ASCENT
ENVIRONMENTAL

INITIAL STUDY / NEGATIVE DECLARATION
AND INITIAL ENVIRONMENTAL CHECKLIST /
FINDING OF NO SIGNIFICANT EFFECT

TAHOE KEYS PROPERTY OWNERS ASSOCIATION CORPORATION YARD RELOCATION PROJECT

June 2018

PREPARED FOR:
California Tahoe Conservancy
1061 Third Street
South Lake Tahoe, California 96150

DGS
CALIFORNIA DEPARTMENT OF
GENERAL SERVICES

CALIFORNIA
TAHOE
CONSERVANCY

Initial Study/ Negative Declaration and Initial Environmental Checklist/ Finding of No Significant Effect for the Tahoe Keys Property Owners Association Corporation Yard Relocation Project

PREPARED FOR

California Department of General Services
707 Third Street, MS-509
West Sacramento, CA 95605

California Tahoe Conservancy
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South Lake Tahoe, California 96150

PREPARED BY

Ascent Environmental, Inc.
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Stateline, Nevada 89449

June 2018

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ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
AIS	aquatic invasive species
APN	Assessor's Parcel Number
ASCE	American Society of Civil Engineers
BMP	best management practice
C&D	construction and demolition
CAAQS	California Ambient Air Quality Standards
Cal EPA	California Environmental Protection Agency
CAL FIRE	California Department of Forestry and Fire Protection
Cal OES	Governor's Office of Emergency Services
Cal/OSHA	California Occupational Safety and Health Administration
CalEEMod	California Emissions Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFR	Code of Federal Regulations
CHP	California Highway Patrol
CNDDB	California Natural Diversity Database
CNEL	community noise equivalent level
CO_2	carbon dioxide
CO_2e	carbon dioxide-equivalent
Code	Tahoe Regional Planning Compact, Code of Ordinances
Conservancy	California Tahoe Conservancy
CTLFC	Carson & Tahoe Lumber & Fluming Company
CSLT	City of South Lake Tahoe
CUPA	Certified Unified Program Agency
dB	decibel
dbh	diameter at breast height
DGS	California Department of General Services
DTSC	California Department of Toxic Substances Control
EDCAQMD	El Dorado County Air Quality Management District
EIR	environmental impact report
EIS	environmental impact statement
EO	Executive Order
EPA	U.S. Environmental Protection Agency
EPCRA	Emergency Planning and Community Right-to-Know Act
ESA	federal Endangered Species Act
FHSZ	Fire Hazard Severity Zone
FMMP	Farmland Mapping and Monitoring Program
GHG	greenhouse gas

gpd/acre	gallons per day per acre
IEC/FONSE	initial environmental checklist and finding of no significant effect
IS/ND	initial study and proposed negative declaration
ITE	Institute of Transportation Engineers
LRWQCB	Lahontan Regional Water Quality Control Board
LCD	Land Capability District
LTAB	Lake Tahoe Air Basin
LTUSD	Lake Tahoe Unified School District
mgd	million gallons per day
MRF	Materials Recovery Facility
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NPDES	National Pollution Discharge Elimination System
NCIC	North Central Information Center
OSHA	federal Occupational Safety and Health Administration
PM_{10}	particulate matter with an aerodynamic diameter of 10 microns or less
PRC	Public Resources Code
project	Tahoe Keys Property Owners Association Corporation Yard Relocation Project
RESD	California Department of General Services, Real Estate Services Division
SARA	Superfund Amendment and Reauthorization Act
SEZ	stream environment zone
STPUD	South Tahoe Public Utility District
STR	South Tahoe Refuse
Sustainability Action Plan	*Sustainability Action Plan: A Sustainability Action Toolkit for Lake Tahoe*
SWRCB	State Water Resources Control Board
TCR	Tribal Cultural Resources
TKPOA	Tahoe Keys Property Owners Association
TRPA	Tahoe Regional Planning Agency
VOC	volatile organic compound
VMT	vehicle miles travelled

1 INTRODUCTION

The Tahoe Keys Property Owners Association Corporation Yard Relocation Project (project) involves the relocation and reconstruction of the Tahoe Keys Property Owners Association (TKPOA) corporation yard from a 2.21-acre site within the Upper Truckee Marsh (Assessor's Parcel Number [APN] 022-210-37) to a 0.99-acre parcel (APN 022-210-41) adjacent to the Tahoe Keys Marina and Yacht Club on Venice Drive in the City of South Lake Tahoe. The existing corporation yard site within the marsh is operated and maintained by TKPOA under a 99-year lease agreement with the California Tahoe Conservancy (Conservancy), which owns the property. The proposed corporation yard site is currently owned and managed by the Conservancy. With implementation of the project, the Conservancy would transfer ownership of the 0.99-acre proposed parcel to TKPOA and would terminate the current lease with TKPOA for operation of the existing corporation yard on the 2.21-acre site within the marsh, which would make the existing corporation yard available for future demolition, site preparation, and ecosystem restoration as part of the Upper Truckee River and Marsh Restoration Project.

The Conservancy would establish a new short-term lease with TKPOA on the existing corporation yard site until April 30, 2023 to allow TKPOA to use the site while it completes construction of the relocated corporation yard. Construction of the proposed corporation yard is anticipated to begin in 2019 and be completed by 2022. The new lease would also allow the existing corporation yard to be used until April 30, 2023 to continue to store and dry aquatic invasive species (AIS), specifically, aquatic invasive weeds harvested from the Tahoe Keys west channel and east channel/ cove (as contracted) on a 0.5-acre portion of the site. There is no AIS containment infrastructure at the existing corporation yard. The new short-term lease includes the same terms as the old lease, except it is shorter in duration. Therefore, there would be no new environmental impacts associated with the establishment of a short-term lease for continuation of existing operations.

The restoration of the existing 2.21-acre corporation yard site within the Upper Truckee Marsh and its use as a staging area by the Conservancy for restoration activities associated with the Conservancy's Upper Truckee River and Marsh Restoration Project are part of a separate project, the impacts of which were evaluated in an environmental impact report (EIR)/environmental impact statement (EIS)/EIS prepared for that marsh project (DGS 2015). The Conservancy and TRPA have certified that the marsh project environmental document is adequate as an EIR and EIS, prepared in compliance with CEQA and TRPA Code, respectively. The EIR/EIS/EIS describes that the existing TKPOA corporation yard is used to store maintenance equipment and as a transfer point for milfoil weeds harvested from the Tahoe Keys west channel and east channel/east cove (as contracted) (DGS 2015: 3.7-5). It also describes that the corporation yard would be used for staging equipment and stockpiling soil (DGS 2015: 2-44) during the restoration project and that floodplain functions of the corporation yard would be restored by excavating fill material and returning the area to montane meadow following relocation of the corporation yard (DGS 2015: 2-33). Hard copies of the EIR/EIS/EIS are available for review during business hours at the Conservancy's office at 1061 Third Street in South Lake Tahoe, California and the Tahoe Regional Planning Agency's (TRPA) office at 128 Market Street in Stateline, Nevada. The EIR/EIS/EIS can also be found online at: http://tahoe.ca.gov/ctc_projects/upper-truckee-marsh-69/. The environmental impacts associated with the Upper Truckee River and Marsh Restoration Project are adequately addressed in the previous environmental document and are not reexamined herein.

1.1 PURPOSE OF THIS DOCUMENT

Under the California Environmental Quality Act (CEQA), the lead agency is the public agency with primary responsibility for carrying out or approving a project that has the potential for resulting, directly or indirectly, in a physical change to the environment. As the agency responsible for the transfer of property to TKPOA for the relocated corporation yard, the Conservancy is the CEQA lead agency. Under CEQA, the environmental impacts of the project are evaluated based on the whole of the project (i.e., the corporation yard being

transferred from one site to another, and operating in a similar way as it does today). TRPA also has jurisdiction pursuant to the Tahoe Regional Planning Compact, Code of Ordinances (Code), and Rules of Procedure. As such, TRPA is the lead agency pursuant to its rules and regulations. TRPA issues permits for projects at individual sites, and does not provide for the transfer of a "use" or permit from one site to another. This distinction is important in how TRPA evaluates the number of vehicle trips generated by a project and the related discussion in this document, and the implications for related resources (e.g., air quality, noise, transportation/traffic and circulation, and greenhouse gas emissions) in this document. The Conservancy and the California Department of General Services (DGS), Real Estate Services Department (RESD) directed the preparation of this analysis to comply with CEQA and TRPA regulations. The purpose of this initial study and proposed negative declaration (IS/ND) and initial environmental checklist and finding of no significant effect (IEC/FONSE) is to present to decision-makers and the public the environmental consequences of implementing the project. As required by CEQA, this document is being made available to the public for a 30-day review and comment period from June 12, 2018 to July 13, 2018.

If you wish to send written comments (including via e-mail), they must be postmarked by July 13, 2018. Written comments should be addressed to:

Scott Carroll
California Tahoe Conservancy
1061 Third Street
South Lake Tahoe, CA 96150

E-mail comments should be addressed to Scott.Carroll@tahoe.ca.gov.

After comments are received from the public and reviewing agencies and considered by the Conservancy, the agency may (1) adopt the ND and approve the proposed project; (2) undertake additional environmental studies; or (3) abandon the project.

Once a completed project application is submitted to TRPA, the Governing Board will consider the IEC/FONSE, project approval, and permit issuance.

Digital copies of the IS/ND and IEC/FONSE are available on the internet at: http://www.tahoe.ca.gov.

Copies of the document are also available for public review at the following locations:

California Tahoe Conservancy 1061 Third Street South Lake Tahoe, CA 96150	South Lake Tahoe Library 1000 Rufus Allen Boulevard South Lake Tahoe, CA 96150	Tahoe Regional Planning Agency 128 Market Street Stateline, Nevada 89449

1.2 SUMMARY OF FINDINGS

Chapter 3, "Environmental Checklist," contains the analysis and discussion of potential environmental impacts of the project. The full range of environmental issues in the Appendix G checklist of the State CEQA Guidelines and TRPA IEC have been analyzed. Based on the issues evaluated in that chapter, it was determined that the project would have no impact related to the following issue areas:

- agriculture and forest resources,
- mineral resources and natural resources, and
- population and housing.

