, Hard Rock, Park Cattle Company (Edgewood Golf Course), PCS Stateline LLCP (the former Wells Fargo Bank parcel), Douglas County (Lake Parkway right-of-way), Nevada Department of Transportation (Highway 50 right-of-way) and now the Michael Laub Building. Improvements constructed by the association tie together the individual properties' drainage systems, deliver an estimated 83 percent of the design storm volume to the underground treatment facility, and discharge to



Map showing the area and boundaries of the Stateline Stormwater Association in Douglas County, Nevada.

the series of wet ponds used for irrigation storage on the golf course. The association assumes responsibility for the common facilities while members take responsibility for their own private facilities.

Multi-Family BMP Retrofit at 3689 Blackwood Road

TRPA's Stormwater Management Program oversaw the installation of BMPs at a multi-family property located adjacent to a stream environment zone at 3689 Blackwood Road in the City of South Lake Tahoe. Property improvements included installation of a vegetated basin to treat stormwater runoff, trash enclosures, parking barriers to prevent cars from parking off paved areas, and paving a dirt parking area.

BMP retrofit on a multi-family dwelling showing the site before the BMP retrofit project (left) and after project completion.

Process Improvements

BMP Database/LTinfo Integration: At the September meeting of the BMP Working Group, Sitka Technology demonstrated recent reporting improvements made by integrating TRPA's BMP database with the LT Info and Total Maximum Daily Load Stormwater Tools websites. The improvements increase public access to parcel BMP data, provide property owners the ability to print final certificates, streamline BMP compliance reporting, and make it easier for local governments to use parcel BMPs to meet Total Maximum Daily Load requirements.

Site-Constraint Mapping: This quarter, TRPA completed regional mapping of BMP constrained parcels. Stormwater Management Program and GIS staff collaborated to generate a regional map of all parcels unable to meet TRPA's stormwater infiltration requirements due to various site constraints. The process looked at a variety of spatial datasets including on-site verification of land capability and site constraints to determine which properties should install only source control BMPs rather than full infiltration BMPs. Prior to producing the map, stormwater management staff made site-constraint determinations on a parcel-by-parcel basis.

AQUATIC INVASIVE SPECIES STRATEGIC INITIATIVE

Western Governors Association Workshop

In September, Lake Tahoe hosted a Western Governors Association workshop focused on the prevention and control of aquatic invasive species (AIS). Hawaii Gov. David Ige, chair of the association, has prioritized invasive species issues for the governors to work together to solve. TRPA staff Julie Regan and Dennis Zabaglo spoke to the issues on panels focusing on cross-boundary management and coordination and innovative, emerging approaches to prevention and control of AIS. California Natural Resources Secretary John Laird moderated the workshop. Nevada Gov. Brian Sandoval also attended and presented opening remarks highlighting Tahoe's leadership in prevention and control strategy innovations.

AIS Prevention

Prevention Program 10-Year Anniversary: Watercraft inspections began at Lake Tahoe in 2008 in an immediate response to the discovery of quagga mussels in Lake Mead. TRPA and the Tahoe Resource Conservation District, along with dozens of private and public partners, have successfully kept unwanted aquatic invaders at bay since that time. With over 150 waterbodies in the West having been infested with quagga mussels over the last 10 years, the commitment to prevention at Lake Tahoe has paid off. A celebratory event in early October recognized 10 years of accomplishments and thanked and congratulated the partnership for its commitment to protecting Lake Tahoe.

Engagement with the Boat Industry: TRPA is leading the development of relationships with the boat industry to encourage companies to consider AIS when designing and constructing boats. A team of resource managers and boat industry representatives have completed a technical report meant to educate the industry about the problem of invasive species, what resource managers are doing, and what the industry should consider doing to help prevent the spread of AIS. To highlight the report's completion, the American Boat and Yacht Council hosted a second AIS summit, and TRPA staff participated in panel discussions to demonstrate accomplishments in fighting AIS and the need for continued partnerships.

AIS Control

Tahoe Keys: The lagoons and waterways of the Tahoe Keys are heavily infested with invasive aquatic plants making it the AIS program's top priority for control to prevent spread to other parts of the lake. The Tahoe Keys property owners have proposed treatment methods that include use of herbicides, a proposal that is not only controversial, but also a method that has never been used in a pristine waterbody like Lake Tahoe. Because of the wide-ranging views on what should be done, TRPA, together with stakeholders, initiated a collaborative decision-making approach to ensure a wide range of interests are considered in deciding what is needed to control AIS and improve water quality in the Tahoe Keys. Zephyr Collaboration has been selected to lead that collaborative mediation, which will be accompanied by the selection of a firm to develop the necessary environmental documents for TRPA and the Lahontan Regional Water

Quality Control Board to review and evaluate the proposal and alternatives that will be developed through the collaborative process.

Projects: Projects to control invasive aquatic plants and Asian clams have been ongoing at multiple locations around the lake: at the Truckee River (plants), Lakeside Marina (plants), Elks Club Marina (plants), and Sand Harbor (clams). In addition, laminar flow aeration, a new AIS control tool, is being tested at Ski Run Marina. Laminar flow aeration is predicted to cause the organic layer at the bottom of the marina to decompose and limit the food supply for invasive aquatic plants. The Tahoe Keys Property Owners Association has also applied to test this technique in the lagoons and waters of the Keys.

AIS Monitoring

Lake-wide Monitoring of Aquatic Plants: For the first time, aquatic plants are being comprehensively surveyed in Lake Tahoe. Previous more targeted surveys did not include marinas or tributaries. This lakewide survey includes extensive in-water diver transects and remote sensing using bathymetric LiDAR and high-resolution aerial imagery. These survey techniques will provide valuable information about the location of infestations, their density and extent, and will also strengthen strategic planning of future AIS control actions.

ONGOING INITIATIVES AND ANNUAL ACTIVITIES

LONG RANGE & TRANSPORTATION PLANNING DIVISION

State Route 89 Recreation Corridor Management Plan: Led by TRPA, the Tahoe Transportation District, and U.S. Forest Service, this plan brings together 17 agencies and organizations to develop transportation and visitor management strategies to address the impacts of the corridor's high visitor use and travel demand. Progress this quarter included extensive data collection, surveys, stakeholder meetings, and site visits. Data collected will be used to develop a suite of recommended projects and strategies to better manage transportation, recreation, and the visitor experience in the corridor.

The SR 89 corridor runs from West Way in El Dorado County to the El Dorado/Placer County line at Sugar Pine Point State Park.

2018 Summer Travel Survey: From August 16-27, TRPA staff led the biennial travel survey at 50 different locations throughout the Lake Tahoe Region. Responses to 1,048 survey interviews provide a more complete picture and better understanding of both resident and visitor travel behavior. The resulting survey dataset includes mode share, travel time, origin-destinations, vehicle occupancy, and trip purpose. This data serves many purposes at TRPA such as regional performance metrics, project planning, and travel

demand modeling. For example, the survey sample data shows that 73 percent of all trips were completed by personal automobile, with walking (14 percent) and biking (7 percent) as the next most common travel modes. A report presenting the data will be available in fall 2018.

Linking Tahoe Website: TRPA, with partners, refurbished and launched in June the www.LinkingTahoe.com website as a travel options website. Early use of the site is promising. During a 30-day period this quarter, website analytics showed that 89 percent of website viewers are new individual users, totaling 169 new users in 30 days. The most visited pages within the website are "Getting Around," which highlights travel options for exploring Tahoe, and "Getting Here," which highlights travel options for getting to Tahoe from outside the region.

