3.5 CULTURAL RESOURCES

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
V. Cultural Resources. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐
TRPA INITIAL ENVIRONMENTAL CHECKLIST QUESTIONS	**Yes**	**No, with Mitigation**	**Data Insufficient**	**No**
20. Archaeological/Historical.				
e) Will the proposal result in an alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building? (TRPA Item 20a)	☐	☐	☐	☒
f) Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records? (TRPA Item 20b)	☐	☐	☐	☒
g) Is the property associated with any historically significant events and/or sites or persons? (TRPA Item 20c)	☐	☐	☐	☒
h) Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values? (TRPA Item 20d)	☐	☐	☐	☒
i) Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area? (TRPA Item 20e)	☐	☐	☐	☒

3.5.1 Setting

This contextual background described below draws from historical, archaeological, and ethnographic studies completed by consulting archaeologist, Dr. Susan Lindström, in support of this environmental document (Lindström 2018).

PREHISTORY AND WASHOE HISTORY

The oldest finds reported for the Tahoe Region suggest occupation at 8,000 to 9,000 years ago, with continuous use of the Tahoe Basin by Native Americans until incoming Euroamericans encountered Washoe

people in the 1840s. Pre-Archaic remains suggest occupation about 9,000 years ago (Tahoe Reach Phase). Other Pre-Archaic to Early Archaic occupation dating from about 7,000 years ago was documented at Spooner Lake (Spooner Phase) near Spooner Summit overlooking Lake Tahoe. The most intensive period of occupation in the region may have occurred at varying intervals between 4,000 and 500 years ago (Martis Phases during the Early and Middle Archaic, and Early Kings Beach Phase during the Late Archaic). The protohistoric ancestors of the Washoe (Late Kings Beach Phase), also of Late Archaic times, may date roughly from 500 years ago to historic contact.

Lake Tahoe was both the spiritual and physical center of the Washoe world. The Washoe lived along its shores, referring to it as *Da ow a ga*, which means "edge of lake." The Washoe word, *Da ow*, mispronounced by whites as "Tahoe," gave rise to the lake's modern name. The Washoe referred to the "delta" of the Upper Truckee and Trout Creek as *mesuk malam*, a swamp that is now a meadow (Lindström 2018). Trout Creek (*ma't'osawhu wa't'a*) and the Upper Truckee River (*imgi' wa't'a, t'sigolhu wa't'a*) drainages that form the Upper Truckee River delta were also known as *mes a*, a term also applied to the entire Lake Valley (Lindström 2018), perhaps indicating the potential traditional importance of the delta. Lindström (2018) describes one Washoe "campsite" and one "fishing campsite" within the delta as well as two important Washoe fishing camp sites in the project site vicinity near Tahoe's lakeshore. *MathOcahuwo'tha* (*mathOcauwa'* means white fish; *wO'tha* means river) was a fall camp on Trout Creek to collect late ripening berries and catch and prepare whitefish.

The Washoe once embodied a blend of Great Basin and California in their geographical position and cultural attributes (Lindström 2018). While they were an informal and flexible political collectivity, Washoe ethnography hints at a level of technological specialization and social complexity for Washoe groups, non-characteristic of their surrounding neighbors in the Great Basin. Semisedentism and higher population densities, concepts of private property, and communal labor and ownership are reported and may have developed in conjunction with their residential and subsistence resource stability (Lindström 2018).

The ethnographic record suggests that during the mild season, small groups traveled through high-mountain valleys collecting edible and medicinal roots, seeds and marsh plants. In the higher elevations, men hunted large game (mountain sheep, deer) and trapped smaller mammals. The Washoe have a tradition of making long treks across the Sierran passes to hunt, trade, and gather acorns. These aboriginal trek routes, patterned after game trails, are often the precursors of our historic and modern road systems. Archaeological evidence of these ancient subsistence activities is found along the mountain flanks as temporary small hunting camps containing waste flakes of stone and broken tools. In the high valleys, permanent base camps are represented by stone flakes, tools, grinding implements, and house depressions.

Disruptions imposed by incoming Euroamerican groups caused declines in Washoe population numbers and traditional resource use. Throughout the last quarter of the 19th century and until the end of World War I, Washoes became increasingly involved in the Euroamerican economy. As a strategy for survival, Washoe individuals and family groups developed close relationships with their "white employers." Lake Valley ranchers and resort owners needed Indian labor and, in exchange, Washoes were paid wages and/or given food. In addition to ranching and logging, Washoe men and women pursued work in a variety of enterprises (contract laborers, care takers, road construction workers, cowhands, hunting and fishing guides, domestic servants, firewood and Christmas-tree cutters, etc.). Other Washoe entrepreneurs developed specialized skills and trades for hire. Women performed domestic labor and made baskets to sell to tourists. The development of the commercial basket market at Lake Tahoe and the fluorescence of Washoe "fancy basketry" (the *degikup* form) between 1895 and 1935 is a testimony to cultural persistence, engagement in the Euroamerican economy, and the role of women as generators of this economy.

Their relatively rich environment afforded the Washoe a degree of isolation and independence from neighboring peoples and may account for their long tenure in their known area of historic occupation (Lindström 2018). The Washoe are part of an ancient Hokan-speaking residual population that has been subsequently surrounded by Numic-speaking incomers, such as the Northern Paiute (Lindström 2018). Even into the 21st century, the Washoe have not been completely displaced from their traditional lands. The contemporary Washoe have developed a Comprehensive Land Use Plan that includes goals of reestablishing a presence within the Tahoe

Sierra and re-vitalizing Washoe heritage and cultural knowledge, including the harvest and care of traditional plant resources and the protection of traditional properties within the cultural landscape (Lindström 2018).

EUROAMERICAN HISTORY

Early Exploration

Aside from a few trappers and probably some adventuresome miners moving east from the foothills, the Tahoe Basin was essentially uninhabited by Euroamericans following its sighting by Fremont in l844. Until the late l850s, it is doubtful if there was any permanent settlement of any significance up to the time of the Comstock, other than a few trading posts or inns in Lake Valley which catered to early emigrants. On some of the earlier maps, Lake Tahoe is shown as Mountain Lake. Fremont named it Lake Bonpland, in honor of the French botanist who had accompanied him on his explorations. The name was changed to Lake Bigler, to honor the governor of California from l852 to l856. Because Bigler was an outspoken secessionist, a movement started during the Civil War to restore to the lake its original Washoe appellation, understood to be Tahoe and to mean "big water." The lake was not officially designated as Lake Tahoe until an act by the legislature in 1945 (Lindström 2018).

Transportation and Early Settlement in Lake Valley

The opening of the Comstock mining boom in Nevada beginning in mid-1859, and the need to transport people and supplies to the mines of the Comstock and the Motherlode prompted a sudden surge of heavy wagon and freight traffic through the Tahoe Basin, as quicker routes were sought across the Tahoe Sierra. Johnson's cut-off, also known as the "Placerville Road," was one of the earliest road components that comprised the Bonanza Road System between Placerville and the Mother Lode and Virginia City and the mines of the Comstock Lode. The road crossed over Echo Summit and through Lake Valley along Tahoe's south shore, continuing eastward to Mormon Station (Genoa) and finally to Virginia City. For a time, the road was known as the "Kingsbury and McDonald Toll Road." The route was designated as the Lincoln Highway in 1913–1914, the nation's first transcontinental auto road. The southern branch of the Lincoln Highway headed south to Carson City and then west via South Lake Tahoe and Placerville and on to Sacramento. The Johnson Pass/Placerville Road/Lincoln Highway assumes much of the alignment of modern US 50 through Lake Valley. The lakeshore leg of the Johnson Pass Road branched northward along the edges of the Upper Truckee River Marsh towards present-day Al Tahoe.