Project impacts were determined to be less than significant for the following issue areas:

- aesthetics,
- air quality,
- biological resources,
- cultural resources,
- geology and soils,
- greenhouse gas emissions,
- hazards and hazardous materials,
- hydrology and water quality,
- land use and planning,
- noise,
- public services,
- recreation,
- transportation/traffic and circulation,
- tribal cultural resources, and
- utilities, service systems, and energy.

1.3 DOCUMENT ORGANIZATION

This IS/ND and IEC/FONSE is organized as follows:

Chapter 1: Introduction. This chapter introduces the environmental review process. It describes the purpose and organization of this document and presents a summary of findings.

Chapter 2: Project Description. This chapter describes the project objectives and provides a detailed explanation of the project.

Chapter 3: Environmental Checklist. This chapter presents an analysis of a range of environmental issues identified in the CEQA Environmental Checklist (Appendix G of the State CEQA Guidelines) and the TRPA IEC. The CEQA Environmental Checklist considers, for each environmental topic, whether the project would result in no impact, a less-than-significant impact, a less-than-significant impact with mitigation incorporated, or a potentially significant impact. Potential responses to the TRPA Initial Environmental Checklist questions for each topic are yes, no, no impact with mitigation, or data insufficient. If any impacts are determined to be significant, an EIR/EIS would be required. For this project, however, the Conservancy has committed to project modifications and mitigation measures that would avoid or lessen the effects of the project to a less-than-significant level.

Chapter 4: References. This chapter lists the references used in preparation of this IS/ND and IEC/FONSE.

Chapter 5: Report Preparers. This chapter lists the authors of each chapter and section.

Appendices. The appendices provide additional information about best management practices (BMPs) and provide detailed technical information used in the preparation of this IS/ND and IEC/FONSE.

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2 PROJECT DESCRIPTION

2.1 PROJECT LOCATION

The project site is the Conservancy-owned parcel where the proposed corporation yard would be constructed. It is located in the Tahoe Keys area of the City of South Lake Tahoe adjacent to the Tahoe Keys Marina and Yacht Club on Venice Drive (Exhibit 2.1-1). It is bordered by Venice Drive to the south and east and the Tahoe Keys Marina and Yacht Club to the north and west. The Upper Truckee Marsh is located farther to the east, beyond Venice Drive.

As described in Chapter 1, "Introduction," ongoing use of the existing TKPOA corporation yard located in the Upper Truckee Marsh at the end of Dover Drive was analyzed in the *Upper Truckee River and Marsh Restoration Project EIR/EIS/EIS* (DGS 2015) and is not part of the proposed project.

2.2 PROJECT DESCRIPTION

2.2.1 Background

TKPOA, the project applicant, manages the current corporation yard and the common areas of the Tahoe Keys that include beaches, swimming pools, tennis courts, and neighborhood parks (TKPOA 2018). Day-to-day TKPOA operations are run by six year-round employees led by the General Manager. During the summer season, six seasonal staff members are added to support the landscaping, maintenance, recreation, and water quality departments.

The Conservancy negotiated and reached agreement with TKPOA to recover and restore the Upper Truckee Marsh land upon which the existing TKPOA corporation yard is located. The Conservancy is engaged in the implementation planning process for the approved Upper Truckee River and Marsh Restoration Project—a project that will help re-establish natural ecological functions of the marsh's riparian, wetland, and floodplain ecosystems; preserve and enhance wildlife habitat; and reduce sediment output to Lake Tahoe, which will benefit lake clarity. The existing corporation yard site would be used for staging and access for the marsh restoration project beginning in the summer of 2020. The building demolition, site preparation, and ecosystem restoration of the existing 2.21-acre corporation yard site and its use as a staging area by the Conservancy for restoration activities are elements of that previously approved project and are not part of the project addressed herein. Because establishment of a corporation yard on the project site is related to, but not dependent upon, abandonment and restoration of the existing corporation yard, the proposed project has independent utility and can be evaluated separately.

TKPOA leases the existing corporation yard from the Conservancy and has a 99-year lease at a rate of $1 per year. The lease was signed on September 1, 1976, with 58 years remaining. The agreement was originally signed with the Dillingham Development Company, which developed the Tahoe Keys, and through the final settlement agreement between Dillingham and the State of California (a litigation settlement agreement in *People of the State of California vs. Dillingham Development Company and TRPA* CIV-S-85-0873-EJG [Conservancy 1988]), the lease was assigned to the Conservancy. The TKPOA corporation yard site is utilized by TKPOA staff to support the maintenance, landscaping, water quality, and some water company department functions. It houses the TKPOA maintenance shop buildings and parking areas for all TKPOA staff work vehicles (Wooldridge, pers. comm., 2018). In the summer months, this site is also used to dry AIS harvested from the Tahoe Keys west channel and east channel/east cove (as contracted), prior to being trucked offsite for disposal.

Exhibit 2.1-1 **Project Site Location**

In November 2017, the TKPOA Board voted in favor of constructing a new corporation yard and accepting ownership of the 0.99-acre parcel on Venice Drive currently owned by the Conservancy and terminating the current lease with TKPOA for operation of the existing corporation yard. This Board of Directors action was taken based on the TKPOA governing documents and Davis-Stirling Civil Code through a majority TKPOA membership vote. TKPOA would then own the proposed corporation yard site and it would be operated at a more environmentally suitable location. The proposed location is a vacant lot that was filled in the 1950s when the Tahoe Keys were being constructed. The lot was never developed. The Conservancy would also be able to restore the existing corporation yard site in conjunction with its Upper Truckee River and Marsh Restoration Project.

TKPOA and the Conservancy would engage in a short-term lease to continue operations at the existing corporation yard site until April 30, 2023 to allow for construction of the relocated corporation yard. Construction is anticipated to begin in 2019 and be completed by 2022. The new lease would also allow the existing corporation yard to be used for an additional 2 years (until April 30, 2023) to continue the existing use of storing and drying AIS harvested from the Tahoe Keys west channel and east channel/east cove (as contracted) on a 0.5-acre portion of the site.

2.2.2 Proposed Site Improvements

The proposed site plan includes a 4,853-square-foot building and an 8,100-square-foot concrete pad on the south side of the project site, which would be used to dry AIS from the Tahoe Keys before off-hauling for disposal. The building would house the water company, landscaping, and maintenance departments, and would include an office, restrooms, locker/break room, a woodshop, landscaping storage area, and another general storage area (Exhibit 2.2-1). Between the proposed concrete pad and building, 24 parking spaces are proposed. The proposed building would be 21 feet and 5 inches tall and would be constructed of noncombustible siding, composite roofing, and wood trim (Exhibit 2.2-2). Stormwater from the proposed impervious areas would be infiltrated in four 18-inch-deep, vegetated retention basins (Exhibit 2.2-3).

2.2.3 Project Objectives

The Conservancy's objectives for the proposed project are to:

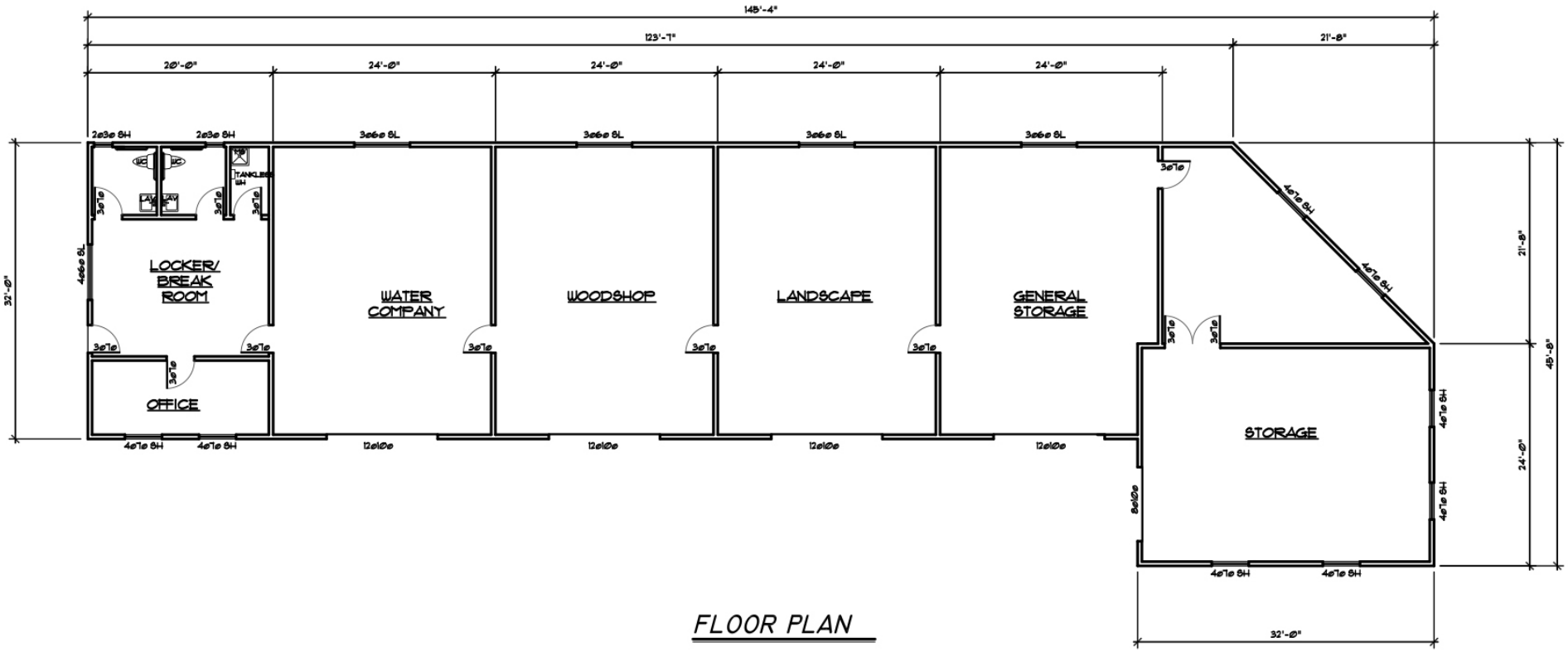
1) Transfer ownership of the 0.99-acre Venice Drive parcel from the Conservancy to TKPOA to be used for a replacement corporation yard;

2) Construct the replacement corporation yard on the Venice Drive parcel; and

3) Terminate the current lease and establish a new short-term lease with TKPOA on the existing corporation yard site until April 30, 2023 to allow sufficient time for construction of the relocated corporation yard. The new lease would also allow the existing corporation yard to be used for an additional 2 years (until April 30, 2023) to continue to store and dry AIS weeds harvested from the Tahoe Keys west channel and east channel/east cove (as contracted) on a 0.5-acre portion of the site.