Electric Vehicle Readiness: Proactive steps are underway to implement priority actions under the Tahoe-Truckee Plug-In Electric Vehicle Readiness Plan to help reduce vehicle-related air pollution and greenhouse gas emissions. TRPA staff analyzed 20 basin locations for potential charging stations. The analysis included site walks and development of blueprints for infrastructure. The plans will be used in upcoming grant applications to purchase and install charging stations.

CivicSpark: Two fellows began an 11-month work period in the Tahoe Basin through the CivicSpark program. CivicSpark is a California Governor's Initiative AmeriCorps program dedicated to building local government's capacity for to address community resilience to changing climate effects. The two fellows will work with TRPA and local government staff on climate change related projects to help implement specific actions outlined in the award-winning Lake Tahoe Sustainability Action Plan.

Housing: The lack of attainable housing in the Tahoe Region is having significant impacts on local communities. Solutions to the region's housing challenges will take collaboration among diverse stakeholders. TRPA staff are active participants in the Mountain Housing Council and Housing Tahoe partnerships to identify workforce housing needs and policy recommendations. This quarter, TRPA recommended approval of one of the Mountain Housing Council and Housing Tahoe policy recommendations to raise the minimum income for residential bonus units, making residential housing more attainable to residents. TRPA's priority to address housing issues at Lake Tahoe was featured in the Summer 2018 American Planning Association Housing and Community Development Newsletter. The article highlighted the policy actions that TRPA is planning or has taken to address the "missing middle" and the need for moderate-income housing.

Northern California Assessor's Association Conference: TRPA staff presented at the Northern California Assessor's Association Conference to educate professionals about the unique regulatory framework in Tahoe, the development rights program, and sensitive lot retirement deed restrictions.

CURRENT PLANNING DIVISION

Permit Application Review

The number of permit applications received this quarter is up compared to the same quarter last year. The number of applications received this quarter is the highest number of permit applications received in any quarter in the past 10 years. Both the active economy and anticipated changes to the development rights system likely account for the high application numbers.

Summary of TRPA Project Applications Received
Quarter 3 2017 through Quarter 3 2018

	Q3 CY2017	Q4 CY2017	Q1 CY2018	Q2 CY2018	Q3 CY2018
Applications Recieved[1]	**243**	**199**	**213**	**278**	**293**
Residential Projects[2]	44	25	50	83	63
Commercial Projects[2]	5	4	4	5	7
Recreation/Public Service Projects[2]	9	11	16	11	9
Environmental Improvement Construction Projects	1	0	5	5	2
Shorezone/Lakezone Projects[2]	7	5	4	22	4
Grading Projects	16	7	5	12	14
Verifications and Banking[3]	124	123	91	94	145
Transfers of Development	5	7	13	14	14
Other[4]	32	17	25	32	35

Notes:

1 Does not include Exempt projects, Qualified Exempt declarations, Tree Removal applications, or Administrative applications.

2 Includes New Development and Additions/Modification

3 Includes Soils/Hydrology Verifications, IPES, Land Capability Verifications, Land Capability Challenges, Verifications of Coverage, Verifications of Uses, Site Assessments and Standalone Banking Applications

4 'Other' includes Historic determinations, Lot Line Adjustments, Temporary projects, Scenic, Underground Tank Removal, Subdivision of Existing Uses, Sign, Allocation Assignments, and other miscellaneous project types

Source: TRPA Accela Permit Records

Hearings Officer Meetings

The Hearings Officer approved 15 project applications this quarter:

- Two land capability challenges.
- Replacement of 11,000 linear feet of gas pipelines in Placer and Washoe counties to bring pipeline into code conformance.
- Placement of cellular antennas on existing utility poles within the public right-of-way to improve cell service on the North and South shore areas of Tahoe.
- Upgrades to the existing AT&T wireless communications facility on top of Harvey's Casino in Stateline, Nevada.
- A new 2,400 square foot commercial building in Kings Beach.

- A small seasonal boat tour to operate out of Tahoe Keys Marina.
- A new service station and convenience store in Kings Beach.
- Construction of an eight-unit market-rate multi-family apartment building on a vacant parcel.
- Conversion of the "Le Petit Pier" Restaurant building to a single-family dwelling.
- Modifications to two historic single-family dwellings.
- Demolition and rebuild of a historic residence.
- An addition to a residence in Crystal Bay.

ENVIRONMENTAL IMPROVEMENT PROGRAM DIVISION

The Lake Tahoe Summit

The 2018 Lake Tahoe Summit, sponsored this year by U.S. Senator Dean Heller (R-Nevada), was held at Sand Harbor State Park on August 7. Environmental Improvement Program (EIP) Division Manager Kim Caringer led the collaborative development of the 2017 EIP Accomplishments Report (see Appendix A of this quarterly report) that is made annually to elected officials ahead of the event. The report summarizes the collective achievements of the EIP Partnership for the 2017 calendar year. The Tahoe Interagency Executive Steering Committee also worked together to deliver key messages to elected officials about the 2017 lake clarity readings, the effect climate change is having on the region, and the need for federal appropriations under the Lake Tahoe Restoration Act to continue implementing the highest priorities of the EIP.

An estimated 500 people attended the summit, which featured members of Tahoe's congressional delegation and keynote speaker Sen. Lisa Murkowski (R-Alaska). Notably, Sen. Murkowski congratulated TRPA in her speech for leading the collaborative partnerships responsible for environmental preservation in the Tahoe Basin. Sen. Heller also saluted TRPA as we approach the Agency's 50th anniversary in late 2019.

Attendees at the 2018 Lake Tahoe Summit at Sand Harbor in August. (Credit: Tom Lotshaw)

Nevada Legislative Oversight Committee Project Tour

In August, the EIP Division planned and led a boat tour for Nevada Legislative Oversight Committee members to highlight progress on major Nevada EIP projects. Committee members toured the Incline to Sand Harbor bike trail, the Asian clam control project at Sand Harbor, and forest health projects in Douglas County. The tour also included guest speakers and discussions on water quality, lake clarity, sustainable recreation, and transportation.

Lake Tahoe West Partnership

This quarter, the Lake Tahoe West Interagency Design Team made progress on developing the landscape restoration strategy for Tahoe's 60,000-acre forested landscape on the West Shore. The team completed the ecological modeling and worked with stakeholders to identify the best land management strategies that will lead to forest health and resilience. The Lake Tahoe West Partnership is now engaged in developing the decision-making tools that will help the partnership weigh the benefits and tradeoffs of different land management strategies. The final restoration strategy is expected in spring 2019.

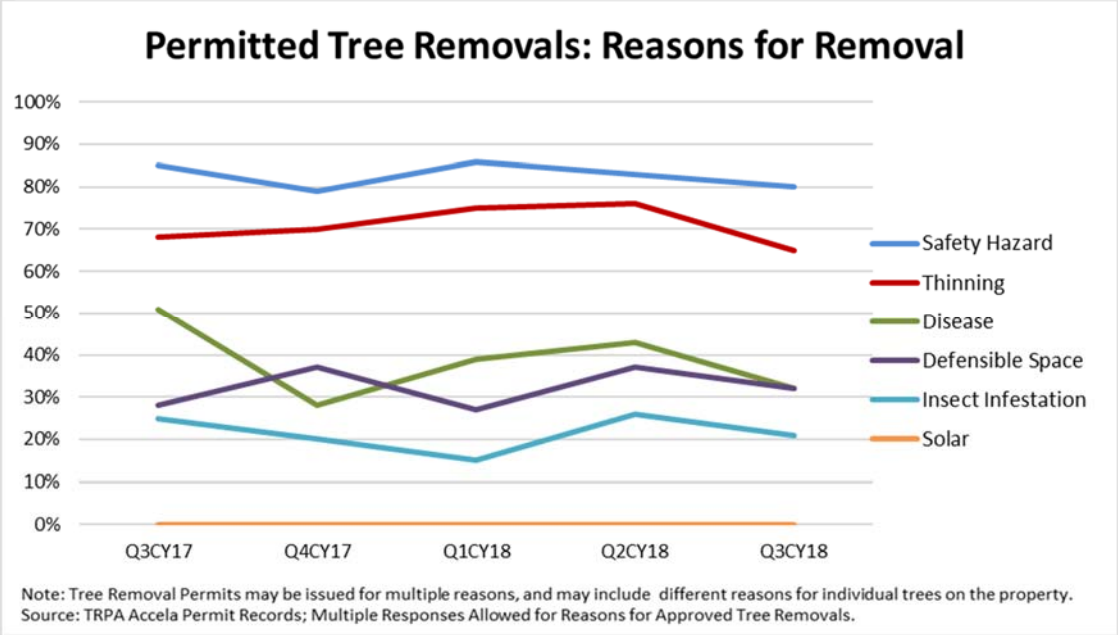
Urban Forestry/Tree Removal Permits on Private Property