Owing to the difficulty of overland travel within the Tahoe Basin, the use of boats became a critical factor in the development of the Tahoe Basin. As the freight and passenger business grew, along with the need for towing log booms to the mills of Glenbrook and Incline, more steamers were added, and lakeshore facilities were constructed to accommodate them. Saw logs, floated down the Upper Truckee River, were banked behind piling barricades at the Upper Truckee River mouth and towed to Glenbrook.

The first automobiles traveled to the Tahoe Basin in the mid-1910s. By the 1930s, the roads to the Tahoe Basin from California and Nevada were paved. US 50 brought most of the people to the south shore. With general accessibility to automobile tourism and to general public recreation, the old luxury hotels declined and were replaced by rustic summer cabins, auto courts motels, cafes, and service stations.

Lumbering

The first lumber mill in Lake Valley, Woodburn's water-power sawmill, was constructed in 1860 some two miles northeast of Yank's Station on the Old Placerville "back road" (Pioneer Trail), and southeast of the project site. Woodburn's supplied lumber for many of the hostelries, barns, and stables which were mushrooming on the old Placerville Road (Lindström 2018). The urgent demand for fuel wood and the more pressing needs of the mines (with their square-set timbering system) and those of the growing settlements created an insatiable demand for lumber. As areas in the Carson Range were depleted of their timber, harvesting was directed to the Tahoe Basin.

Four major lumber companies operated within the Tahoe Basin. Each developed an impressive network of sawmills, railroads, tramways, flumes, and rafting operations, which were designed to cut and move the lumber over the crest of the Carson Range and down to the mines of Washoe. The Carson & Tahoe Lumber & Fluming Company (CTLFC) emerged as the chief operator, with holdings in the east-central, south and southwestern portion of the Tahoe Basin. The company was formed by Bliss and Yerington in 1873, with headquarters at Glenbrook.

One of the CTLFC's lumbering operations centered at near present-day Bijou at Taylor's Landing. Much of this logging was done on a contract basis with local loggers who supplied stipulated amounts of timber for large firms. French-Canadian lumberjacks were hired to fell the timber and Chinese and Portuguese cut cordwood. In 1889, two years after the CTLFC had installed their Lake Valley logging railroad, they drove double rows of pilings to hold back the sand at the influx of the Upper Truckee River. Then saw logs were floated down stream at high water and the timber was banked at the outlet. Hence the mouth was named "Bank Land." Here the "go-devil" barge became a familiar sight in the shallow water where it was used to retrieve sunken logs. After the sunken logs were winched to the surface, they were then moved to the Glenbrook Mill (Lindström 2018).

Ranching and Dairying

Along the Bonanza Road, hostelries, way stations, and inns sprang up to provide the services required by travelers. Small-scale ranching and farming endeavors developed around these hostels in support of the local economy. Hay and grain were raised in the meadows. The Johnsons, Bartons, Taylors, Sibecks, and Dunlaps were among several ranchers who established farms, ranches, or dairies near the project site (Lindström 2018).

The bottomlands south of the Upper Truckee River's outlet (formerly known as "Lake Stream") passed through William D. Barton's ranch and milk house, that later would be known as "Meadowedge" (Lindström 2018). This area was located near the US 50 crossing at Trout Creek, and southeast of the project site.

John Dunlap, brakeman for the CTLFC's Lake Valley Railroad, returned to Lake Valley in 1928 to live at his already flourishing dairy ranch, known as Tamarack. In 1920, he had bought 1,600 acres of meadow and forestland that is now Gardner Mountain, Tahoe Island Park, the Tamarack Subdivision, and Tahoe Keys. The family established the dairy near the end of present day Washington Street in Tahoe Keys (where, as of 1971, several of the ranch buildings were still in use; Lindström 2018).

Recreation and Community Development

By the late 1890s, the demand for lumber dropped sharply with the close of the Comstock mining boom. As the Tahoe Basin attracted more interest and more tourists, diverse resorts appeared along the shores of the lake. Growing numbers of eastern visitors joined the members of San Francisco's elite and the wealthy mining and business interests of the Comstock at the lake's best hotels, such as Tallac and Glenbrook. People of more modest means camped or vacationed in rustic hotels and cottages. Tahoe's backwoods became increasingly populated by recreationists. The U.S. Forest Service initiated patrols for visitor safety and to respond to the increased fire danger. The legalization of gambling in Nevada in 1931 and the emergence of the ski industry during the 1950s became significant factors in the economic structure of the Tahoe Basin and prompted the movement toward year-round use of the Tahoe Basin.

To meet the growing demand for housing, during the late 1950s approval was given for Dillingham Corporation to develop a marina on Pope Marsh that ultimately became the extensive Tahoe Keys development (Chandler 2001). The back of the Tahoe Keys advertising card shown in Exhibit 3.5-1 reads, "Lake Lagoon Living. Tahoe Keys the ultimate in mountain/marine living! A 197-million-dollar master-planned community on the south shore of Lake Tahoe. Waterfront home sites, homes and Town Houses with private lake beach. SunBear Swim & Tennis Club and private boat docks. A project of the Dillingham Corporation of California." (Lindström 2018).

This 750-acre waterfront community now supports about 1,200 to 1,500 homes and 335 townhomes constructed adjacent to a series of canals. Throughout the 1950s–1960s, land at the mouth of the Upper Truckee River was created using an estimated five million cubic yards of soil dredged from the Upper Truckee River marsh land (Chandler 2001). Environmental impacts resulting from the destruction of a substantial portion of the Upper Truckee Marsh, which is the primary filter for river water entering the lake, have become the focus of a series of restoration efforts, such as the current proposal to relocate the TKPOA corporation yard.