2.2.4 Site Access

Access to the proposed corporation yard would be via Tahoe Keys Boulevard and Venice Drive. Tahoe Keys Boulevard is a residential road and Venice Drive provides access to the Tahoe Keys Marina and Yacht Club. The preliminary proposed site plan includes three access driveways to the corporation yard. It is understood that ongoing discussions between TKPOA and TRPA may result in refinements to the design to limit the site to a total of two access driveways (Exhibit 2.2-3). The access driveways would be developed in compliance with TRPA Code.

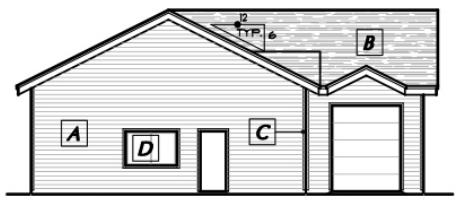


FLOOR PLAN

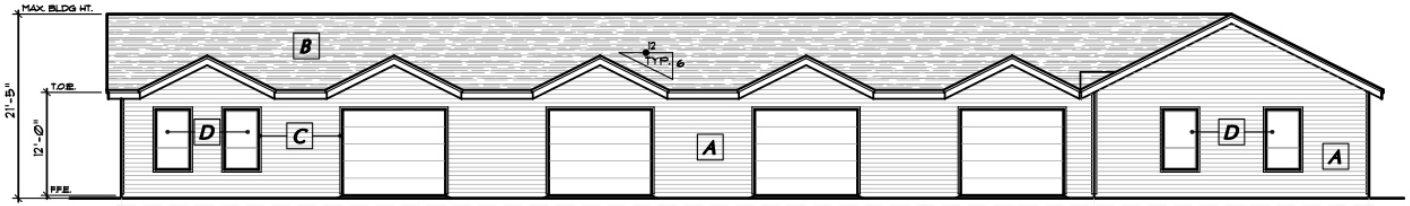
Source: Prepared by David Goldman Environmental Architecture in 2018

X14010103 13 001

Exhibit 2.2-1 **Proposed Corporation Yard Building Floor Plan**



SOUTH ELEVATION

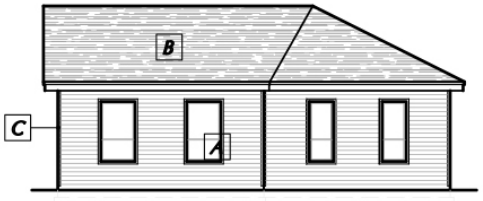


EAST ELEVATION

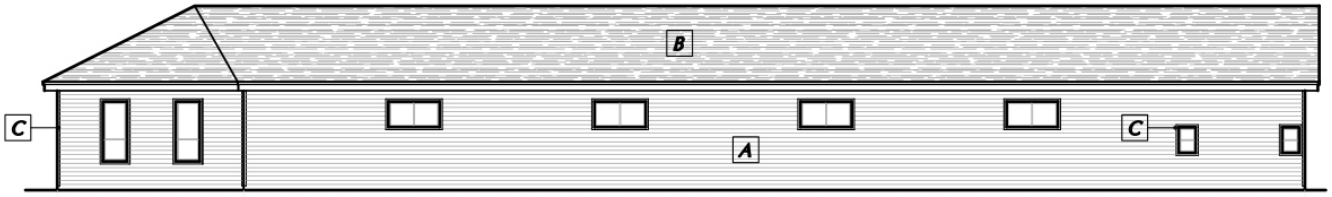
EXTERIOR MATERIALS		
A	2x8 HORIZONTAL SIDING	NONCOMBUSTIBLE OR IGNITION RESISTANT*
B	COMPOSITION ROOFING	CLASS "A" FIRE RATED
C	WOOD TRIM	
D	WINDOW	DUAL PANE GLAZING w/ MINIMUM ONE PANE TEMPERED

* WILDLAND URBAN INTERFACE (WUI) APPROVED PRODUCT

** VENT OPENINGS TO BE ⅛" MINIMUM AND ¼" MAXIMUM. MATERIAL TO BE NONCOMBUSTIBLE AND CORROSION RESISTANT.



NORTH ELEVATION



WEST ELEVATION

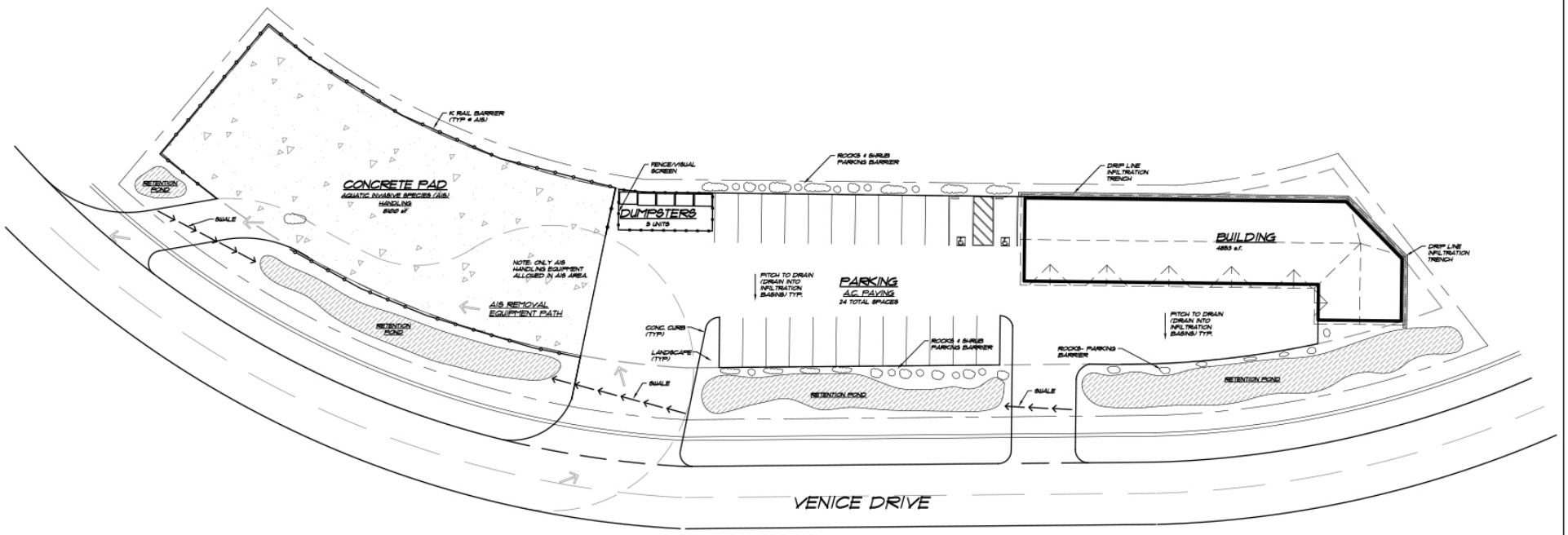
Source: Prepared by David Goldman Environmental Architecture in 2018

X14010103 13 003

Exhibit 2.2-2

Proposed Corporation Yard Building Elevation

ASCENT ENVIRONMENTAL



SITE PLAN

N

Source: Prepared by David Goldman Environmental Architecture in 2018

X14010103 13 002

Exhibit 2.2-3

Proposed Corporation Yard Site Plan

ASCENT ENVIRONMENTAL

2.2.5 Best Management Practices

Best management practices (BMPs) would be incorporated into the project design, in contract specifications, and in instructions to all personnel involved in implementing the project. BMPs are intended to minimize environmental impacts during and after treatment activities. TRPA requires the implementation of both temporary construction-related BMPs and permanent BMPs, which would be included in the project design and TRPA permit application. Stormwater runoff from the proposed impervious areas would flow into the infiltrations basins. To reduce air pollutant emissions to the extent feasible, during all construction activities involving earth-moving activities, construction contractors would be required to implement all available BMPs required by TRPA and the El Dorado County Air Quality Management District (EDCAQMD) included below. These BMPs would reduce fugitive dust and diesel particulate matter.

The TRPA Standard Conditions of Approval for Grading Projects (TRPA n.d.) are as follows:

- Temporary BMPs, include temporary erosion control, vegetative protection measures, and construction site boundary fencing, shall be implemented.
- No grading or land disturbance shall be performed between October 15 and May 1, with exceptions.
- All exposed surfaces shall be replanted within the first growing season, with exceptions.
- All trees and natural vegetation to remain on site shall be fenced for protection.
- Soil and construction material shall not be tracked off site; stockpiles shall be protected from wind and water erosion.
- Water shall be applied to control dust, as needed, to prevent dust impacts offsite. Operational water truck(s) shall be onsite, as required, to control fugitive dust. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked offsite.
- Idling time shall be minimized to 5 minutes for all diesel-powered equipment (refer to TRPA Code Section 65.1.8, “Idling Restrictions,” for all idling restrictions).
- Existing power sources (e.g., power poles) or clean-fuel generators shall be utilized rather than temporary diesel power generators, wherever feasible.
- Construction staging areas shall be located as far as feasible from sensitive air pollution receptors (such as residences).

EDCAQMD Rule 223-1 requirements are listed below and are further detailed in Appendix A:

- When sustained wind speeds result in visible dust emissions in excess of the standards in Section 223-1.4 A, despite the application of dust mitigation measures, grading and earthmoving operations, except water trucks, shall be suspended.
- Owner/operator shall submit a Fugitive Dust Control Plan to the Air Pollution Control Officer prior to the start of any construction activity for which a grading permit was issued by El Dorado County or an incorporated city within El Dorado County. Construction activities shall not commence until the Air Pollution Control Officer has approved or conditionally approved the Fugitive Dust Control Plan. An owner/operator shall provide written notification to the Air Pollution Control Officer at least 10 days prior to the initial commencement of earthmoving activities via fax or mail. See Appendix A for required contents of a Fugitive Dust Control Plan.