TRPA's forester is part of the network of forestry and fire professionals who help private landowners keep their property safe and defensible from wildfire. TRPA's staff forester provides expertise in tree risk assessment and serves Tahoe's private property owners with thorough tree evaluations. The table below summarizes tree removal applications by quarter since the third quarter of 2017. In the third quarter of 2018, TRPA received 334 tree removal applications. Trees removed due to safety hazard continue to be the primary reason for marking trees for removal.

Summary of TRPA Tree Removal Applications & Permitting Activity Quarter 3 2017 through Quarter 3 2018

	Q3 CY2017	Q4 CY2017	Q1 CY2018	Q2 CY2018	Q3 CY2018
Tree Removal Applications Received	**338**	**153**	**90**	**271**	**334**
Number of Trees Permitted for Removal	1,296	520	339	1,431	1,155
Percent Applications Submitted Online	60%	67%	68%	69%	73%

Source: TRPA Accela Permit Records



Note: Tree Removal Permits may be issued for multiple reasons, and may include different reasons for individual trees on the property.
Source: TRPA Accela Permit Records; Multiple Responses Allowed for Reasons for Approved Tree Removals.

EIP Project Implementation

Progress was made on major multi-year EIP projects this summer:

U.S. Highway 50 "Y" to Trout Creek Water Quality Improvement Project: Caltrans widened the roadway in this high traffic urban area in the City of South Lake Tahoe to provide six-foot shoulders for bike lanes, curb, gutter, and sidewalks. Stormwater improvements were also completed, including the installation of a large sand filter to reduce fine sediment runoff into the Upper Truckee River. Project completion is expected in 2019.

Installation of a Delaware sand filter near the Upper Truckee River in July 2018 as a part of the U.S. Highway 50 "Y" to Trout Creek project (Credit: Caltrans)

Fanny Bridge/State Route 89 Community Revitalization Project: Major components of the Tahoe City Community Revitalization project were completed this summer. Construction began on the new bridge and alignment that will redirect traffic and reduce congestion in Tahoe City. Construction also continued on the Dollar Creek and Meeks Bay multi-use paths. These new travel routes and pathways are critical links in improving transportation on the West Shore. Project completion is expected in 2019.

Nevada Stateline to Stateline Bikeway: This three-mile, multi-use path from Incline Village to Sand Harbor State Park is nearly finished after most of the major construction was completed in 2018. The path is expected to open to the public in spring 2019. Transportation partners are also making progress on planning for the next eight-mile segment that will continue the pathway further south along the Nevada side of the lake.

RESEARCH & ANALYSIS DIVISION

Parcel Tracker Updates

The Lake Tahoe Info Parcel Tracker (https://parcels.laketahoeinfo.org/) provides information to the public about parcels in the Tahoe Region. Information on over 550 parcels was updated in the Parcel Tracker this quarter. TRPA also responded to almost 50 help requests directly through the Parcel Tracker. These requests from property owners, real estate agents, and local government partners request updated permitting information on parcels.

ProjectFirma User Group Meeting

ProjectFirma is an instance of where the newly emerging sharing economy provides networked benefits, often at no cost to users like TRPA. In September, TRPA hosted a ProjectFirma User Group meeting at the TRPA offices. ProjectFirma is a version of the EIP

Project Tracker that is co-licensed by TRPA and Sitka Technology Group who worked with TRPA to build the EIP Tracker. There are currently five instances of ProjectFirma:

1. EIP Project Tracker | TRPA, launched: 2014
2. Clackamas Partnership Project Tracker | Clackamas Partnership, Oregon, launched: 2017
3. California RCD Project Tracker | Resource Conservation Districts across California, launched: 2017
4. Watershed Health Outcomes Project Tracker | Peaks to People Water Fund, Colorado, launched: 2018
5. Conservation the Idaho Way Project Tracker | Idaho Soil & Water Conservation Commission, launched: 2018

Two more instances of ProjectFirma for the Washington Department of Natural Resources and the Puget Sound Partnership are currently in development. Representatives from all these groups came together to showcase individual applications of ProjectFirma and demonstrate how they are using the software for their organization's needs. The group discussed new functionality that could be added to the system.

Attendees at the ProjectFirma User Group meeting hosted by TRPA in September 2018. (Photo: Matt Deniston)

Map Services Update

Often a story can be told and understood more readily using maps. Accordingly, TRPA continues to grow its strengths in providing GIS services and GIS data analytics to the agency and public alike.

- www.tahoeopendata.org has **additional downloadable resources** and has been updated to contain a gallery of interactive maps.
- Deployed a real-time **smoke forecast map** that was viewed by the public over 8,000 times. The map can be viewed at: http://gis.trpa.org/smokemap/.
- All agency ArcMap (GIS) users were transitioned to **advanced licenses** this quarter, allowing for increased functionality and productivity.
- Over 50 TRPA staff have been allocated ArcGIS online accounts extending GIS functionality to almost all staff.

Integrated Monitoring

Partners in the basin continue to look for opportunities to streamline and better coordinate monitoring and data collection to inform management decisions. From June through August, NASA, U.S. Forest Service Pacific Southwest Research Station, Lake Valley Fire Department, University of Nevada Reno, and TRPA partnered to collect updated LiDAR data for the basin. LiDAR is a remote sensing technology that uses laser pulsed from an airplane to assess topography and vegetation. The data will be used to quantify wildfire risk, tree mortality, impervious cover, stream channel condition, and evaluate the response of forest communities to forest health treatments. Quantifying the benefits of fuels treatments is essential to designing better forest health treatments and optimizing resource allocation by EIP partners to reduce wildfire risk and promote resiliency in the basin's forests.

Conservation Manager's Roundtable

TRPA staff in July attended a Conservation Managers Workshop in Portland, Oregon, where people from 10 natural resource organizations in California, Idaho, Nevada, Oregon, and Washington shared experiences and best practices in organizational development, monitoring, and resource conservation.

Attendees at the Conservation Manager's Roundtable meeting in July 2018. (Photo: Damon Knight).

2017 Clarity Numbers

The Total Maximum Daily Load is the science-based adaptive management framework to restore the historic clarity of Lake Tahoe over the next 70 years. 2017 was a year of climatic extremes. Numerous atmospheric rivers, near record snowpack at higher elevations, multiple rain on snow events, and record lake temperatures led to an historic low annual average lake clarity. Scientists are evaluating whether 2017 may be a harbinger of things to come or is an anomalous outlier. In response to decline in lake clarity in 2017, the states of California and Nevada directed the Tahoe Science Advisory Council to take a fresh look at how we monitor the lake's health, to ensure managers are getting the information they need to make informed decisions about the regions' future. The council is working closely

with program managers so that their recommendations can be integrated into the existing management frameworks. Environmental Improvement Program partners also continue to review project design and implementation criteria to account for climate adaptation.