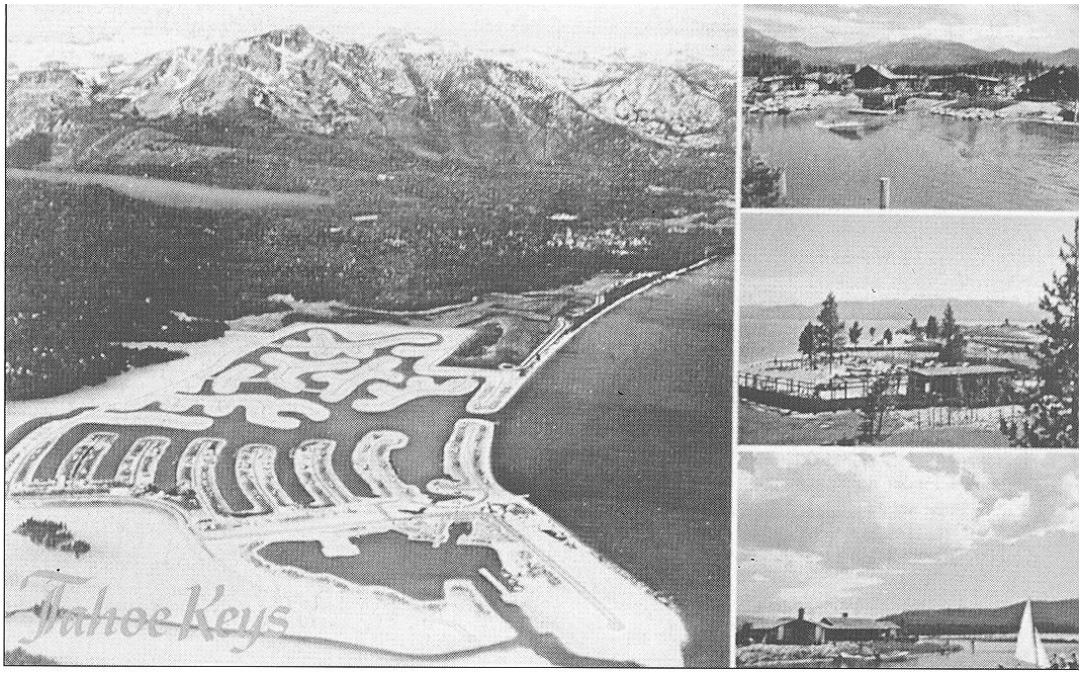


Exhibit 3.5-1 **Historic Tahoe Keys Advertising Card**

PREFIELD RESEARCH

Personnel

Susan Lindström, Ph.D., Consulting Archaeologist, prepared an archaeological study in support of this environmental document (Appendix C). Dr. Lindström meets the Secretary of Interior's Professional Qualifications Standards in archaeology, history, and related disciplines (48 Federal Register [FR] 44738-44739).

Prior Cultural Study

Prefield research entailed a literature survey of prehistoric and historic themes of the project site and surrounding area as well as a review of prior archaeological research and of pertinent published and unpublished literature. Records, maps, oral histories, and other materials on file in Dr. Lindström's personal archives were also consulted. To identify any properties listed on the National Register or California Register (or other listings), an updated records search was initiated by the North Central Information Center (NCIC) of the California Historical Resources Information System.

An initial records search was conducted by AECOM in 2007 in support of the Upper Truckee River and Marsh Restoration Project. The prior search was updated for the proposed project on April 10, 2018 (NCIC File No.: ELD-18-38; see Appendix C). The in-house records search was performed by staff of the NCIC housed at California State University Sacramento. In addition to the records and maps for sites and studies in El Dorado County, other official inventories were also reviewed by the NCIC, including:

- Office of Historic Preservation's *Historic Property Directory*,
- *Determination of Eligibility*,

- California Inventory of Historical Resources,
- California State Historical Landmarks,
- National Register of Historical Places/California Register of Historic Resources Listings,
- California Points of Historical Interest, and
- Caltrans state and local bridge surveys.

The NCIC records search disclosed that one archaeological study has been completed for the project site and two additional studies were performed within the 1/8-mile search radius. No recorded cultural resources are on file with the NCIC and a single cultural resource, a historic fence (P-09-3465/CA-Eld-2235/H) was recorded by Lindström (1996) within the search radius. The fence was not re-located by AECOM in their 2007/2012 field reconnaissance.

FIELD RESEARCH

A field survey was conducted on May 1, 2018 by Dr. Lindström. No cultural resources were encountered on the proposed corporation yard site.

3.5.2 Discussion

This discussion of the potential impacts of the project on cultural 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 cultural resources and are not discussed further.

a) Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?

Less than significant. Historical (or architectural) resources include standing buildings (e.g., houses, barns, outbuildings, cabins) and intact structures (e.g., dams, bridges, roads). Neither the 2018 record search nor the pedestrian survey revealed any historical resources within the project site. In addition, the project site has been impacted by fill which was placed during excavation of the Tahoe Keys. The proposed project would not cause a substantial adverse change in the significance of a historical resource. The impact would be less than significant.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

Less than significant. Archaeological resources are locations where human activity has measurably altered the earth or left deposits of prehistoric or historic-era physical remains (e.g., stone tools, bottles, former roads, house foundations). The 2018 record search and the pedestrian survey did not identify any known archaeological resources within the project site or surrounding area. In addition, the project site has been impacted by fill which was placed during construction of the Tahoe Keys. The proposed project would not cause a substantial adverse change in the significance of an archaeological resource. The impact would be less than significant.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No impact. The project site is located within artificial fill from Holocene lake deposits which were placed in the 1950s. Therefore, construction of the proposed project would not impact a unique paleontological or unique geologic feature.

d) Disturb any human remains, including those interred outside of dedicated cemeteries?

Less than significant. Based on documentary research, no evidence suggests that any prehistoric or historic-era marked or un-marked human interments are present within or in the immediate vicinity of the project site. Additionally, due to the placement of fill in the project site and surrounding area in the 1950s, it is very unlikely that previously unknown Native American or other graves could be present within the project site and that project-related activities could uncover previously unknown human remains. This is a less-than-significant impact.

e) Will the proposal result in an alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?

No. Neither the 2018 record search nor the pedestrian survey revealed any archaeological or historical resources within the project site. TRPA Code Section 67.3.1 states that if, during the course of a project or activity, a potential archaeological, cultural, or historical resource is discovered, all operations shall stop until a qualified archaeologist has evaluated the potential for significance of the resource.

f) Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records?

No. Neither the 2018 record search nor the pedestrian survey revealed any archaeological or historical resources within the project site.

g) Is the property associated with any historically significant events and/or sites or persons?

No. Neither the 2018 record search nor the pedestrian survey revealed any archaeological or historical resources within the project site.

h) Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?

No. Neither the 2018 record search nor the pedestrian survey revealed any archaeological or historical resources within the project site.

i) Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?

No. Neither the 2018 record search nor the pedestrian survey revealed any archaeological or historical resources within the project site.

CUMULATIVE IMPACTS

The cumulative context for the cultural resources analysis considers a broad regional system of which the resources are a part. The cumulative context for historical resources is the Tahoe Basin where common patterns of historic-era settlement have occurred over roughly the past two centuries. The cumulative context for archaeological resources is the Tahoe Basin portion of the Washoe territory. Based on previous cultural resource surveys and research, the Tahoe Basin has been inhabited by prehistoric and historic people for thousands of years. Because all significant cultural resources are unique and nonrenewable members of finite classes, all adverse effects or negative impacts erode a dwindling resource base. The loss of any one archaeological site affects all others in a region because these resources are best understood in the context of the entirety of the cultural system of which they are a part. The boundaries of an archaeologically important site extend beyond the site boundaries. As a result, a meaningful approach to preserving and managing cultural resources must focus on the likely distribution of cultural resources, rather than on project or parcel boundaries. Because the proposed project's impacts on cultural resources would be less than significant, the proposed project would not contribute to a cumulative loss of cultural resources. Thus, the project would not make a considerable contribution to a significant cumulative impact.