- Owner/operator shall prevent or cleanup dirt that is tracked out of the project site. The use of blower devices, or dry rotary brushes or brooms, for removal of carryout and trackout on public roads is expressly prohibited. The removal of carryout and trackout from paved public roads does not exempt an owner/operator from obtaining state or local agency permits, which may be required for the cleanup of mud and dirt on paved public roads.
- Owners/operators shall prevent carryout and trackout, or immediately remove carryout and trackout when it extends 50 feet or more from the nearest unpaved surface exit point of a site and at the minimum remove all other visible carryout and trackout at the end of each workday. Methods for cleanup of carryout and trackout are included in Appendix A.

2.2.6 Schedule

The construction of the relocated corporation yard is proposed to occur over a 3-year period, between May 1 and October 15. Project construction is anticipated to begin in 2019. Construction activities would occur during weekdays between 8:00 a.m. and 6:30 p.m.

2.3 PROJECT APPROVALS

The following permits, reviews, and approvals would be required for project implementation:

Agency	Environmental Process Role	Permit/Approval
California Tahoe Conservancy	CEQA Lead Agency	CEQA compliance, land transfer, and lease approval
Tahoe Regional Planning Agency	TRPA Lead Agency	Public Service Project Permit
City of South Lake Tahoe	CEQA Responsible Agency	Major Design Review, Encroachment Permit

3 ENVIRONMENTAL CHECKLIST

PROJECT INFORMATION

1. Project Title:	Tahoe Keys Property Owners Association Corporation Yard Relocation Project IS/ND and IEC/FONSE
2. Lead Agency Name and Address:	California Tahoe Conservancy 1061 Third Street South Lake Tahoe, CA 96150
3. Contact Person and Phone Number:	Scott Carroll, Associate Environmental Planner, (530) 543-6062
4. Project Location:	City of South Lake Tahoe, California
5. Project Sponsor's Name and Address:	California Tahoe Conservancy 1061 Third Street South Lake Tahoe, CA 96150
6. General Plan Designation:	The land use designation for the project site is Neighborhood Center in the City of South Lake Tahoe General Plan (CSLT 2011: LU-4) and Residential in PAS 102, Tahoe Keys (TRPA n.d.).
7. Zoning:	The project site is zoned Residential on the City of South Lake Tahoe Zoning Map (CLST n.d.).
8. Description of Project:	Refer to Chapter 2, "Project Description"
9. Surrounding Land Uses and Setting:	Refer to Chapter 2, "Project Description"
10: Other public agencies whose approval is required:	Refer to Section 2.3, "Project Approvals"

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forest Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology / Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology / Water Quality
☐ Land Use / Planning	☐ Mineral Resources	☐ Noise
☐ Population / Housing	☐ Public Services	☐ Recreation
☐ Transportation / Traffic	☐ Tribal Cultural Resources	☐ Utilities / Service Systems
	☐ Mandatory Findings of Significance	☒ None

DETERMINATION (To be completed by the Lead Agency)

On the basis of this initial evaluation:

☒ I find that the proposed project could not have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

☐ I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

☐ I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Signature	Date
Patrick Wright	Executive Director
Printed Name	Title
California Tahoe Conservancy	
Agency	

TRPA ENVIRONMENTAL DETERMINATION (to be completed by TRPA)

On the basis of this TRPA Initial Environmental Checklist:

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

TRPA will sign at time of permit issuance

Signature of Evaluator Date

Title of Evaluator

CEQA EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant with Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less-Than-Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
   a) Earlier Analysis Used. Identify and state where they are available for review.
   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
   a) the significance criteria or threshold, if any, used to evaluate each question; and
   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

TRPA INITIAL ENVIRONMENTAL CHECKLIST EVALUATION OF IMPACTS

Applicants for projects shall complete a TRPA initial environmental checklist (IEC) and shall submit the checklist as part of the project application.

a) The applicant shall describe and evaluate the significance of all impacts receiving "yes" answers.

b) The applicant shall describe and evaluate the significance of all impacts receiving "no with mitigation" answers and shall describe, in detail, the mitigation measures proposed to mitigate these impacts to a less than a significant level.

3.1 AESTHETICS

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
I. Aesthetics. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
TRPA INITIAL ENVIRONMENTAL CHECKLIST QUESTIONS	**Yes**	**No, with Mitigation**	**Data Insufficient**	**No**
18. Scenic Resources/Community Design. Would the project:				
e) Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe? (TRPA Item 18a)	☐	☐	☐	☒
f) Be visible from any public recreation area or TRPA designated bicycle trail? (TRPA Item 18b)	☐	☐	☐	☒
g) Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area? (TRPA Item 18c)	☒	☐	☐	☐
h) Be inconsistent with the height and design standards required by the applicable ordinance or Community Plan? (TRPA Item 18d)	☐	☐	☐	☒
i) Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines? (TRPA Item 18e)	☐	☐	☐	☒
7. Light and Glare. Would the project:				
j) Include new or modified sources of exterior lighting? (TRPA Item 7a)	☒	☐	☐	☐
k) Create new illumination which is more substantial than other lighting, if any, within the surrounding area? (TRPA Item 7b)	☐	☐	☐	☒
l) Cause light from exterior sources to be cast off-site or onto public lands? (TRPA Item 7c)	☐	☐	☐	☒
m) Create new sources of glare through the siting of the improvements or through the use of reflective materials? (TRPA Item 7d)	☐	☐	☐	☒

3.1.1 Setting

VISUAL CHARACTER OF THE PROJECT SITE

The proposed corporation yard project site is located along Venice Drive in South Lake Tahoe. The site is a vacant lot where fill from the excavation of the Tahoe Keys channels was placed in the 1950s. The lot was never developed, but was used intermittently for boat storage until they were removed by the Conservancy. There is one tree growing on the east side project site with a diameter at breast height (dbh) less than 14 inches. The site is almost entirely surrounded by pavement and boat storage associated with the Tahoe Keys Marina and Yacht Club and pavement for Venice Drive (Exhibits 3.1-1 through 3.1-4). There is a wet area outside of the north western border of the site that collects runoff from the paved marina parking area and sustains riparian vegetation. There is existing lighting consistent with the globe light fixtures used in the Tahoe Keys neighborhood along Venice Drive. Three of these dual light street lamps occur along the site boundary. There is also existing lighting coming from condominiums across the marina and from the marina itself. Border fencing separates the site from Venice Drive.

Exhibit 3.1-1 Typical View of the Project Site from Venice Drive

Exhibit 3.1-2 Typical View from the Project Site Looking North Toward the Marina

Exhibit 3.1-3 Typical View Looking West from Venice Drive Across the Project Site; Mt. Tallac is Visible in the Distance

Exhibit 3.1-4 Typical View from the Project Site Looking East Toward the Upper Truckee Marsh

VISUAL CHARACTER OF THE SURROUNDING ENVIRONMENT

The visual character of the area surrounding the project site is defined by the flat topography and the dispersed and mechanical nature of the facilities serving marina uses, with large pieces of equipment such as boat lifts and fuel storage tanks. Marina activities are conducted in the open and require continual movement of large boats, trailers, and vehicles (Tahoe Keys Marina 2000). The scenery of the surrounding area includes rugged peaks (including Mt. Tallac and Desolation Wilderness) and forested land in the distance and residential areas, the Tahoe Keys Marina and Yacht Club buildings, and the Upper Truckee Marsh in closer proximity to the project site. Condominiums that border the Tahoe Keys Marina and Yacht Club to the northwest of the project site have elevated views that are broad and open because of relatively sparse vegetation (DGS 2015). The proposed corporation yard would likely be visible from these condominiums.

The site is not visible from US 50 or from Lake Tahoe but would be visible from the Tahoe Keys Marina and Yacht Club and Venice Drive. TRPA has developed a system for addressing scenic resources by using a set of travel route ratings on all state and federal highways and on Pioneer Trail. Roadways in the Tahoe Basin have been divided into 54 travel segments known as travel units, which represent a continuous two directional viewshed of similar visual character. The project site is not on the state or federal highway system nor Pioneer Trail, so it is not an element of any travel unit. The roadway unit closest to the project site is Roadway Unit 33 (The Strip); the project site is not visible from that unit.

The project site is not visible from a designated Public Recreation Area nor TRPA designated bike trail (TRPA 1993).

3.1.2 Discussion

This discussion of the potential impacts of the project on aesthetics focuses on the construction and operation of the proposed corporation yard on the Venice Drive parcel. The other components of the project as described in Chapter 2, "Project Description," including transfer of ownership of the Venice Drive parcel, cancellation of the lease on the existing corporation yard site and start of a new short-term lease on the existing corporation yard site would not result in any impacts to aesthetic resources and are not discussed further.

a) Have a substantial adverse effect on a scenic vista?

Less-than-significant impact. The proposed corporation yard building would be consistent with the commercial character of the Tahoe Keys Marina and Yacht Club and the surrounding area. The architectural design of the proposed building would be compatible with nearby marina buildings and would include gabled roofs (Exhibit 2.2-2). Building materials would include horizontal siding, non-glare earth tone composition roofing, and wood trim. All building colors would be within a range of natural colors that blend, rather than contrast with the existing backdrop vegetation and soils colors as specified in TRPA Code Section 36.6, "Building Design Standards" (TRPA 2012). The proposed building would be constructed to a height of 21 feet and 5 inches. Landscape plans for the proposed frontage improvements along Venice Drive include several small shrubs and vegetated stormwater retention basins. The proposed corporation yard building would potentially block a view of Mt. Tallac from a small area of Venice Drive, but this would not result in a substantial adverse effect on a scenic vista, because of the limited length of the road where the vista would be blocked. The proposed project's effect on a scenic vista would be less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No impact. The project site is not located within a state scenic highway and therefore the project would not substantially damage scenic resources (including trees, rock outcroppings, and historic buildings) within a state scenic highway.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

Less-than-significant impact. The proposed corporation yard building would be a one-story building that would blend in with existing equipment, storage structures, and buildings at the Tahoe Keys Marina and Yacht Club. All changes to the project site would be consistent with the community design criteria in the TRPA Code (2012) and the *City of South Lake Tahoe Design Guidelines* (2016) regarding building design, fencing, on-site parking, and landscaping. Because the proposed corporation yard building, surrounding parking, and landscaping would blend in with the surrounding Tahoe Keys Marina and Yacht Club and boat storage, it would not degrade the existing visual character or quality of the site and its surroundings. The impact would be less than significant.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Less-than-significant impact. A lighting plan has not yet been prepared for the proposed project; however, the project would be required to comply with Section 36.8, "Exterior Lighting Standards," of the TRPA Code (TRPA 2012) and Section 5 of the *City of South Lake Tahoe Design Guidelines* (CSLT 2016), which require that all exterior lighting be focused downward and limited to safety lighting placed on the buildings to light doorways and walkways, and lighting in parking areas. Compliance with these lighting standards would be a requirement of permit issuance from TRPA and the City of South Lake Tahoe. Because the project would include lighting that would be downward facing and the minimal necessary for safety purposes, the project would not adversely affect day or nighttime views in the area especially given the existing globe fixture street lighting. This impact would be less than significant.

e) Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?