EXTERNAL AFFAIRS

TRPA supports a culture committed to public education, outreach, and community engagement to implement the Tahoe Regional Plan. The external affairs team leads public engagement initiatives in collaboration with a wide variety of agency and nonprofit stakeholders. This quarter, TRPA continued ongoing education and outreach in the Lake Tahoe Region to raise awareness about issues at Lake Tahoe and improve public understanding about the role of TRPA and the EIP collaborative partnership.

Tahoe Partnership members Darcie Collins and Andrew Strain with TRPA External Affairs Chief Julie Regan in Washington, D.C.

Legislative Affairs

Tahoe Partnership: TRPA collaborated with representatives of the Tahoe Partnership Darcie Collins and Andrew Strain on meetings with members of the congressional delegation in Washington D.C. in September. The partnership is advocating for federal funding under the Lake Tahoe Restoration Act.

Public Outreach and Education

Tahoe Watershed Summit: External affairs staff participated in the annual Tahoe Basin Watershed Education Summit at Meeks Bay on September 27-28. TRPA partnered with Sierra Watershed Education Partnership to lead a station on citizen science for more than 30 high school students from Lake Tahoe and Truckee.

Fire Fest: Staff represented TRPA at the 2018 Fire Fest event at Hard Rock Hotel and Casino on September 29, engaging with the public to help them learn more about wildfire risk, prevention, and community preparedness, and how TRPA and other members of the Tahoe Fire and Fuels Team are working to reduce catastrophic wildfire risk at Lake Tahoe.

Cal Fire Grant: TRPA and other partners on the Tahoe Fire and Fuels Team applied for and are working to finalize a $59,950 grant from Cal Fire to help pay for a two-year outreach campaign in 2019 and 2020 to raise greater public awareness about wildfire risk, prevention, and steps people can take to improve wildfire preparedness at Lake Tahoe.

World Tourism Day: External Affairs Chief Julie Regan represented TRPA at a World Tourism Day Forum that focused on problems of overtourism. At the forum, industry experts shared ideas on how communities can benefit from tourism economically while ensuring that tourism does not degrade daily life, disrupt natural and cultural resources, reduce visitor experiences or quality of life for local residents. The forum was hosted by The Center for Responsible Travel and George Washington University's International Institute of Tourism Studies.

TRPA shared the stage with Maria Reynisdóttir from Iceland's Ministry of Industries and Innovation and Jonathan Tourtellot, Founder of National Geographic's Center for Sustainable Destinations in late September on World Tourism Day. Photo courtesy of the Center for Responsible Travel.

FINANCE, INFORMATION TECHNOLOGY, & FACILITIES

Finance Update

Work has begun on fiscal years 2019/21 biennial budget for the State of Nevada and fiscal year 2019/20 budget for California.

Tahoe Regional Planning Agency

First Quarter Revenue vs. Expenses

	FY 2018	FY 2017	Change
Revenues			
State Funding	6,773,441	6,427,187	346,254
Grants	214,772	179,359	35,413
Fees for Service	941,107	963,636	(22,530)
Other	201,983	235,030	(33,047)
Total	8,131,303	7,805,212	326,091
Expenses			
Compensation	1,426,081	1,237,309	188,771
Contracts	375,978	525,913	(149,935)
Financing	9,900	9,445	455
Other	331,061	369,205	(38,144)
Total	2,143,020	2,141,873	1,147
Net Fund Balance	5,988,283	5,663,339	324,943

Tahoe Regional Planning Agency

First Quarter Change in Net Assets

	Beginning	End	Change
Assets			
Current Assets	30,273,102	28,912,143	(1,360,959)
Long Term Assets	9,594,629	9,594,629	0
Total	39,867,731	38,506,772	(1,360,959)
Liabilities			
Current Liabilities	491,849	493,802	1,953
Deferred Revenue	2,009,173	2,126,483	117,310
Deposits	462,957	442,957	(20,000)
Long Term Debt	8,445,000	8,445,000	0
Mitigation Funds	10,843,115	10,010,456	(832,659)
Securities	5,304,215	5,138,042	(166,173)
	27,556,308	26,656,739	(899,568)
Net Fund Balance	12,311,423	11,850,033	(461,391)

Facilities Update

The agency signed a long-term lease with a new tenant, and the building is now fully leased. During the last three months, solar panels on the roof of the TRPA building have generated 402,152 kilowatt hours of electricity reducing carbon dioxide emissions by 281.5 tons.

HUMAN RESOURCES

Training and Development: Alison Gaulden of the University of Nevada, Reno Reynolds School of Journalism returned this quarter to hold a multi-agency workshop, "Writing for Results," and provided a refresher session for staff who participated in an earlier offering of the workshop.

Performance Reviews: At the end of each fiscal year, managers at TRPA review each staff member's individual action plan and determine how well each employee is meeting his or her goals, the agency's work program goals, and core competencies for all employees. These reviews are the basis for end of year incentive pay as well, which is paid in July.

New Retirement Plan Administrator: Human Resources and Finance staff selected Voya as the new administrator for the agency's retirement plans following a competitive request for proposals process. The agency is now transitioning its retirement plans to the new administrator.

Bill Watson leading a tour for TRPA staff of the historic Thunderbird Lodge.

Annual Summer Picnic Held at Thunderbird Lodge: The Thunderbird Lodge graciously allowed TRPA to hold its annual staff picnic at the lodge on a Monday when the lodge is normally closed to the public. TRPA staff spent part of an afternoon at the historic site enjoying a barbeque lunch, tours of the historic property, and stories as only its expert curator Bill Watson can them. Thank you Bill for the opportunity and hospitality.

New TRPA Staff

Tom Boos, Environmental Improvement Division
Tom is the new associate environmental specialist at TRPA focused on the prevention duties of the aquatic invasive species (AIS) program. Tom was previously the AIS coordinator for the State of Montana. He is originally from Wisconsin and graduated from the University of Wisconsin, Madison with a degree in landscape architecture focused on ecological restoration and land use planning.

Michael Conger, Long Range & Transportation Planning
Michael is the new senior long range planner at TRPA. Michael has a bachelor's degree in city and regional planning and a master's degree in public policy, both from Cal Poly San Luis Obispo. He spent several years in progressively more responsible planner roles with San Luis Obispo County before joining TRPA. Michael's work at TRPA is focused on area plan updates and code amendments.

Karen Fink, Long Range & Transportation Planning
Karen Fink rejoined TRPA, this time as a senior planner. Karen is working on policies that affect housing and Regional Plan goals for sustainable redevelopment. We are excited to have Karen back at TRPA!