3.6 GEOLOGY AND SOILS

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VI. Geology and Soils. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to California Geological Survey Special Publication 42.)	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

TRPA INITIAL ENVIRONMENTAL CHECKLIST QUESTIONS	Yes	No, with Mitigation	Data Insufficient	No
1. Land. Would the project cause:				
f) Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)? (TRPA Item 1a)	☒	☐	☐	☐
g) A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions? (TRPA Item 1b)	☐	☐	☐	☒
h) Unstable soil conditions during or after completion of the proposal? (TRPA Item 1c)	☐	☐	☐	☒
i) Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet? (TRPA Item 1d)	☐	☐	☐	☒

j)	The continuation of or increase in wind or water erosion of soils, either on or off the site? (TRPA Item 1e)	☐	☐	☐	☒
k)	Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake? (TRPA Item 1f)	☐	☐	☐	☒
l)	Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards? (TRPA Item 1g)	☐	☐	☐	☒

3.6.1 Setting

The Tahoe Basin was formed through faulting and volcanism more than 2 million years ago and, as a result, the Tahoe Basin consists of granitic, metamorphic, and volcanic rock. The project site is located in the southern portion of the Tahoe Basin, where Quaternary glacial and lake deposits dominate the geology (Exhibit 3.6-1) (Saucedo 2005). This represents the flattest portion of the Tahoe Basin with a slight slope toward Lake Tahoe. The proposed TKPOA corporation yard project site is underlain by late Holocene artificial fill which was derived from dredged Upper Truckee Marsh material to construct the Tahoe Keys in the mid-1950s. The project site is bordered to the east by Holocene floodplain deposits in the Upper Truckee Marsh.

The project site is located in a seismically-active area. There are three active faults or fault zones within the Tahoe Basin: the West Tahoe-Dollar Point Fault (the longest at 45 kilometers [km] long); the Stateline-North Tahoe Fault; and the Incline Village Fault (Brothers et al. 2009:499). Relative to the project site, the West Tahoe-Dollar Point Fault is located approximately 5.5 miles to the north, the Stateline-North Tahoe Fault is approximately 8.1 miles to the north, and the Incline Village Fault is approximately 16 miles to the north. Recent studies indicate that all three of these faults have experienced large rupture events within recent geologic time (Dingler 2009:18). The nearest mapped Alquist-Piolo Earthquake Fault Zone is located along the Genoa Fault, approximately 8 miles east of the project site (CGS 2010).

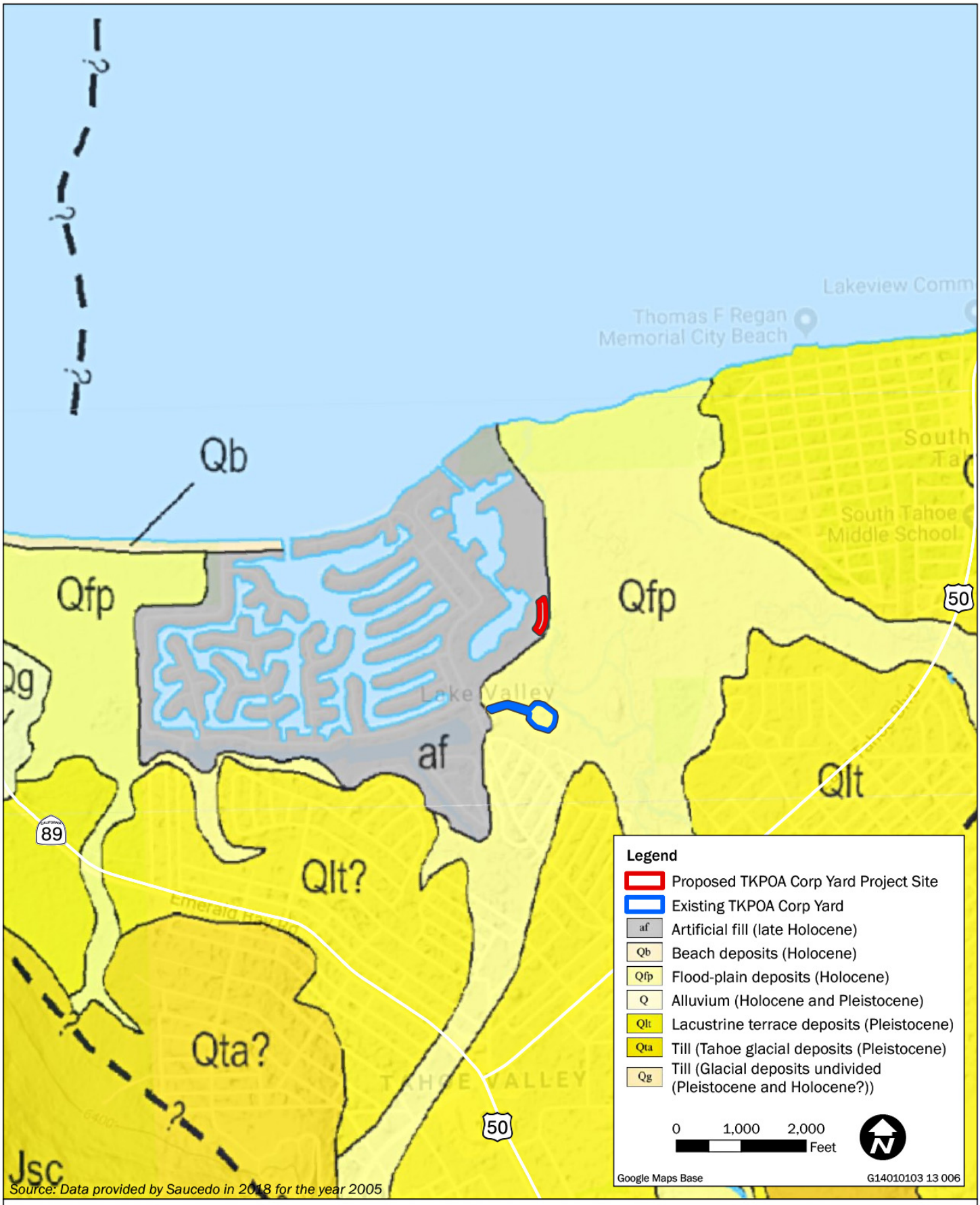
There is one soil type at the project site: Oxyaquic Xerothents-Water association, 0-5 percent slopes (Table 3.6-1; NRCS 2007). This soil is formed from earthy fill from granodiorite and is not rated as a hydric soil. The depth to the water table at the project site ranges from 12 to 72 inches (NRCS 2007) although groundwater monitoring data from the Tahoe Keys Marina and Yacht Club area indicate an average groundwater depth of 5 to 6 feet below ground surface (SWRCB 2018).