No. The proposed project is located on Venice Drive and would not be visible from any state or federal highway, Pioneer Trail, or Lake Tahoe. Exhibit 2.1-1 shows the project site relative to these locations. The project site is approximately 0.5 mile from Lake Tahoe, but separated visually from the site by intervening trees, distance, and the Tahoe Keys Marina and Yacht Club. US 50, the closest highway to the project site, is located approximately nearly 1 mile from the project site and is separated visually from the site by intervening distance, topography, commercial buildings, and a residential neighborhood. Pioneer Trail is located more than 2 miles away.

f) Be visible from any public recreation area or TRPA designated bicycle trail?

No. The project is not visible from a TRPA-designated public recreation area or bicycle trail listed in the 1993 Scenic Resources Evaluation (TRPA 1993). The Upper Truckee Marsh is located across Venice Drive from the project site and the corporation yard building would be visible from a portion of the marsh. The marsh is not a TRPA-designated public recreation area. Venice Drive is mapped and signed as a bicycle route; it provides bicyclists access to the Cove East Trail that extends to Lake Tahoe (Lake Tahoe Bicycle Coalition 2018). The trailhead for the unpaved Cove East Trail path is located approximately 225 feet north of the project site. The bicycle route is not a TRPA-designated bicycle trail (TRPA 1993).

g) Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?

Yes. As described in Item 3.1a above, the project site is not visible from Lake Tahoe. Therefore, the proposed project would not block or modify an existing view of Lake Tahoe. However, the project site is relatively flat and devoid of tall trees making it possible to view the surrounding mountains. Construction of the proposed corporation yard building would block a view of Mt. Tallac from a small portion of Venice Drive. There are no TRPA scenic resources, viewpoints, or vistas that would be affected by the project. However, because of the low profile of the building, the compatibility of the proposed use with surrounding land uses, and the fleeting nature of the potential blockage from Venice Drive (by car, bicycle, or on foot), the impact would not be significant.

h) Be inconsistent with the height and design standards required by the applicable ordinance or Community Plan?

No. The proposed building would be consistent with the height and design standards set forth in the TRPA Code (2012), TRPA Design Review Guidelines (1989b), and the *City of South Lake Tahoe Design Guidelines* (2016). The proposed building height is 21 feet and 5 inches, which is below the maximum allowable height of 24 feet (TRPA 2012).

i) Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?

No. The project would be required to obtain a TRPA permit, which would ensure that it is consistent with the goals and policies of the TRPA Scenic Quality Improvement Program (1989a) and Design Review Guidelines (1989b).

j) Include new or modified sources of exterior lighting?

Yes. See item "d" above. The proposed corporation yard would include new sources of exterior lighting for staff safety and building security although a site-specific lighting plan has not yet been developed. The exterior lighting would be designed and implemented in compliance with TRPA Code (2012), TRPA Design Review Guidelines (1989b), and *City of South Lake Tahoe Design Guidelines* (2016).

k) Create new illumination which is more substantial than other lighting, if any, within the surrounding area?

No. The new illumination created by the proposed corporation yard would not be more substantial than light coming from existing condominiums across the marina, from the marina itself, or coming from existing street lamps.

l) Cause light from exterior sources to be cast off-site or onto public lands? (TRPA)

No. Proposed exterior light sources would be cast down per TRPA Design Review Guidelines (1989b) and would not be cast onto public lands.

m) Create new sources of glare through the siting of the improvements or through the use of reflective materials?

No. The proposed corporation yard building would include composite roof material and wood siding, which do not create new sources of glare.

CUMULATIVE IMPACTS

The geographic area for cumulative impacts on aesthetics encompasses the immediate vicinity of the project site. The topography in this area is relatively flat and includes the shore of Lake Tahoe and Upper Truckee Marsh. Much of this area consists of meadow vegetation with views of the surrounding mountains. Most of the cumulative projects identified in Table 3.18-1 are distant enough from the project site that they would not combine with the project to affect aesthetics in the project vicinity. Because the cumulative projects, in combination with the proposed project, would not change the landscape character, the cumulative impact on aesthetic resources from these projects would be less than significant. Because the project would not change the landscape character, the project would not result in a considerable contribution to a temporary or permanent cumulative adverse impact on aesthetic resources.

3.2 AGRICULTURE AND FORESTRY RESOURCES

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
II. Agriculture and Forest Resources.				
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997, as updated) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection (CAL FIRE) regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (CARB).				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment, which, because of their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

3.2.1 Setting

The existing TKPOA corporation yard is located within the Upper Truckee Marsh and the proposed corporation yard would be on a disturbed site located adjacent to the Tahoe Keys Marina and Yacht Club on Venice Drive. These sites do not contain any forest land (as defined in Public Resources Code Section 12220[g]) or timberland (as defined by Public Resources Code Section 4526). The site does not contain any agricultural land. The project site is located outside of the area surveyed for the Farmland Mapping and Monitoring Program (FMMP) (Department of Conservation 2016). Additionally, the project site does not include lands under Williamson Act contracts (El Dorado County 2016).

The land use classification for the existing corporation yard site is Conservation (PAS 100 [Truckee Marsh]; TRPA 2012). The proposed corporation yard is located within PAS 102 (Tahoe Keys), which is designated Residential (TRPA 2002). The project site is not zoned for or managed as a Timber Production Zone. There is one small tree (<8-inch dbh) on the eastern border of the project site.

3.2.2 Discussion

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No impact. The proposed corporation yard project site is a disturbed site that currently is used intermittently for boat parking. There is no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, lands subject to Williamson Act contracts or zoned for agricultural use, or forest land or timberland within or adjacent to the project site. There would be no impact.

b) Conflict with existing zoning for agricultural use or a Williamson Act contract?

No impact. See discussion under item "a," above.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No impact. See discussion under item "a," above. The site does not contain any forest land (as defined in Public Resources Code Section 12220[g]) or timberland (as defined by Public Resources Code Section 4526). There would be no impact.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No impact. See discussion under item "c," above.

e) Involve other changes in the existing environment, which, because of their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?

No impact. See discussion under item "a," above.

CUMULATIVE IMPACTS

The project would result in no impacts on farmland or forest land. Therefore, the project would not combine with other cumulative projects identified in Table 3.18-1 to result in a cumulative loss of farmland or forest land. There would be no cumulative impact.

3.3 AIR QUALITY

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
III. Air Quality.				
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied on to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐
TRPA INITIAL ENVIRONMENTAL CHECKLIST QUESTIONS	**Yes**	**No, with Mitigation**	**Data Insufficient**	**No**
2. Air Quality. Would the project cause:				
f) Substantial air pollutant emissions? (TRPA Item 2a)	☐	☐	☐	☒
g) Deterioration of ambient (existing) air quality? (TRPA Item 2b)	☐	☐	☐	☒
h) The creation of objectionable odors? (TRPA Item 2c)	☐	☐	☐	☒
i) Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? (TRPA Item 2d)	☐	☐	☐	☒
j) Increased use of diesel fuel? (TRPA Item 2e)	☐	☐	☐	☒

3.3.1 Setting

The proposed project is located in the City of South Lake Tahoe in El Dorado County, California within the Lake Tahoe Air Basin (LTAB). El Dorado County is designated as nonattainment for ozone and particulate matter with an aerodynamic diameter of 10 microns or less (PM_{10}) with respect to the California Ambient Air Quality Standards (CAAQS) (CARB 2015; CARB 2017). El Dorado County has also been designated as nonattainment for ozone with respect to National Ambient Air Quality Standards (NAAQS). The *Sacramento Regional 8-hour Ozone Attainment and Reasonable Further Progress Plan, 2013 Revision* (SMAQMD 2013) addresses how the Sacramento ozone planning region, which includes the project site, would attain the 1997 8-hour federal ozone standard. This air quality plan relies on existing control measures and adopted

rules, new state and federal regulations, and new local and regional measures to reduce ozone. The project would be required to adhere to all federal, state, and local regulatory measures.

The El Dorado County Air Quality Management District (EDCAQMD), formerly the El Dorado County Air Pollution Control District (EDCAPCD), has regulatory authority over the project site and provides guidance to lead agencies when conducting CEQA analyses. EDCAQMD has mass emissions thresholds for reactive organic gases (ROG) and oxides of nitrogen (NO_X) of 82 pounds per day (EDCAPCD 2002). Although EDCAQMD does not have an adopted quantitative threshold for PM_{10}, Chapter 4 of the EDCAQMD Guide to Air Quality Assessment (EDCAPCD 2002) provides guidance on determining significance of PM_{10} from exhaust emissions. This guidance indicates that if ROG and NO_x emissions are not significant then it can be assumed that other components of exhaust emissions, in this case PM_{10}, are also not significant. With respect to fugitive dust PM_{10} emissions, EDCAQMD determines significance based on the consistency of the project with dust control measures in EDAQMD Rule 223. The project would comply with EDCAQMD Rule 223-1—Fugitive Dust and TRPA construction BMPs.

Additionally, Chapter 65 of the TRPA Code includes standards that apply to mobile and direct sources of air pollution in the Tahoe Region, including certain motor vehicles registered in the region (vehicle inspection and maintenance program), combustion appliances and heaters installed in the region, open burning, stationary sources of air pollution, and idling combustion engines.