APPENDIX A

Environmental Improvement Program Handouts

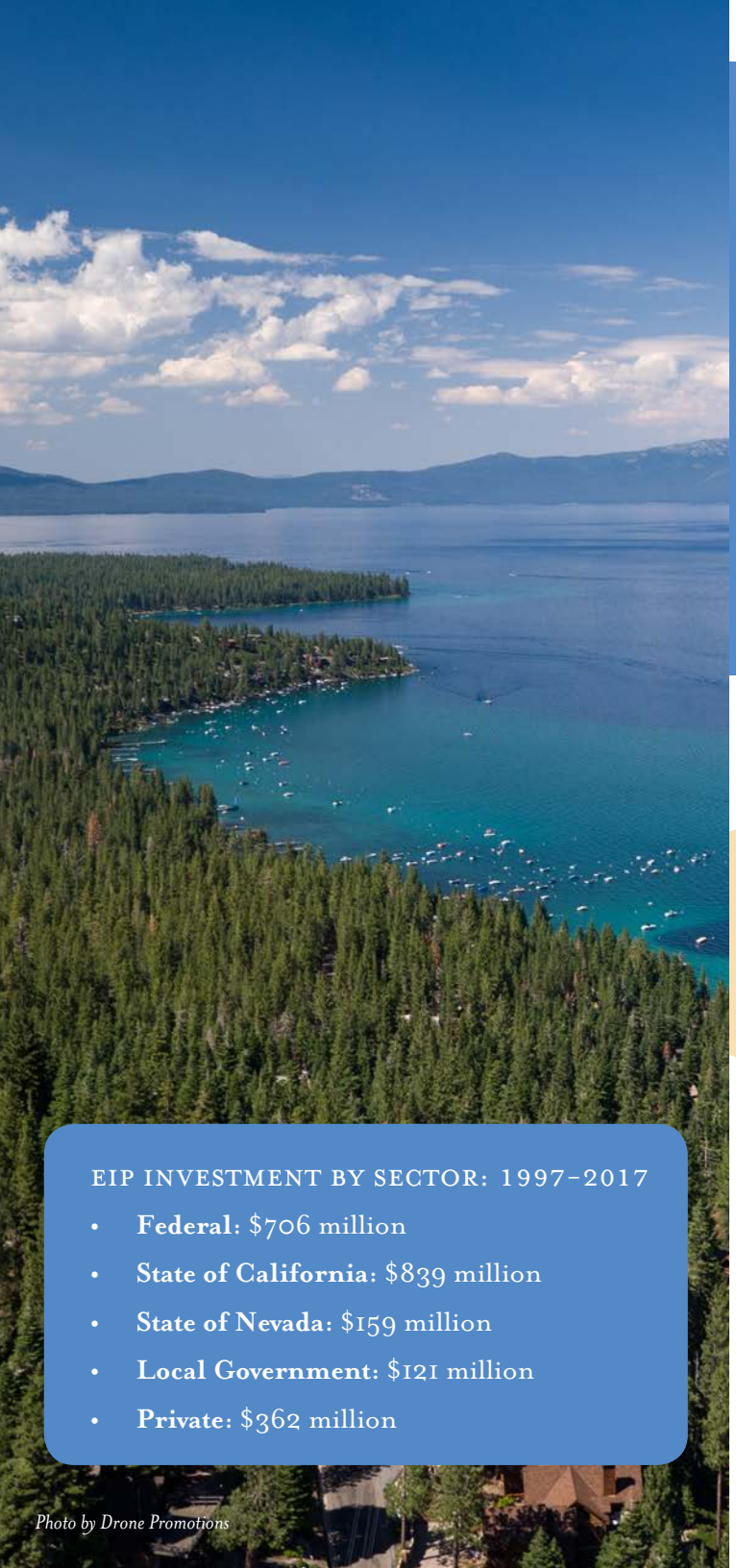
from the 2018 Lake Tahoe Summit

LAKE TAHOE SUMMIT • 2017 ACCOMPLISHMENTS

Environmental Improvement Program

August 2018

LAKE TAHOE
ENVIRONMENTAL
IMPROVEMENT PROGRAM



EIP INVESTMENT BY SECTOR: 1997–2017

- **Federal:** $706 million
- **State of California:** $839 million
- **State of Nevada:** $159 million
- **Local Government:** $121 million
- **Private:** $362 million

Photo by Drone Promotions

ENVIRONMENTAL IMPROVEMENT PROGRAM

Formed in 1997, the Lake Tahoe Environmental Improvement Program (EIP) is an unparalleled partnership working to achieve major environmental goals for the Region. Local, state, and federal government agencies, private entities, scientists, and the Washoe Tribe of Nevada and California are all collaborating to restore the water clarity and environmental health of Lake Tahoe. The collective impact of 50-plus partner organizations last year resulted in improved forest and ecosystem health, restored fish and wildlife habitat, and better public recreational access. However, emerging threats from climate change, invasive species, and wildfire are challenging the partnership in unprecedented ways. For example, the end of the most severe drought in a millennium followed by the wettest winter on record and warming summer temperatures all combined in 2017 to reduce the lake's average annual clarity to its lowest recorded level. Continued investment in the EIP from all sectors is necessary to build upon the success of the last 20 years and to adapt to more extreme weather events.

1997-2017 EIP ACCOMPLISHMENTS

154 **miles of bike and pedestrian multi-use trail** constructed or improved

780 **miles of roadway** upgraded to reduce erosion and stormwater pollution

3,195 **feet of public shoreline** added

62 **acres of treatment** to remove invasive weeds and Asian clams

74,638 **acres of forest** treated to reduce hazardous fuels

70,917 **boats** inspected for aquatic invasive species

30,576 **boats** decontaminated

1,735 **acres of SEZ** restored or enhanced*

**This includes the 592 acres of the Upper Truckee River Marsh Restoration Project, which is currently in the planning phase. The project will be one of the largest stream environment zone (SEZ) restorations undertaken at Lake Tahoe.*

Water Quality and Clarity

Sand Harbor Lake Tahoe Nevada State Park. Drone Promotions (left). Restored Zephyr Cove beach outfall. Nevada Tahoe Conservation District (right).

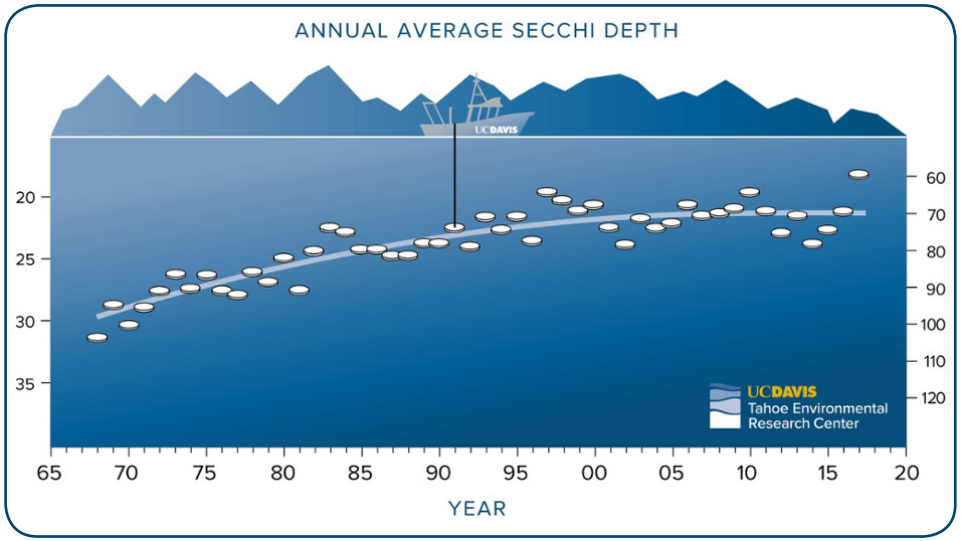
The 1960s building boom in the Tahoe Basin caused a precipitous decline in the lake's water clarity because of increased stormwater runoff in urban areas that carries fine sediment, nitrogen, and phosphorus into the lake. EIP projects are treating stormwater runoff and restoring important natural filters like meadows and wetlands. Despite an improvement in clarity over the last 20 years, Tahoe's average annual clarity declined to 59.7 feet in 2017—the lowest level ever recorded. The end of the worst drought in 1,200 years followed by one of the wettest winters on record combined to reduce clarity. But clarity numbers are rebounding in 2018 and the five-year average lake clarity is 70 feet, showing that environmental improvement projects are working.