Table 3.6-1 Project Site Soil Properties

Map Item Symbol	Map Item Name	Percent of Item	Soil Expansion Potential	Erosion Hazard
7051	Oxyaquic Xerothents-Water association, 0 to 5 percent slopes	100	Low (1.5% linear extensibility)	Slight

Source: NRCS 2007

TRPA's Bailey Land Capability System is used to classify the sensitivity of land. The project site is classified as Land Capability District (LCD) 6 man-modified, which is not considered sensitive land (TRPA 2017). The adjacent Upper Truckee Marsh is classified by TRPA's Bailey Land Capability System as LCD 1b, one of the most sensitive land classifications (Exhibit 3.6-2). The Dillingham Settlement Agreement, a litigation settlement agreement in *People of the State of California vs. Dillingham Development Company and TRPA* CIV-S-85-0873-EJG (Conservancy 1988) allows the Conservancy to allocate coverage available on land the



Source: Data provided by Saucedo in 2018 for the year 2005

Exhibit 3.6-1 **Geology in the Project Vicinity**

ASCENT ENVIRONMENTAL

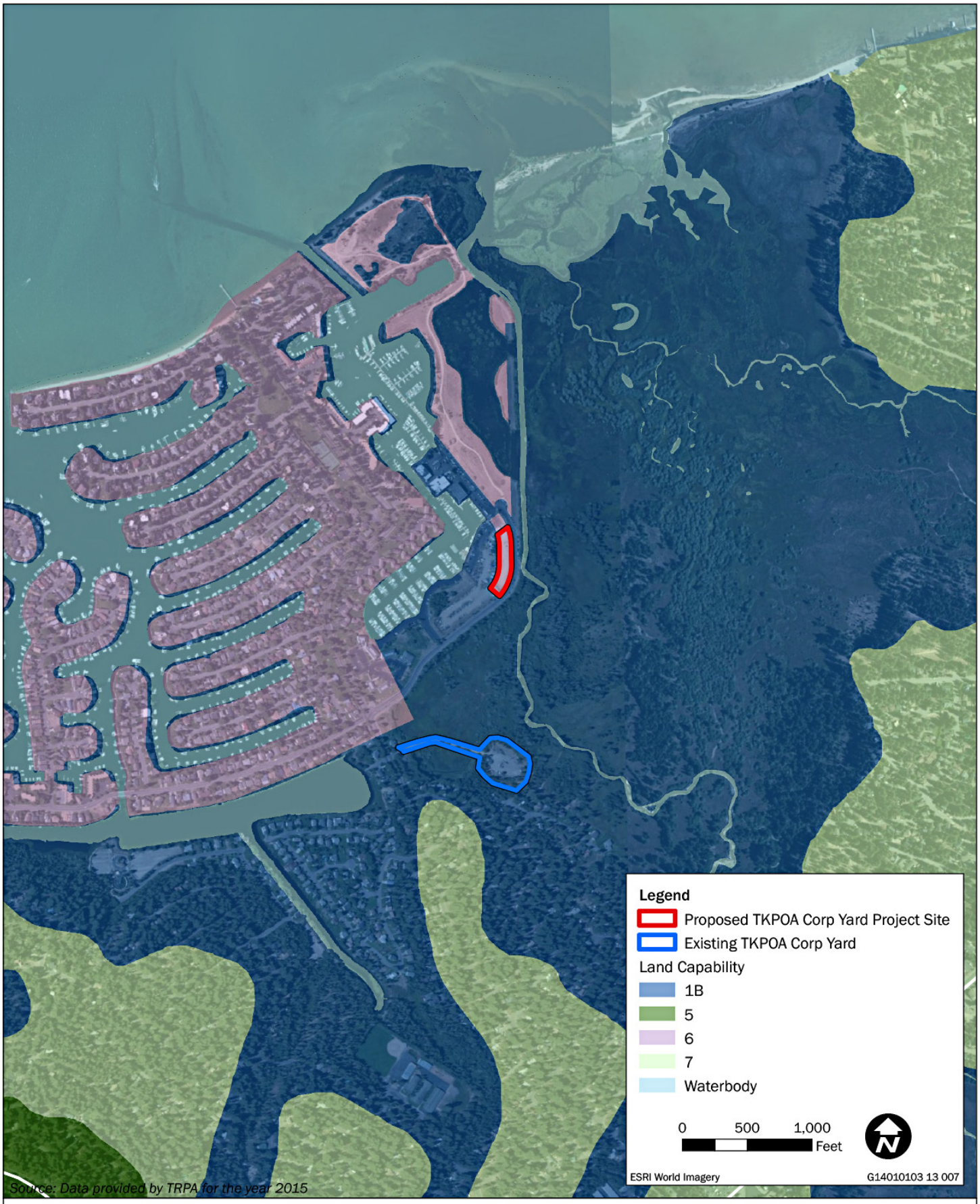


Exhibit 3.6-2 **Land Capability in the Project Vicinity**

ASCENT ENVIRONMENTAL

Conservancy owns, which includes the proposed TKPOA corporation yard site, amounting to 100 percent coverage. To construct the TKPOA corporation yard, a TRPA project application will be required and will need to demonstrate that the Conservancy has the amount of square feet of coverage available from the Settlement Agreement equal to the amount of coverage proposed on the site for the proposed project. Although the parcel would be allowed 100 percent coverage through the settlement agreement, the proposed coverage for the project is 30,424 square feet (67 percent of the parcel).

3.6.2 Discussion

This discussion of the potential impacts of the project on geology and soils 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 geological and soil resources and are not discussed further.

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

Less-than-significant impact. The Alquist-Priolo Act (Public Resources Code Sections 2621–2630) was passed in 1972 to mitigate the hazard of surface faulting to structures designed for human occupancy. Surface ground rupture along faults is generally limited to a linear zone a few yards wide. The project site is not located in an Alquist-Priolo Earthquake Fault Zone. The nearest mapped Alquist-Priolo Earthquake Fault Zone is located along the Genoa Fault, approximately 8 miles to the east of the project site (CGS 2010). The corporation yard would be designed in accordance with current seismic design standards included in the 2016 California Building Code Section 1613 and in accordance with American Society of Civil Engineers (ASCE) standards, specifically ASCE 7-10 *Minimum Design Loads for Buildings and Other Structures*. No faults are mapped as crossing or trending towards the site; therefore, the potential for surface rupture at the site is considered low. Earthquakes centered on regional faults in the area, such as the West Tahoe Fault or Genoa Fault, would likely result in higher ground motion at the site than earthquakes centered on smaller faults that are mapped closer to the site. This impact would be less than significant.

ii) Strong seismic ground shaking?

Less-than-significant impact. As indicated above, the project site is located in an area that could experience seismic shaking. However, the proposed project would not be located on a known fault and the corporation yard building would be constructed in accordance with the 2016 California Building Code Section 1613 and with ASCE standards, specifically ASCE 7-10 *Minimum Design Loads for Buildings and Other Structures*. Therefore, impacts related to strong seismic shaking would be less than significant.

iii) Seismic-related ground failure, including liquefaction?

Less-than-significant impact. Liquefaction is a phenomenon where loose, saturated, granular soil deposits lose a portion of their shear strength because of excess pore water pressure buildup. Cyclic loading, which occurs during an earthquake, typically causes an increase in pore water pressure within the soil which causes the soil to act like a liquid. The loss of soil strength can

result in the inability of a soil to support foundation loads. Soil type, intensity of seismic ground motions, and the depth to groundwater are factors that determine liquefaction potential. Loose sands and peat deposits are susceptible to liquefaction, while clayey silts, silty clays, and clays deposited in freshwater environments are generally stable under the influence of seismic ground shaking (CGS 2008: 35-37). Liquefaction poses a hazard to engineered structures. It is possible that liquefaction could occur at the project site in the event of a large magnitude earthquake based on the soil type associated with the site; however, the proposed building would not be a habitable structure, and the project would be designed and constructed in accordance with the 2016 California Building Code Section 1613 and with ASCE standards (as required by law) that are intended to reduce the risk of injury or property damage from seismic hazards, including liquefaction. The 2016 California Building Code (CBC), states that all structures would be designed to resist earthquake motions in accordance with ASCE standards, specifically ASCE 7-10 *Minimum Design Loads for Buildings and Other Structures*. Impacts associated with seismic-related ground failure would be less than significant.

iv) Landslides?