3.3.2 Analysis Methodology

CONSTRUCTION

Construction-related emissions of criteria air pollutants and ozone precursors were calculated using the California Emissions Estimator Model (CalEEMod) Version 2016.3.2 computer program (SCAQMD 2017a). Modeling was based on project-specific information (e.g., land use type, building size), where available, reasonable assumptions based on typical construction activities, and default values in CalEEMod that are based on the project's location and land use type. It is assumed that the project would be similar to an industrial park land use, because of its function related to storage, workshop, and office facilities. CalEEMod accounts for known policies and regulations that may affect emissions calculations, such as state and federal emission standards for diesel off-road equipment and local air district architectural coating volatile organic compound (VOC) limits (SCAQMD 2017b). For a detailed description of model input and output parameters, and assumptions, refer to Appendix B.

The project is assumed to begin construction in May 2019. Although the project description allows for a 3-year construction period during certain months of the year, CalEEMod estimates that construction would take less than six months. CalEEMod also does not include the construction dust control measures required under EDAPCD's Rule 223. Thus, the CalEEMod estimates are used as a conservative approach when comparing emissions results to EDCAQMD significance thresholds.

OPERATION

Operation-related emissions of criteria air pollutants and ozone precursors from building energy use and area sources (i.e., re-application of architectural coating and use of consumer products) were calculated using CalEEMod Version 2016.3.2. CalEEMod also accounts for policies that may affect operational emissions factors, such as state and federal vehicle emission standards. Because operations at the relocated corporation yard (including number of employees and equipment use) would be essentially the same at the relocated corporation site as at the existing corporation yard site, mobile source emissions are assumed to stay the same as existing levels. Also, under existing conditions, building energy use is minimal, consisting of simple lighting fixtures and outlets used for occasional electrical equipment. By contrast, under project conditions, building energy use would be similar to an industrial park, the land use category best fit for modeling in CalEEMod. Thus, to estimate emissions relative to existing conditions, only the emissions

from building energy use and area sources associated with the proposed project are included. This conservatively assumes that existing operational emissions, except for mobile sources, are zero; and that mobile sources would not change, even though mobile source emissions in general are expected to decline gradually with increasingly stringent air pollution and fuel economy standards for vehicles.

3.3.3 Discussion

This discussion of the potential impacts of the project on air quality focuses on the construction and operation of the proposed corporation yard on the Venice Drive parcel. The other components of the project as described in Chapter 2, "Project Description," including transfer of ownership of the Venice Drive parcel, cancellation of the lease on the existing corporation yard site, and start of a new short-term lease on the existing corporation yard site, would not result in any impacts to air quality resources and are not discussed further.

a) Conflict with or obstruct implementation of the applicable air quality plan?

and

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than significant. Temporary construction-related activities for the proposed TKPOA corporation yard would include excavation, site preparation, paving, and building construction. Emissions of ROG and NO_X would be primarily associated with exhaust generated by gas and diesel construction equipment, haul truck trips used to import and export materials to the construction site, and passenger vehicles used for construction employee commute trips. Fugitive PM_{10} and $PM_{2.5}$ dust emissions would be associated primarily with ground-disturbance activities during excavation and site preparation and would vary as a function of soil silt content, soil moisture, wind speed, size of disturbance area, and the amount of vehicle travel across paved and unpaved surfaces. Fugitive PM is dust suspended in the air by wind action and human activities. Exhaust emissions from diesel equipment, haul truck trips, and worker commute trips would also contain PM_{10} and $PM_{2.5}$. Table 3.3-1 summarizes the estimated construction-related emissions of criteria air pollutants and ozone precursors for the project. Refer to Appendix B of this document for detailed modeling assumptions and model inputs.

Table 3.3-1 Summary of Maximum Daily Emissions of Ozone Precursors and Criteria Air Pollutants Associated with Project Construction Activities in 2019 (lb/day)

Construction Phase	ROG	NO_X	PM_{10}
Site Preparation	0.8	8.9	1.5
Grading	1.0	8.6	1.9
Building Construction	1.0	10.2	0.7
Paving	1.0	7.9	0.7
Architectural Coating	24.4	1.8	0.2
Maximum Daily Emissions	24.4	10.2	1.9
EDCAQMD Thresholds	82	82	-
Exceed EDCAQMD Thresholds?	No	No	NA

Notes: EDCAQMD = El Dorado County Air Quality Management District, ROG = reactive organic gases, NO_X = oxides of nitrogen, PM_{10} = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less, $PM_{2.5}$ = respirable particulate matter with an aerodynamic diameter of 2.5 micrometers or less, lb/day = pounds per day, – = No adopted threshold

Source: Modeled by Ascent Environmental, Inc. in 2018

As shown in Table 3.3-1, maximum daily project ROG emissions would reach 24.4 lb/day, and maximum daily project NO_X emissions would reach 10.2 lb/day, both of which would be well below EDCAQMD's air pollutant emissions significance thresholds of 82 lb/day for these pollutants. Therefore, because ROG and NO_X emissions are below the 82 lb/day thresholds, it is assumed that exhaust emissions of PM_{10} would also not be significant.

As discussed above, the threshold for fugitive dust is that the project implements the measures in Rule 403 of the SCAQMD. The project would be required to comply with EDCAQMD Rule 223-1—Fugitive Dust, which is similar to Rule 403 and requires preparation of a fugitive dust control plan before the start of any construction activity and implementation of best management practices such as removal of trackout materials.

The proposed project would relocate the existing TKPOA corporation yard to a site that is essentially within the Tahoe Keys Marina and Yacht Club facility area, approximately 0.2 mile from the existing site. The project would not increase operational activities, but the proposed TKPOA corporation yard building would be approximately 1,600 square feet larger than the existing corporation yard buildings. Thus, the project could result in a minor increase in air emissions associated with energy use over existing conditions. Table 3.3-2 below provides a summary of these operational emissions.

Table 3.3-2 Summary of Maximum Daily Emissions of Ozone Precursors and Criteria Air Pollutants Associated with Project Operation (lb/day)

Operational Sources[1]	ROG	NO_X	PM_{10}
Area Source	0.1	<0.1	<0.1
Energy	<0.1	<0.1	<0.1
Maximum Daily Emissions	0.1	<0.1	<0.1
EDCAQMD Thresholds	82	82	-
Exceed EDCAQMD Thresholds?	No	No	NA
Exceed TRPA Thresholds?	No	No	No

Notes: EDCAQMD = El Dorado County Air Quality Management District, ROG = reactive organic gases, NO_X = oxides of nitrogen, PM_{10} = respirable particulate matter with an aerodynamic diameter of 10 micrometers or less, $PM_{2.5}$ = respirable particulate matter with an aerodynamic diameter of 2.5 micrometers or less, lb/day = pounds per day, – = No adopted threshold

[1] Sources exclude mobile sources because the project is not anticipated to result in a substantial change in mobile source emissions relative to existing conditions.

Source: Modeled by Ascent Environmental, Inc. in 2018

As shown in Table 3.3-2, maximum daily project ROG emissions would reach 0.1 lb/day, and maximum daily project NO_X emissions would be less than 0.1 lb/day, both of which would be well below EDCAQMD's air pollutant emissions significance thresholds of 82 lb/day for these pollutants. Operations at the proposed TKPOA corporation yard would not be anticipated to result in new emission of PM_{10}. The project would not include any new stationary sources of emissions; thus, operational emissions would also be below significant emissions limits established in Chapter 65 of the TRPA Code.

As described in item "a" in Section 3.16, "Transportation/Traffic and Circulation," the proposed corporation yard would be located about 400 feet further away than the existing corporation yard, as measured from the intersection of Tahoe Keys Boulevard and Venice Drive (i.e., the closest entrance to the Tahoe Keys neighborhood). The associated increase in daily vehicle miles of travel (VMT) would be minimal. Although a small increment of increased vehicle air emissions from project-related trips would occur, the increase in emissions resulting from the daily activities of the up to 12 TKPOA employees would not be substantial and would not cause an exceedance of EDAQMD daily mass emission threshold. Further, the travel route to the proposed corporation would be along paved roadways, which could reduce fugitive dust emissions that are currently associated with vehicle travel on the unpaved road to the existing yard.

The project would be required to meet all EDCAQMD air quality requirements related to construction and operation. In addition, vehicle and equipment emissions would be below the applicable thresholds, and as described in Chapter 2, "Project Description," the project would comply with EDCAQMD Rule 223-1—Fugitive Dust and TRPA construction best management practices (BMPs), which would minimize fugitive dust and diesel PM emissions. Mobile source emissions would not increase during operation of the project and all other operational sources (e.g., energy use and area sources) would not exceed applicable thresholds for TRPA and EDCAQMD. Thus, impacts to air quality would be less than significant.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

Less-than-significant impact. Past, present, and future development projects contribute to adverse air quality on a cumulative basis. By its very nature, air pollution is largely a cumulative impact. A project's individual emissions contribute to existing cumulatively significant adverse air quality impacts with regard to ozone and PM_{10}, for which the air basin is in nonattainment. To evaluate if project emissions of ROG, NO_X, and PM_{10} would be cumulatively considerable, the EDCAQMD mass emissions thresholds are used as described under Section 3.3.1, "Setting."