2017 Accomplishments

- Local jurisdictions and state transportation partners prevented approximately 299,550 pounds of fine sediment from entering the lake through water quality projects.
- El Dorado County created eight new stormwater infiltration basins and restored 3.5 acres of stream environment zone near Meyers Creek, reducing fine sediment by more than 50 percent.
- Nevada Tahoe Conservation District completed the Zephyr Cove Water Quality project preventing stormwater from discharging into the lake.
- The City of South Lake Tahoe demolished the blighted Knights Inn motel and started constructing new infrastructure to reduce flooding and revitalize the community.

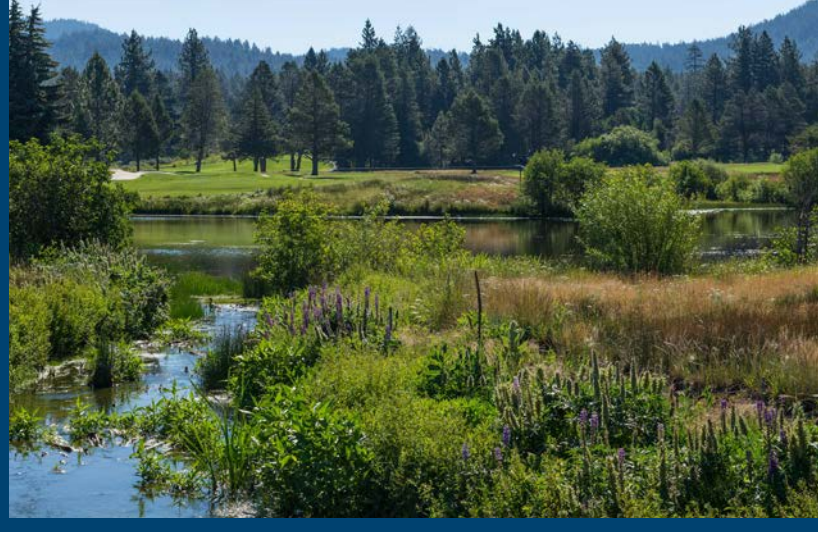
Future Priorities

- Achieve the 2021 milestones for the Total Maximum Daily Load program to continue the reduction of fine sediment, nitrogen, and phosphorus reaching Lake Tahoe.
- Construct area-wide stormwater treatment basins in urban zones to efficiently filter large areas of runoff.
- Pursue dedicated funding for operations and maintenance of stormwater infrastructure and roads.



Graphic courtesy of UC Davis: http://terc.ucdavis.edu/stateofthelake

Watershed Restoration

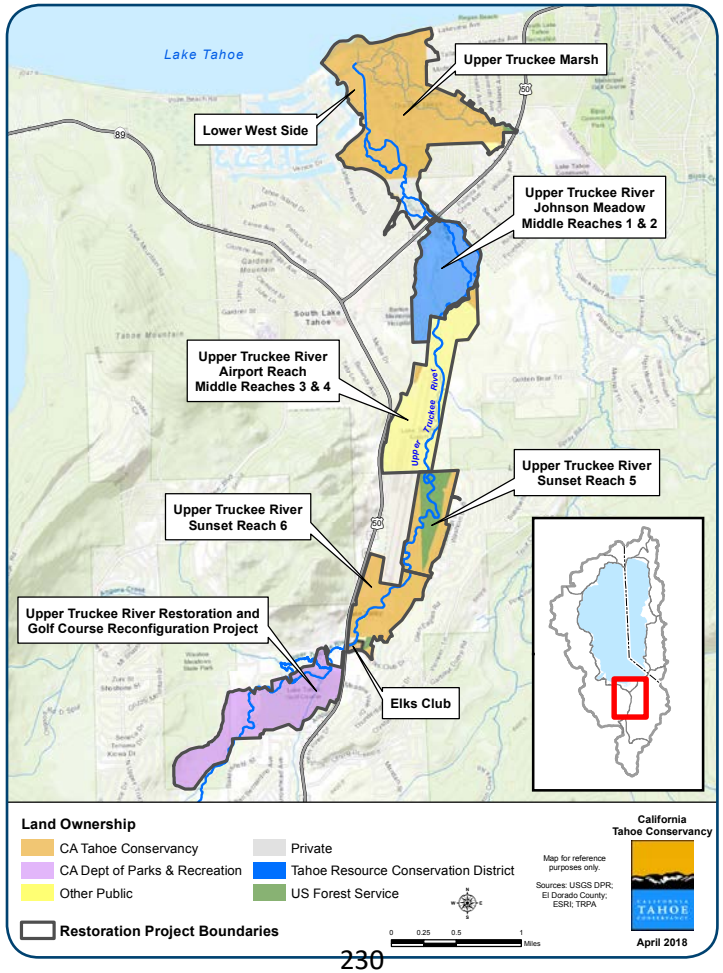


Johnson Meadow at peak flow. Tahoe Resource Conservation District (left). Edgewood Creek by Tom Lotshaw (right).

Lake Tahoe owes its remarkable clarity to several factors, including its great depth, volume, and the runoff that is filtered through the surrounding watershed and wetlands before running into the lake. Many of the basin's watersheds have been degraded due to development in floodplains and stream environment zones disrupting the natural flow of water into Lake Tahoe. Restoring the complex ecosystem in these watersheds requires integrated projects that improve habitat, restore the natural flow of streams and rivers, and build the watershed's resiliency to large storms, drought, fire, and invasive species.

2017 Accomplishments

- Nevada State Lands acquired 7.67 acres of sensitive land near Edgewood Creek, permanently protecting an important area from future development.
- Federal and state partners removed non-native fish from Fallen Leaf Lake and its tributaries to improve native fish habitat.



- Placer County completed the Snow Creek Wetlands Restoration project, removing 6,000 feet of coverage and building a new bridge to protect restored wetlands.
- The U.S. Forest Service, in partnership with the Washoe Tribe, restored 110 acres of native aspen trees.

Future Priorities

- Restore Johnson Meadow and the Upper Truckee River Marsh.
- Expand the Upper Truckee River Watershed Restoration Strategy to integrate climate change resilience and adaptation.
- Remove Burton Creek Dam and restore Antone Meadow in Burton Creek State Park.
- Complete the Meeks Bay Ecosystem Restoration project to remove a decommissioned marina, treat aquatic invasive species, and restore the natural flow of Meeks Creek.

Aquatic Invasive Species

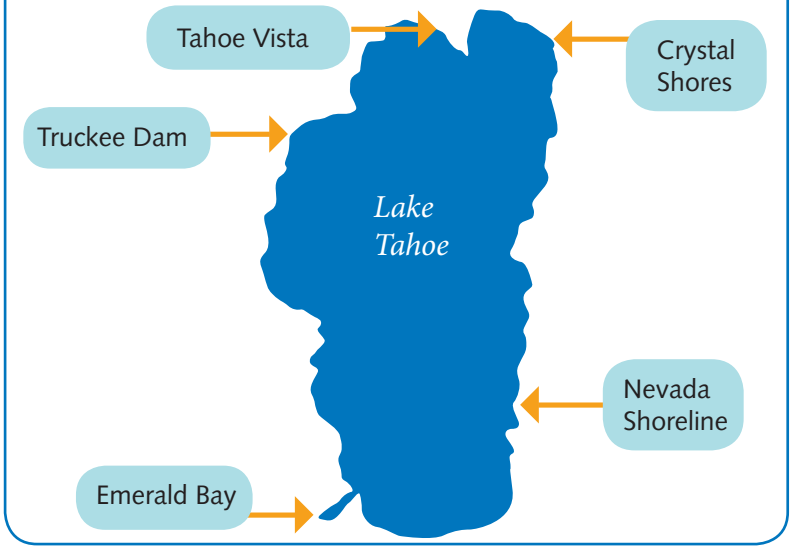
Photos by Novus Select

The nationally-recognized Lake Tahoe Watercraft Inspection Program is celebrating 10 years of fighting aquatic invasive species with no new invasions detected. Led by the Tahoe Regional Planning Agency and the Tahoe Resource Conservation District, the program inspects all motorized watercraft to ensure aquatic invasive species are not introduced into Lake Tahoe. EIP partners also implement projects to control and reduce populations of aquatic invasive plants, clams, and warm water fish through a science-based management plan. Control of these invasive species improves lake clarity, restores habitat for native species, and protects the recreation opportunities that drive Lake Tahoe's economy. Managers and scientists continue to work together to monitor lake conditions, experiment with new treatment technologies, and prevent the introduction and spread of invasive species.