No impact. A landslide or mudslide is the downhill movement of earth material under the force of gravity. The factors contributing to landslide potential are steep slopes, unstable terrain, and proximity to earthquake faults. The project site is relatively level and does not contain any steep slopes; therefore, it is not subject to landslides and there would be no impact.

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

Less-than-significant impact. Project grading would result in exposure of soil to potential wind and water erosion until the project site is effectively stabilized and revegetated. To minimize erosion potential during construction, the TRPA permit would require implementation of BMPs, a dewatering plan (if required), and revegetation specifications. Temporary BMPs, as required by TRPA, address soil erosion and the potential for the loss of top soil. Implementation of standard erosion-control measures (e.g., management, structural, and vegetative controls) would be required for all construction activities that expose soil. Grading operations would be required to eliminate direct routes for conveying runoff to drainage channels, and specific measures would be required for stabilizing soils before the onset of winter. TRPA limits earth-moving activities to between May 1 and October 15. Implementation of the required BMPs for the 0.99-acre construction site would reduce the potential for soil erosion and loss of top soil to a less-than-significant level.

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

Less-than-significant impact. As discussed in item "a-iv" above, the project would not result in on or off-site landslide. Linear extensibility of the soil on the project site is 1.5 percent, therefore the lateral spreading potential is very low (NRCS 2007). Subsidence is the motion of the surface of the earth as it shifts downward and is commonly caused by groundwater pumping (USGS 2000:1). No groundwater pumping is proposed as part of this project that could result in subsidence. As discussed in item "a-iii" above, it is possible that liquefaction could occur in the event of a large magnitude earthquake based on the soil type associated with the project site; however, the project would be designed and constructed in accordance with the 2016 California Building Code Section 1613 and with ASCE standards (as required by law) that are intended to reduce the risk of injury or property damage from seismic hazards, including liquefaction. Section 1613 of the 2013 CBC, states that all structures would be designed to resist earthquake motions in accordance with ASCE standards, specifically ASCE 7-10 *Minimum Design Loads for Buildings and Other Structures*. The project would comply with existing codes and requirements and impacts associated with unstable soils would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994, as updated), creating substantial risks to life or property?

Less-than-significant impact. Linear extensibility can be used to determine the shrink-swell potential or expansive potential of soils. As discussed in item "c," the linear extensibility of the soil at the project site is 1.5 percent, and therefore the shrink-swell potential is low (NRCS 2007). Risks to life or property related to expansive soils are less than significant.

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

No Impact. Implementation of the proposed project would not involve the use of septic tanks or alternative waste water disposal systems. Therefore, no impact would occur.

f) Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?

Yes. Under the Bailey Land Capability System, LCD 6 is allowed 30 percent coverage (TRPA 2012). The Dillingham Settlement Agreement, a litigation settlement agreement in *People of the State of California vs. Dillingham Development Company and TRPA* CIV-S-85-0873-EJG (Conservancy 1988) allows the Conservancy to allocate coverage available on land the Conservancy owns, which includes the proposed TKPOA corporation yard site, amounting to 100 percent coverage. The project proposes 67 percent coverage on the 0.99-acre parcel. To construct the TKPOA corporation yard, a TRPA project application will be required and will need to demonstrate that the Conservancy has the amount of square feet of coverage available from the Settlement Agreement equal to the amount of coverage proposed on the site for the project.

g) A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?

No. The current conditions of the proposed corporation yard site consist of relatively flat, compacted fill material. Construction of the corporation yard would change ground surface relief features through the construction of a building. Because infrastructure associated with the adjacent Tahoe Keys Marina and Yacht Club includes stacked boat storage and buildings, the ground surface relief features of the proposed corporation yard would be consistent with existing surrounding conditions.

h) Unstable soil conditions during or after completion of the proposal?

No. During construction, the proposed project could temporarily create unstable soil conditions and potentially expose soil to wind and water erosion until the project undergoes final stabilization through paving and revegetation. As describe in item "b," above, to minimize erosion potential during construction, the TRPA permit would require implementation of BMPs, a dewatering plan (if required), and revegetation specifications. Temporary BMPs, as required by TRPA, address soil erosion and the potential for the loss of top soil. Implementation of standard erosion-control measures (e.g., management, structural, and vegetative controls) would be required for all construction activities that expose soil. Grading would be required to eliminate direct routes for conveying runoff to drainage channels, and specific measures would be required for stabilizing soils before the onset of winter. TRPA limits earth-moving activities to between May 1 and October 15. Implementation of the required BMPs for the 0.99-acre construction site would reduce unstable soil conditions during construction and final stabilization would prevent unstable soil conditions after project completion.

i) Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?

No. Final design of the corporation yard is not complete. At this time there is a proposed sewer line trench located below 5feet for which TKPOA has received a soils/hydrologic study waiver from TRPA. If any other proposed utility trenches or the building foundation would be greater than 5 feet deep, a TRPA soils/hydrologic study or waiver would be required. Groundwater monitoring data from the Tahoe Keys Marina and Yacht Club area indicate an average groundwater depth of 5 to 6 feet below ground surface near

the boat ramp at the marina (SWRCB 2018). Excavation activities would be conducted in accordance with TRPA Code Section 33.3.6.A regarding groundwater interception. The proposed stormwater retention ponds are proposed to be 18 inches deep. The project site includes fill from the excavation of the Tahoe Keys channels dating back to the 1950s. Because the project site has been subject to previous disturbance, the project is not expected to result in changes to undisturbed soil or native geologic substructures. Additional data regarding depth of excavation for the corporation yard building and utility trenches would be provided to TRPA prior to a final determination by TRPA.

j) The continuation of or increase in wind or water erosion of soils, either on or off the site?

No. See discussion under item "h," above.

k) Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake?

No. The project site consists of fill material and would not affect deposition or erosion of beach sand, or changes in siltation, deposition, or erosion which may modify the channel of a river or stream or bed of a lake.

l) Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?

No. As discussed in item "c" the proposed project would not expose people or property to landslides, mudslides, or ground failure. The project is not located in the backshore and therefore would not contribute to backshore erosion. The project would not expose people or property to avalanches because of the lack of topography in the vicinity of the project site. It is possible that the project site could experience ground shaking but the building would be constructed in accordance with the 2016 CBC, which states that all structures would be designed to resist earthquake motions in accordance with ASCE standards, specifically ASCE 7-10 *Minimum Design Loads for Buildings and Other Structures*.

CUMULATIVE IMPACTS

The Tahoe Basin is a seismically-active area requiring that development consider fault lines to avoid placing people and property at risk. While this is a concern for development projects within the cumulative effects area, the proposed project would be constructed in accordance with the 2016 CBC, which states that all structures would be designed to resist earthquake motions in accordance with ASCE standards, specifically ASCE 7-10 *Minimum Design Loads for Buildings and Other Structures*. Therefore, the proposed project would have no cumulative impact relative to fault rupture, strong seismic shaking, or seismic-related ground failure.