As described under items "a" and "b," above, project emissions of ROG and NO_X are well below the mass emissions threshold of 82 lb/day. With regard to construction-related exhaust emissions of CO, PM_{10}, and $PM_{2.5}$, because ROG and NO_X emissions would not exceed applicable thresholds, all other exhaust emissions would also be considered less than significant (EDCAPCD 2002). In addition, the project would be required to comply with EDCAQMD Rule 223-1—Fugitive Dust, which requires preparation of a Fugitive Dust Control Plan and implementation of BMPs such as removal of trackout materials. Therefore, the project contribution of criteria pollutants would not be cumulatively considerable.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less-than-significant impact. Sensitive receptors near the project site include local residents and recreational users at the Tahoe Keys Marina and Yacht Club and the Cove East Trail. The marina is located adjacent to the project site and the trailhead for the Cove East Trail is approximately 225 feet to the north. The nearest residents are located approximately 430 feet west of the project site. Construction activities would result in short-term emissions of toxic air contaminants (TACs) in the form of diesel PM emissions), which would be less than 2 lb/day (see Table 3.3-1). As described in Chapter 2, construction equipment would be limited to idling times of less than 5 minutes and use of existing power sources or clean-fuel generators would be required rather than temporary diesel-powered generators, which would reduce TAC emissions during construction. As described above under items "a" and "b," the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

Operation of the project would include the same activities that occur at the existing corporation yard. These include transport of AIS plants for drying, maintenance vehicle activity entering and exiting the site to address maintenance issues throughout the Tahoe Keys, and landscaping and woodworking-related activities that would occur within the proposed building. The proposed TKPOA corporation yard would not include any new stationary sources of emissions. Major equipment, such as maintenance vehicles, a front loader, and a lift, would be the only potential sources of TACs. These maintenance activities would continue to occur as they do today (albeit at a new site), so there would be no new sources of TACs and the project would not increase emissions over existing conditions. In fact, because proposed corporation yard would be closer to activity sites, vehicle emissions and fugitive dust generation would be slightly reduced as compared to existing conditions.

Emissions-generating project activities would generally be the same as existing conditions except during construction, which would be temporary, limiting the potential for exposure of sensitive receptors to emissions for an extended period, and as described in item "b," the project would not exceed significance

thresholds for vehicle emissions of ROG, NO_X, and PM_{10}. In addition, the project would implement construction BMPs to minimize TAC emissions from diesel powered equipment. Project operations would not result in any new sources of TACs. Therefore, this impact would be less than significant.

e) Create objectionable odors affecting a substantial number of people?

Less-than-significant impact. Minor odors from the use of heavy-duty diesel equipment and the laying of asphalt during construction activities would be intermittent and temporary and would dissipate rapidly from the source with an increase in distance. Construction-related odors would be considered temporary and minor.

The proposed corporation yard could produce odors during the storage and drying of AIS. AIS is dried on the site for about two weeks. It is understood that the odors generated by these activities at the existing corporation yard site resemble the smell of wet grass clippings and are not objectionable (Wooldridge pers. comm. 2018). Typically, the plants are dried for two weeks before they are off hauled. There have been no odor complaints received by TKPOA or the EDCAQMD from homeowners near the existing corporation yard site, which is located closer to nearby residences than the proposed corporation yard. Therefore, the storage and drying of AIS would not create objectionable odors for a substantial number of people.

Land uses that are major sources of odor typically include wastewater treatment and pumping facilities, sanitary landfills, transfer stations, recycling and composting facilities, and various industrial uses such as chemical manufacturing and food processing. The proposed corporation yard does not include any of these land uses and would not generate objectionable odors affecting a substantial number of people. Further, EDCAQMD Rule 205-Nuisance is in place to protect citizens from harmful odors should they occur. This impact would be less than significant.

f) Substantial air pollutant emissions?

No. See discussion under items “a” and “b,” above.

g) Deterioration of ambient (existing) air quality?

No. See discussion under items “a” and “b,” above.

h) The creation of objectionable odors?

No. See discussion under item “e,” above.

i) Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?

No. See discussion under item “d,” in Section 3.7, “Greenhouse Gas Emissions”

j) Increased use of diesel fuel?

No. Because TKPOA corporation yard operations would not be expanded compared to existing conditions, the proposed project would not result in a permanent increase in the use of diesel fuel. Construction of the proposed TKPOA corporation yard would result in some use of diesel fuel for operating construction equipment. One of the primary concerns related to diesel fuel consumption is the exposure of sensitive receptors to emissions of TACs that can occur during construction activities for the proposed project. Construction of the project would be required to implement best construction practices measures in TRPA Code Section 65.1.8.A, which limit construction vehicle idling time to 5 minutes in California. In addition to limitations on vehicle idling time, the TRPA Standard Conditions of Approval for Grading Projects (TRPA Permit Attachment Q) includes construction provisions that call for the use of existing power sources (e.g., power poles) or clean-fuel generators rather than temporary diesel-powered generators wherever feasible. Implementation of these BMPs, also described as part of the project in Chapter 2, would reduce diesel fuel use. Therefore, because of the short duration of construction activities and measures required by TRPA Code and Standard Conditions of Approval, construction-related diesel fuel use would be reduced to the extent

feasible. The use of heavy-duty diesel-fueled construction equipment for the proposed project would not result in substantial use of diesel fuel.

CUMULATIVE IMPACTS

The project site is in the El Dorado County portion of the LTAB, which is designated as nonattainment with respect to the CAAQS for ozone and PM_{10} (CARB 2016). As discussed under item "c," above, project emissions of ozone precursors (i.e., ROG and NO_X) and PM_{10} would not exceed 82 lb/day, which is the mass emissions threshold EDCAQMD recommends for determining whether construction and operation-related emissions would be cumulatively considerable.

The potential for the project to expose sensitive receptors to TACs is discussed under item "d," above. This analysis concludes that the project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation and emissions-generating project activities would be temporary, limiting the potential for exposure to emissions for an extended period, project-related activity would not expose sensitive receptors to substantial levels of pollutants. None of the projects listed in the cumulative project list would include diesel PM-emitting activity in close proximity to any of the same sensitive receptors potentially affected by diesel PM-emitting activities associated with the proposed project. For this reason, project-related emissions of diesel PM would not be cumulatively considerable.

The project would not create objectionable odors affecting a substantial number or people, as discussed under item "e," above. None of the projects listed in Table 3.18-1 would include odor-emitting activities in close proximity to any of the same sensitive receptors near the proposed project. For this reason, project-related odorous emissions would not be cumulatively considerable. As described above, the project would not make a considerable contribution to a significant cumulative impact.

3.4 BIOLOGICAL RESOURCES

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IV. Biological Resources. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

TRPA INITIAL ENVIRONMENTAL CHECKLIST QUESTIONS	Yes	No, with mitigation	Data insufficient	No
4. Vegetation. Would the project cause:				
g) Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system? (TRPA Item 4a)	☐	☐	☐	☒
h) Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table? (TRPA Item 4b)	☐	☐	☐	☒
i) Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species? (TRPA Item 4c)	☐	☐	☐	☒

j)	Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora and aquatic plants)? (TRPA Item 4d)	☐	☐	☐	☒
k)	Reduction of the numbers of any unique, rare or endangered species of plants? (TRPA Item 4e)	☐	☐	☐	☒
l)	Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows? (TRPA Item 4f)	☐	☐	☐	☒
m)	Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications? (TRPA Item 4g)	☐	☐	☐	☒
n)	A change in the natural functioning of an old growth ecosystem? (TRPA Item 4h)	☐	☐	☐	☒
5. Wildlife. Would the project cause:					
o)	Change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)? (TRPA Item 5a)	☐	☐	☐	☒
p)	Reduction of the number of any unique, rare or endangered species of animals? (TRPA Item 5b)	☐	☐	☐	☒
q)	Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals? (TRPA Item 5c)	☐	☐	☐	☒
r)	Deterioration of existing fish or wildlife habitat quantity or quality? (TRPA Item 5d)	☐	☐	☐	☒

3.4.1 Setting

To evaluate and describe the presence or absence and quality of common and sensitive biological resources on the project site and in the project vicinity and identify potential effects of project implementation on those resources, Ascent biologists conducted a reconnaissance survey of the project site on April 4, 2018, and reviewed several existing data sources. The data reviewed included:

- *Upper Truckee Marsh and River Restoration Project EIR/EIS/EIS* (DGS 2015),
- a records search of the California Natural Diversity Database (CNDDB) (CDFW 2016),
- TRPA survey and GIS data, and
- California Native Plant Society Online Inventory of Rare and Endangered Plants (CNPS 2018).

The following sections describe the biological resources on the project site and in the project vicinity.

SPECIAL-STATUS SPECIES

Special-status species include botanical species (plants, lichen, and fungi) and animals that are legally protected or otherwise considered sensitive by federal, state, or local resource agencies and conservation organizations. Special-status species are defined as botanical species and animals in the following categories:

- Listed or proposed for listing as threatened or endangered under the federal Endangered Species Act (ESA).

- Designated as a candidate for listing as threatened or endangered under ESA.
- Designated as a sensitive, special interest, or threshold species by TRPA.
- Listed or proposed for listing as threatened or endangered under the California Endangered Species Act (CESA).
- Listed or a candidate for listing by the state of California as threatened or endangered under CESA.
- Listed as fully protected under the California Fish and Game Code.
- Animals identified by California Department of Fish and Wildlife (CDFW) as species of special concern.
- Plants considered by CDFW to be "rare, threatened or endangered in California" (California Rare Plant Ranks of 1A, presumed extinct in California; 1B, considered rare or endangered in California and elsewhere; and 2, considered rare or endangered in California but more common elsewhere). The California Rare Plant Ranks correspond with and replace former California Native Plant Society listings. While these rankings do not afford the same type of legal protection as ESA or CESA, the uniqueness of these species requires special consideration under CEQA.
- Considered a locally-significant species, that is, a species that is not rare from a statewide perspective but is rare or uncommon in a local context such as within a county or region (CEQA Section15125 [c]) or is so designated in local or regional plans, policies, or ordinances (State CEQA Guidelines, Appendix G).
- Otherwise meets the definition of rare or endangered under CEQA Sections 15380(b) and (d).

The project site was evaluated for occurrence of special-status botanical species (plants, lichen, and fungi) and special-status wildlife in the *Upper Truckee Marsh and River Restoration Project EIR/EIS/EIS* (Conservancy 2013). This previous analysis identified 24 special-status botanical species, and 12 special-status wildlife species known or with a moderate or higher potential to occur within the Upper Truckee Marsh Restoration Project study area. The special-status wildlife species identified are: bald eagle (*Haliaeetus leucocephalus*), osprey (*Pandion haliaetus*), northern goshawk (*Accipiter gentilis*), cooper's hawk (*Accipiter cooperii*), northern harrier (*Circus cyaneus*), sharp-shinned hawk (*Accipiter striatus*), long-eared owl (*Asio otus*), willow flycatcher *(Empidonax traillii*), yellow warbler (*Setophaga petechia*), western red bat (*Lasiurus blossevillii*), hoary bat (*Lasiurus cinereus*), and waterfowl. The query of TRPA data, CNDDB (CDFW 2018), and California Native Plant Society Online Inventory of Rare and Endangered Plants (CNPS 2018) conducted for this analysis did not find any other special-status botanical or special-status wildlife species documented in the project vicinity.