2017 Accomplishments

- Inspected 8,870 boats for aquatic invasive species.
- Intercepted 41 boats carrying aquatic invasive species, including eight boats carrying zebra or quagga mussels.
- Treated 14.5 acres of aquatic invasive plants and Asian clams.
- Began testing ultraviolet light technology to treat invasive plants in Lakeside Marina.
- Surveyed 35 acres of Lake Tahoe for aquatic invasive species through the League to Save Lake Tahoe's volunteer Eyes on the Lake program.

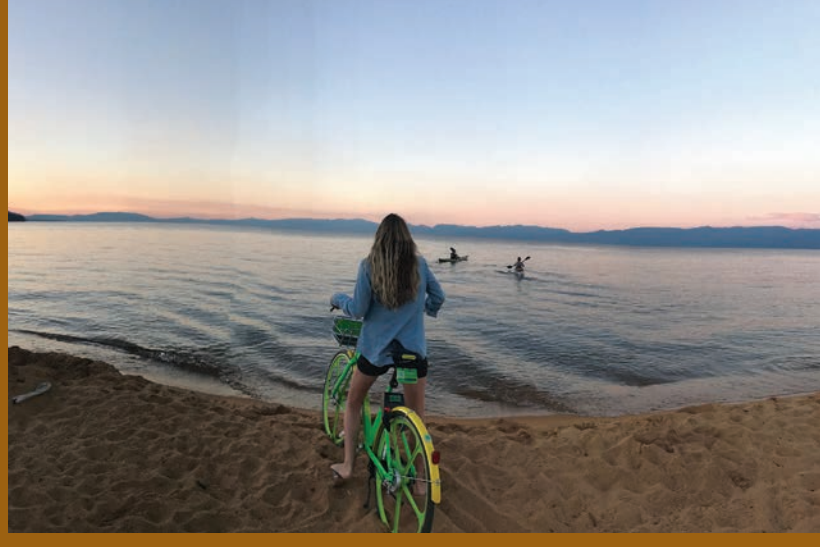
Localized Eradication of Aquatic Invasive Plants (to date)



Future Priorities

- Complete an environmental analysis and a collaborative plan for the treatment of aquatic invasive plants in the Tahoe Keys.
- Continue to pioneer new technologies for the treatment of aquatic invasive species.
- Work with marinas to incentivize the prevention and treatment of aquatic invasive species.
- Develop a monitoring plan for consistent, lake-wide surveillance that will enhance strategic planning.

Transportation & Air Quality

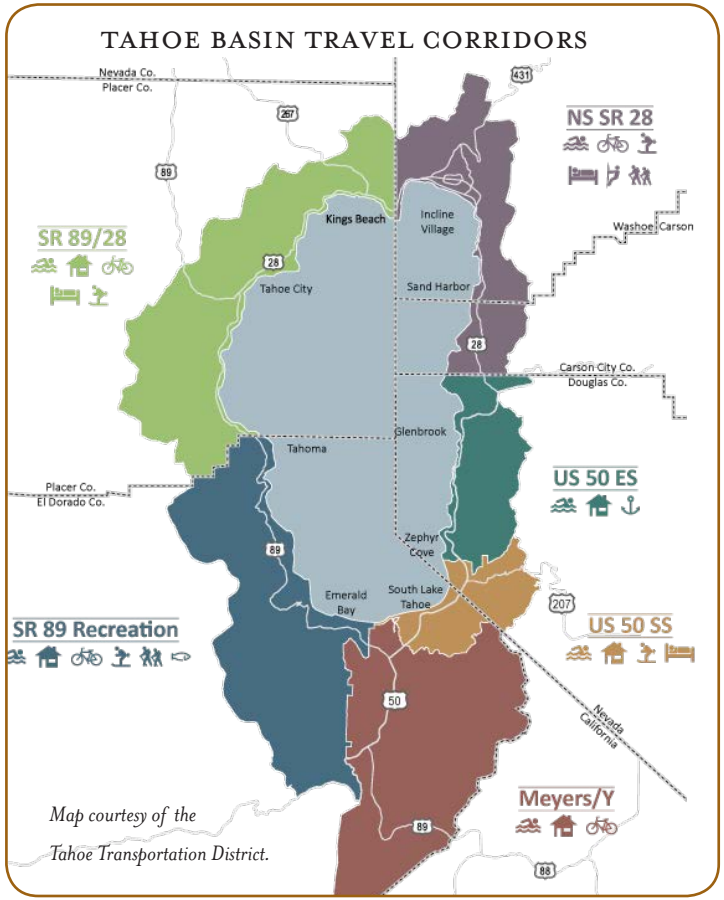


Transit service in the U.S. 50 South Shore corridor. Aurora Photos/Rachid Dahnoun (left). Lime bike rider. Chris McNamara (right).

Lake Tahoe is within driving distance of three major metropolitan areas—Sacramento, the San Francisco Bay Area, and Reno—making it a popular vacation destination. Local and regional transportation solutions are a high priority to improve connectivity and safety, meet resident and visitor travel needs, and reduce environmental impacts. The 2017 Regional Transportation Plan lays out travel corridors and is a blueprint for transforming transportation at Lake Tahoe.

2017 Accomplishments

- California and Nevada convened the Bi-State Transportation Working Group, a team of federal, state, local, and private sector policy leaders working to accelerate transportation improvements at Lake Tahoe.
- The City of South Lake Tahoe completed the Ski Run to El Dorado Beach Path—a critical link for bikers and pedestrians.



- The League to Save Lake Tahoe and Lime Bike's pilot bike share project averaged 200 rides per day.
- The Tahoe Basin met its goal of reducing 5 tons of particulate emissions through local woodstove rebate programs.
- Transportation partners broke ground on the Incline to Sand Harbor shared-use path and Fanny Bridge Community Revitalization Project.

Future Priorities

- Implement the 10-Year Action Plan of priority projects.
- Implement pilot projects to test new technologies and travel options.
- Construct critical links in the Tahoe Trail multi-use path.
- Electrify transportation fleet vehicles.

Science and Monitoring

Lake Tahoe from above. Drone Promotions (left). Scientists launch an underwater drone. Brant Allen, UC Davis Tahoe Environmental Research Center (right).