The Tahoe Basin contains steep slopes and areas of highly-erosive soils. Ground disturbance in these areas has the potential to result in adverse effects on structures and human life as a result of erosion hazard and slope stability, both of which are primarily local, site-specific impacts. The proposed project and the related projects listed in Table 3.18-1 would be required to comply with regulations set forth by TRPA. The proposed project and the related projects listed in Table 3.18-1 would result in less-than-significant cumulative effects related to soil erosion or loss of topsoil.

Geotechnical impacts are site specific rather that cumulative in nature. For example, expansive soils in one project site may be relevant to that project, but project activities would not make an adjacent parcel more or less susceptible to the effects of expansive soils. Additionally, the proposed project and the related projects in Table 3.18-1 would comply with city, local, and state building codes. Therefore, the proposed project and the related projects would have no cumulative impact relative to unstable geology or expansive soils.

As described above, the project would not make a considerable contribution to a significant cumulative impact related to geology, soils, and land.

3.7 GREENHOUSE GAS EMISSIONS

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VII. Greenhouse Gas Emissions. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
c) Reduce the ability of the project site to adapt to the effects of climate change?	☐	☐	☒	☐
TRPA INITIAL ENVIRONMENTAL CHECKLIST QUESTION	**Yes**	**No, with Mitigation**	**Data Insufficient**	**No**
2. Air Quality. Would the project cause:				
d) Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally? (TRPA Item 2d)	☐	☐	☐	☒

3.7.1 Setting

SCIENTIFIC BASIS OF GHG AND CLIMATE CHANGE

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

Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO_2), methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride. Human-caused emissions of GHGs in excess of natural ambient concentrations are believed to be responsible for intensifying the greenhouse effect and leading to a trend of unnatural warming of the earth's climate, known as global climate change or global warming. It is "extremely likely" that more than half of the observed increase in global average surface temperature from 1951 to 2010 was caused by the anthropogenic increase in GHG concentrations and other anthropogenic forcing (IPCC 2014:3, 5).

Climate change is a global problem. GHGs are global pollutants, unlike criteria air pollutants and toxic air contaminants, which are pollutants of regional and local concern. Whereas pollutants with localized air quality effects have relatively short atmospheric lifetimes (about one day), GHGs have long atmospheric lifetimes (one to several thousand years). GHGs persist in the atmosphere for long enough time periods to be dispersed around the globe. Although the exact lifetime of any particular GHG molecule is dependent on multiple variables and cannot be pinpointed, it is understood that more CO_2 is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration. Of the total annual

human-caused CO_2 emissions, approximately 55 percent is sequestered through ocean and land uptakes every year, averaged over the last 50 years, whereas the remaining 45 percent of human-caused CO_2 emissions remains stored in the atmosphere (IPCC 2013:467).

The quantity of GHGs that ultimately result in climate change is not precisely known; but is enormous; no single project alone would measurably contribute to an incremental change in the global average temperature, or to global, local, or micro climates. From the standpoint of CEQA, GHG impacts to global climate change are inherently cumulative.

GREENHOUSE GAS EMISSION SOURCES

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

In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation (CARB 2017a). Emissions of CO_2 are byproducts of fossil fuel combustion. Methane, a highly potent GHG, primarily results from off-gassing (the release of chemicals from nonmetallic substances under ambient or greater pressure conditions) and is largely associated with agricultural practices and landfills. Nitrous oxide is also largely attributable to agricultural practices and soil management. CO_2 sinks, or reservoirs, include vegetation and the ocean, which absorb CO_2 through sequestration and dissolution (CO_2 dissolving into the water), respectively, two of the most common processes for removing CO_2 from the atmosphere.

3.7.2 Regulatory Setting

EXECUTIVE ORDER S-3-05

Executive Order (EO) S-3-05, signed into California law in 2005, proclaims that California is vulnerable to the impacts of climate change. It declares that increased temperatures could reduce the Sierra Nevada snowpack, further exacerbate California's air quality problems, and potentially cause a rise in sea levels. To combat those concerns, the executive order established total GHG emission targets for the state. Specifically, statewide emissions are to be reduced to 1990 levels by 2020, and to 80 percent below 1990 levels by 2050.

ASSEMBLY BILL 32, THE CALIFORNIA GLOBAL WARMING SOLUTIONS ACT OF 2006

In September 2006, the California Global Warming Solutions Act of 2006, Assembly Bill (AB) 32, was signed into law. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and a cap on statewide GHG emissions. AB 32 requires that statewide GHG emissions be reduced to 1990 levels by 2020. AB 32 also requires that (a) the statewide greenhouse gas emissions limit shall remain in effect unless otherwise amended or repealed. (b) It is the intent of the Legislature that the statewide greenhouse gas emissions limit continue in existence and be used to maintain and continue reductions in emissions of greenhouse gases beyond 2020. (c) [CARB] shall make recommendations to the Governor and the Legislature on how to continue reductions of greenhouse gas emissions beyond 2020." [California Health and Safety Code, Division 25.5, Part 3, Section 38551]. For the purposes, of AB 32 and other legislation in California GHGs are expressed in carbon dioxide-equivalent (CO_2e). CO_2e is a measurement used to account for the fact that different GHGs have different potential to retain infrared radiation in the atmosphere and contribute to the greenhouse effect. This potential, known as the global warming potential of a GHG, is dependent on the lifetime, or persistence, of the gas molecule in the atmosphere.

EXECUTIVE ORDER B-30-15

On April 20, 2015, EO B-30-15 established a California GHG reduction target of 40 percent below 1990 levels by 2030. The EO aligns California's GHG reduction targets with those of leading international governments such as the 28-nation European Union, which adopted the same target in October 2014. California is on track to meet or exceed the target of reducing GHG emissions to 1990 levels by 2020, as established in the California Global Warming Solutions Act of 2006 (Assembly Bill 32, discussed above). California's new emission reduction target of 40 percent below 1990 levels by 2030 sets the next interim step in the State's continuing efforts to pursue the long-term target expressed under Executive Order S-3-05 to reach the ultimate goal of reducing emissions 80 percent below 1990 levels by 2050. This is in line with the scientifically established levels needed in the U.S. to limit global warming below 2 degrees Celsius, the warming threshold at which major climate disruptions are projected, such as super droughts and rising sea levels.

SENATE BILL 32 AND ASSEMBLY BILL 197 OF 2016

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

CLIMATE CHANGE SCOPING PLAN AND UPDATES

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

The 2017 Scoping Plan also identifies how GHGs associated with proposed projects could be evaluated under CEQA (CARB 2017b:101-102). Specifically, it states that achieving "no net increase" in GHG emissions is an appropriate overall objective of projects evaluated under CEQA if conformity with an applicable local GHG reduction plan cannot be demonstrated. CARB recognizes that it may not be appropriate or feasible for every development project to mitigate its GHG emissions to zero and that an increase in GHG emissions because of a project may not necessarily imply a substantial contribution to the cumulatively significant environmental impact of climate change.

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

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

compliance period, and at least 75 percent for 2016 and beyond. In October 2015, SB 350 was signed into law, which requires retail sellers and publicly-owned utilities to procure 50 percent of their electricity from renewable resources by 2030.