SENSITIVE NATURAL COMMUNITIES AND HABITATS

Sensitive habitats include those that are of special concern to resource agencies or are afforded specific consideration through the TRPA Goals and Policies and TRPA Code, Section 404 of the Clean Water Act, or other applicable regulations. Sensitive natural habitats may be of special concern to these agencies and conservation organizations for a variety of reasons, including their locally or regionally declining status, or because they provide important habitat to common and special-status species. Many of these communities are tracked in the CNDDB. No sensitive natural communities and habitats are present within the parcel proposed to be used by TKPOA for a replacement corporation yard. While the project site is within the polygons for TRPA-designated wintering bald eagle and waterfowl population sites, the area is not suitable habitat for these species. However, the Upper Truckee Marsh across Venice Drive from the project site includes TRPA-designated wintering bald eagle and waterfowl population sites, riparian habitat, and federally-protected waters.

3.4.2 Discussion

This discussion of the potential impacts of the project on biological resources focuses on the construction and operation of the proposed corporation yard on the Venice Drive parcel. The other components of the project as described in Chapter 2, "Project Description," including transfer of ownership of the Venice Drive parcel, cancellation of the lease on the existing corporation yard site, and start of a new short-term lease on the existing corporation yard site, would not result in any impacts to biological resources and are not discussed further.

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

Special-Status Botanical Species

Less-than-significant impact. As discussed in Section 3.4.1, "Setting," special-status botanical species have been recorded in the project vicinity, but because the entire project site is previously disturbed, it is not suitable habitat for any such species. Therefore, no special-status botanical species is expected to occur on the project site or be directly affected by the project.

Suitable habitat for special-status species such as marsh skullcap (*Scutellaria galericulata*) and water bulrush (*Schoenoplectus subterminalis*) is present in the Upper Truckee Marsh, across Venice Drive from the project site. As described in Section 2.2.3, "Best Management Practices," TRPA requires the implementation of temporary construction BMPs and permanent BMPs that would prevent and minimize any contaminated runoff from the proposed corporation yard to suitable habitat for special-status botanical species across Venice Drive. Therefore, potential project-related disturbances to special-status botanical species and their suitable habitats would be less than significant.

Special-Status Wildlife

Less-than-significant impact. No special-status species have been documented on the project site, and because of previous habitat disturbance and the level of human activity, the site does not support suitable habitat for any special-status wildlife species. Therefore, project construction and operation would not directly affect special-status wildlife species. Suitable habitat for special-status wildlife species, including TRPA-designated wintering bald eagle and waterfowl population sites, occurs within the Upper Truckee Marsh across Venice Drive from the project site. The construction and operation of the proposed corporation yard would result in noise from equipment and personnel that could extend into the Upper Truckee Marsh where special-status species may occur. However, because of the relatively high levels of recreational and commercial activity around the project site, noise and vehicle movements from traffic on Venice Drive, and noise from the adjacent marina, construction or operation of the proposed corporation yard would not result in a substantial adverse effect on special-status wildlife in the nearby marsh. The impact would be less than significant.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Wildlife or the U.S. Fish and Wildlife Service?

Less-than-significant impact. The proposed corporation yard would be located on a previously-disturbed 0.99-acre parcel. No riparian habitats or other sensitive natural communities are present at this location (DGS 2015). Therefore, no riparian vegetation or other sensitive habitat would be removed. As described in Section 2.2.3, "Best Management Practices," TRPA requires the implementation of both temporary construction BMPs and permanent BMPs to prevent and minimize the transport of runoff from the proposed corporation yard to riparian habitat within the Upper Truckee Marsh across Venice Drive. Impacts to riparian or other sensitive habitats would be less than significant.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Less-than-significant impact. The proposed corporation yard would be located on a parcel that is disturbed (DGS 2015) and was used intermittently for boat storage. No federally-protected wetlands are present at this location (CTC 2016). In addition, TRPA requires the implementation of temporary construction BMPs and permanent BMPs, which would prevent and minimize the transfer of any contaminated runoff from the proposed corporation yard to federally-protected waters in the Upper Truckee Marsh across Venice Drive. Thus, any potential disturbances to federally-protected wetlands would be less than significant.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. The project site is adjacent to the Tahoe Keys Marina and Yacht Club, has been heavily disturbed, and was used intermittently for boat storage. The parcel is bounded on three sides by boat storage and parking areas and is directly adjacent to Venice Drive. The disturbed parcel does not support wildlife nursery sites or provide important animal movement functions, and construction of the proposed corporation yard at this location would not create any additional barriers to wildlife movement locally or regionally. No impact would occur.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. Several small isolated trees occur on the perimeter of the parcel where the proposed corporation yard would be constructed; the largest of these trees does not exceed 12 inches diameter at breast height. These trees would not be removed unless they are within the footprint of the corporation yard and associated water quality BMPs. If project construction requires the removal of any trees, the trees on the corporation yard site are smaller than 14 inches and would not require a TRPA tree permit, as such their removal would not conflict with any local policies or ordinances. Thus, there would be no impact.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No impact. The project site is not within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan area. Thus, there is no impact.

g) Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?

No. As discussed in Section 3.6, "Geology and Soils," TRPA would allow 100 percent coverage with the installation of the required BMPs. Because up to 100 percent coverage of the site would be permitted, and 67 percent of the site is proposed to be developed with land coverage, the area of vegetation removal would not exceed the area of permitted development. Thus, there would be no impact.

h) Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?

No. As discussed in item "b," above, no riparian vegetation or other vegetation associated with critical wildlife habitat is present at this location; therefore, no such vegetation would be removed. The project would not involve groundwater pumping or substantial excavation that could directly or indirectly affect the groundwater table. Thus, there would be no impact.

i) Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?

No. Based on the site plans for the proposed corporation yard, the proposed project does not include the establishment or maintenance of any vegetation that would require excessive fertilizer or water. While the new facilities would cover most of the parcel, the site has been previously disturbed; therefore, any new vegetation planted would not constitute a barrier to normal replenishment of existing species.

j) 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)?

No. The project site is small, previously disturbed, and little if any natural vegetation is present. Therefore, project construction and operation would not cause a substantial change in the diversity or distribution of any botanical species.

k) Reduction of the numbers of any unique, rare or endangered species of plants?

No. See item "a," above. For the same reasons described previously, there would not be a reduction of the numbers of any unique, rare, or endangered botanical species.

l) Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?

No. The proposed location of the proposed corporation yard has been disturbed, and no stream bank or backshore vegetation is present. Willows are present on the adjacent parcel to the west. Because no stream bank or backshore vegetation is present on the parcel, none would be removed. Thus, there would be no impact.

m) Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications?

No. The site is not within a Conservation or Recreation land use classification. PAS 102 (Tahoe Keys) shows that the project site is in an area designated Residential. In addition, no trees of 30 inches or greater dbh are present on the Venice Drive parcel. Therefore, there would be no impact.

n) A change in the natural functioning of an old growth ecosystem?

No. The project site is not within an old growth ecosystem (DGS 2015) and supports a few small trees. Due to the lack of old growth vegetation on the project site, the project would not change the natural functioning of an old growth ecosystem. Therefore, there would be no impact.

o) 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)?

No. The project site is adjacent to the Tahoe Keys Marina and Yacht Club, has been heavily disturbed, and intermittently used for boat storage. The parcel is bounded on three sides by boat storage and parking and is directly adjacent to Venice Drive. The highly-degraded parcel does not support important habitat functions for native animals, and construction of the proposed corporation yard at this location would not substantially affect the abundance, diversity, or distribution of any animal species. As described above, potential degradation of habitat offsite indirectly through runoff from the proposed corporation yard would be prevented or minimized by construction and permanent BMPs, and potential disturbances to wildlife offsite from construction and operation of the proposed corporation yard would be minor relative to existing levels of disturbance and land uses in the area.

p) Reduction of the number of any unique, rare or endangered species of animals?

No. See item "a," above. For the same reasons described previously, there would be no potential disturbances to any unique, rare, or endangered animal species.

q) Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?

No. The project involves the transfer of the Venice Drive parcel from the Conservancy to TKPOA, construction of a proposed corporation yard, and termination of the current lease. No introduction of new animal species would occur. The 0.99-acre Venice Drive parcel has been previously disturbed, and the construction of the proposed corporation yard at this location would not substantially change the suitability of the parcel for movement of animals. Therefore, project implementation would cause no impact.

r) Deterioration of existing fish or wildlife habitat quantity or quality?

No. The proposed corporation yard would be constructed on a previously disturbed parcel along Venice Drive. The site does not contain fish habitat, nor does it support important habitat functions for native wildlife. Construction of the proposed corporation yard at this location would not degrade habitat quality. Potential indirect degradation of high-quality habitats off site, through runoff from the proposed corporation yard, would be prevented or minimized by temporary and permanent BMPs. Potential wildlife disturbance from construction would be localized and temporary, and from operation would be minor relative to existing levels of disturbance and land uses in the area. Therefore, project construction and operation would not substantially reduce the quality of fish or wildlife habitat and this potential impact would be less than significant.

CUMULATIVE IMPACTS

The transfer of ownership of the Venice Drive parcel and cancellation of the lease on the existing corporation yard would not result in any physical impacts, including to biological resources. Therefore, these actions would not be cumulatively considerable. The location of the proposed corporation yard is small (0.99 acres), has been previously disturbed, and is surrounded by development, roads, and human activity. As discussed above, the project site does not provide suitable habitat for special-status species or other important habitat functions, and the construction and operation of the proposed corporation yard would have no impact or a less-than-significant impact on biological resources. In addition, sufficient protections are in place by TRPA, the City of South Lake Tahoe, the U.S. Army Corps of Engineers, the Lahontan Regional Water Quality Control Board (LRWQCB), and the Lake Tahoe Basin Management Unit to assure that impacts of any nearby projects within the Tahoe Region are minimized. Therefore, the construction and operation of the proposed corporation yard would not combine with impacts of other projects to add considerably to any cumulative impacts on biological resources in the region, and impacts would be considered less than significant.