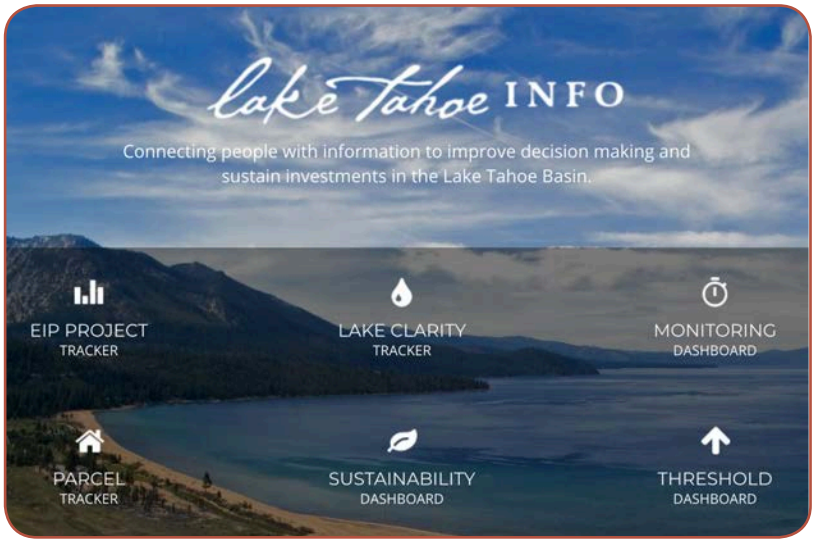
Lake Tahoe scientists and land managers have worked together for decades to ensure restoration activities are informed by the best available science. Lake Tahoe has become one of the "world's smartest lakes" with its long-term data record and the use of new technologies such as autonomous underwater vehicles, satellites, and aerial drones. Continued investment in research and monitoring to learn more about lake dynamics and its response to extreme weather events is critical in helping EIP managers better understand what actions will be most effective today and in the future.

2017 Accomplishments

- In consultation with the Tahoe Science Advisory Council, TRPA adopted a reorganization of the basin's environmental threshold standards.
- TRPA launched the LTinfo.org Monitoring Dashboard to aggregate Tahoe Basin monitoring activities and provide data, maps, and photos.
- Tahoe scientists began a pilot Mysis shrimp removal project which could improve lake clarity.
- The Tahoe Environmental Research Center installed nearshore monitoring stations at Camp Richardson and Timber Cove.
- The U.S. Geological Survey completed water quality research that indicated groundwater nutrients are contributing to algal blooms along the nearshore.

Future Priorities

- Complete a comprehensive review and update of the Lake Tahoe Basin's environmental thresholds.
- Explore monitoring techniques to gather data on changing lake dynamics.
- Increase land-based and aerial data collection to better understand watershed health.
- Continue research on drivers of nearshore conditions.



Forest Health & Fuels Reduction

Hazardous fuels reduction (left). Emerald Fire burn area on the West Shore of Lake Tahoe (right). Photos by Drone Promotions.

Catastrophic wildfire is a major threat to Lake Tahoe's watershed and tourist-based economy. The Tahoe Fire and Fuels Team, which includes federal, state, and local agencies, is committed to creating fire-adapted communities and treating forests in the wildland urban interface to protect the Tahoe Basin from catastrophic wildfire. With over 100 million dead trees covering the state of California as a result of prolonged drought, the team is also prioritizing building resilience to extreme weather conditions. Partners are collaborating to develop new and innovative approaches to restore and maintain forest health. Through the Lake Tahoe West Restoration Partnership, EIP partners are developing a large-scale landscape restoration strategy for the West Shore that can serve as a model throughout the Tahoe Basin.

2017 Accomplishments

- The Tahoe Fire and Fuels Team treated 3,569 acres of forest to reduce hazardous fuels and prevent catastrophic wildfire.
- Tahoe Network of Fire Adapted Communities launched a Data Collection App that tracks defensible space inspections across all fire protection districts in the Tahoe Basin.
- The U.S. Forest Service completed the environmental review for 3,800 acres of hazardous fuels treatment in South Lake Tahoe.

Future Priorities

- Complete initial treatment of 117,000 acres of wildland urban interface at Lake Tahoe.
- Increase the capacity of crews to remove hazardous fuels.
- Complete the Lake Tahoe West Restoration Strategy.
- Increase the utilization of biomass and wood products.
- Support the restoration of 2.4 million acres of Sierra Nevada forests through the Tahoe-Central Sierra Initiative.

Lake Tahoe West Restoration Partnership

In 2017, the partnership completed the Landscape Resilience Assessment. For the assessment, agencies shared the best available data across 60,000 acres to evaluate the current environmental conditions of the project area. These conditions help determine the ecosystem's resilience to a variety of disturbances amplified by climate change, such as drought, fire, insects, and flooding.

The assessment is available for review at:
www.nationalforests.org/LakeTahoeWest

Sustainable Recreation

Riders make their way down the Angora Ridge Trail. TAMBA (left). Ben Fish hikes above Emerald Bay. Amy Fish (right).

Lake Tahoe is experiencing record visitation for its world class recreational opportunities. While outdoor recreation is a major driver of Lake Tahoe's economy, overcrowding in peak seasons can degrade natural areas and lessen the visitor experience. The EIP partnership is working to implement strategies that meet visitor demand while protecting the Tahoe Basin's unique natural resources.

2017 Accomplishments

- The U.S. Forest Service and Tahoe Area Mountain Biking Association built 4.5 miles of the new Angora Ridge Trail.
- Tahoe residents and visitors contributed over 17,000 volunteer hours to maintain 168 miles of the Tahoe Rim Trail.
- Public and private partners expanded messaging of the Take Care stewardship campaign to educate visitors on critical issues.
- Vail Resorts and partners implemented interpretive signage and hiking trails for the Epic Discovery project at Heavenly Mountain Resort.

Future Priorities

- Develop a Tahoe Basin Sustainable Recreation Strategy.
- Complete the State Route 89 Recreation Corridor Management Plan.
- Implement priority projects in the Kings Beach State Recreation Area.
- Expand public access to provide high-quality recreational experiences.
- Increase recreation data collection to better inform land managers.

Looking Forward

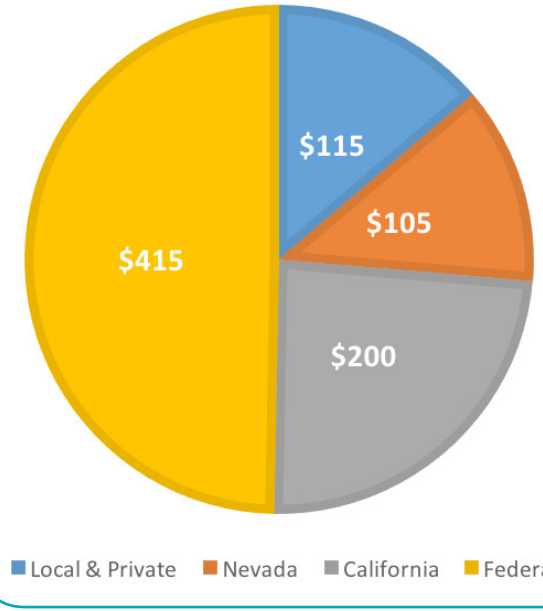
Photo by Kippy Spilker

Future support of the Lake Tahoe Environmental Improvement Program (EIP) is crucial to protecting the investments and accomplishments of local, state, and federal government partners along with the private sector and Washoe Tribe of Nevada and California. With emerging environmental threats from climate change, wildfire, and invasive species, continuing the commitment to Lake Tahoe is more important than ever.

EIP Future Priorities

- Continue to secure federal appropriations through the Lake Tahoe Restoration Act.
- Direct funding from California Proposition 68 to high-priority California EIP projects.
- Pursue continued bond sales from the $105 million committed by the Nevada Legislature in 2009.
- Establish a sustainable funding source to maintain the investment made in projects and infrastructure over the last 20 years.
- Incentivize private investment in the EIP by strengthening public-private partnerships.

EIP Future Funding Targets
In Millions



Lake Tahoe Restoration Act

In 2016 the Lake Tahoe Restoration Act authorized up to $415 million over 7 years for the EIP. In federal fiscal year 2018, $5.5 million was appropriated for forest health and aquatic invasive species projects.

Partners are working with the congressional delegation to seek future appropriations across all EIP program areas.

LAKE TAHOE
ENVIRONMENTAL
IMPROVEMENT PROGRAM

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