Lake Tahoe Sustainability Collaborative

The Lake Tahoe Sustainability Collaborative, of which TRPA is a part, prepared the *Sustainability Action Plan: A Sustainability Action Toolkit for Lake Tahoe* (Sustainability Action Plan). The Sustainability Action Plan is a toolkit to engage local governments, regional agencies, residents, businesses, schools, and visitors to implement sustainability measures. The plan represents an integrated approach to reducing GHG emissions and striving toward zero-impact in all aspects of sustainability. Climate change adaptation and resiliency is also a major component of the plan. Among the sustainability actions identified in the Sustainability Action Plan is to modify applicable building codes to require or incentivize increased energy efficiency of new development (Lake Tahoe Sustainability Communities Program 2013:4-5 – 4-6). The plan also recommends enforcing idling time limitations to limit idling for all construction equipment to 5 minutes in California (Lake Tahoe Sustainability Communities Program 2013:4-28). However, the Sustainability Action Plan is not formally adopted by TRPA or any other agency involved in the collaborative.

3.7.3 Analysis Methodology

CONSTRUCTION

Construction-related GHG emissions 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 sizes), 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 (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 GHG emissions and precursors from building energy use, waste, and water use, 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 use. By contrast, under project conditions, building energy use would be similar to an industrial park, the best -fit land use category assumed for modeling in CalEEMod. Thus, to estimate emissions relative to existing conditions, only the emissions from building energy use, waste, and water use 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.

3.7.4 Discussion

This discussion of the potential impacts of the project on greenhouse gas emissions 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 greenhouse gases and are not discussed further.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less-than-significant impact. Temporary construction-related activities for the proposed project would include excavation, site preparation, paving, and building construction. Table 3.3-1 summarizes the estimated construction-related annual GHG emissions of criteria air pollutants and criteria air pollutant precursors for the project. Table 3.7-1 represents CalEEMod assumption that the project could be constructed in less than 6 months although the project description allows for these construction activities to occur over 3 years. Thus, the annual GHG emissions represented in Table 3.7-1 could be spread out over the course of 3 years, resulting in fewer annual GHG emissions. Refer to Appendix B of this document for detailed modeling results.

Table 3.7-1 Summary of Greenhouse Emissions Associated with Project Construction Activities ($MTCO_2e$/year)

Construction Phase	GHG Emissions
Site Preparation	0.4
Grading	1.1
Building Construction	59.6
Paving	2.9
Architectural Coating	0.7
Total Emissions	64.8
Applicable Thresholds[1]	1,100
Exceed Thresholds?	No

Notes: PCAPCD = Placer County Air Pollution Control District, GHG = greenhouse gas, $MTCO_2e$ = metric tons of carbon dioxide equivalents

[1] PCAPCD's De Minimis Threshold of Significance of 1,100 $MTCO_2e$/year is used in the absence of an adopted threshold for EDCAQMD.

Source: Modeled by Ascent Environmental, Inc. in 2018

As shown in Table 3.7-1, annual GHG emissions would reach 64.8 $MTCO_2e$/year, which would be well below the applicable emissions thresholds of 1,100 $MTCO_2e$/year. These emissions could be further reduced through compliance with TRPA Code Section 65.1.8.A, which limits construction vehicle idling time to 5 minutes in California.

The proposed project would relocate the existing TKPOA corporation yard to a site next to the Tahoe Keys Marina and Yacht Club, 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 collectively. Thus, the project could result in a slight increase in GHG emissions associated with energy, waste, and water use over existing conditions. Table 3.7-2 below provides a summary of operational emissions estimated for operation of the proposed TKPOA corporation yard. Refer to Appendix B for a detailed description of all calculations, model runs, and assumptions used to support the modeling. As shown in Table 3.7-2, annual GHG emissions would reach 20.4 $MTCO_2e$/year, which would be well below the applicable emissions threshold of 1,100 $MTCO_2e$/year.

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. The associated increase in trip length and related daily VMT would incrementally increase GHG emissions related to project-related trips. However, the increase in emissions resulting from the longer trip length associated with the daily activities of the up to 12 TKPOA employees would not be substantial and would not cause an exceedance of the applicable emissions threshold of 1,100 $MTCO_2e$/year.

Because operation and construction of the proposed project would result in annual GHG emissions below the applicable threshold, these activities would not be anticipated to generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment. Thus, this would be a less-than-significant impact.

Table 3.7-2 Summary of Annual Greenhouse Gas Emissions Associated with Project Operation ($MTCO_2e$/year)

Operational Source[1]	GHG Emissions
Area Source	<0.1
Energy	14.8
Waste	3.0
Water	3.0
Total Annual Emissions	20.4
Applicable Thresholds[2]	1,100
Exceed Thresholds?	No

Notes: GHG = greenhouse gas, $MTCO_2e$ = metric tons of carbon dioxide equivalents

[1] Sources exclude mobile because the project would not substantially change mobile activity from existing conditions.

[2] EDCAQMD does not have an adopted threshold for GHG emissions; the Placer County APCD De Minimis Threshold of Significance of 1,100 $MTCO_2e$/year is used in this analysis.

Source: Modeled by Ascent Environmental, Inc. in 2018

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less-than-significant impact. In December 2017, CARB adopted its Climate Change Scoping Plan Update (Scoping Plan Update), which contains the main strategies California will use to reduce GHGs to reach the state's 2030 GHG emissions reduction target (CARB 2017b). This update builds upon the initial Scoping Plan with new strategies and recommendations. It defines ARB's climate change priorities required to meet the 2030 target, and also sets the groundwork to reach longer-term goals.

In March 2008, El Dorado County Board of Supervisors passed a resolution (El Dorado County 2008) that set goals related to transportation, planning and construction, and energy. The resolution called for implementation of positive environmental changes to reduce global impact, improve air quality and reduce dependence on landfills, promote alternative energies, and increase recycling.

The Sustainability Action Plan provides tools to assist local governments, agencies, businesses, residents, visitors, and community groups with prioritizing and adopting consistent sustainability actions throughout the Region. The Sustainability Action Plan represents an integrated approach to reducing GHG emissions and striving toward zero-impact in all aspects of sustainability. Among the sustainability actions identified in the Sustainable Action Plan is to modify applicable building codes to require or incentivize increased energy efficiency of new development (Lake Tahoe Sustainability Communities Program 2013:4-5 – 4-6). The plan also recommends enforcing idling time limitations to limit idling for all construction equipment to 5 minutes in California (Lake Tahoe Sustainability Communities Program 2013:4-28).

The proposed TKPOA corporation yard building would be constructed to comply with the 2016 California Green Building Standards Code and, thus would be significantly more energy efficient than the current corporation yard buildings, which are more than 40 years old. Likewise, plumbing fixtures and landscaping installed as part of the project could result in a decrease in per capita water use compared to the existing corporation yard.

For the reasons described herein and as discussed in item "a" above, the project-related GHG emissions would not exceed EDCAQMD's applicable mass emission threshold (see Tables 3.7-1 and 3.7-2). The recommended threshold was developed to show consistency with AB 32 and the Scoping Plan. Therefore, the project would not conflict with or obstruct implementation of the Lake Tahoe Sustainability Action Plan or CARB's Scoping Plan for achieving GHG reductions consistent with AB 32. This impact would be less than significant.

c) Reduce the ability of the project site to adapt to the effects of climate change?

Less-than-significant impact. The project includes constructing a proposed corporation yard facility to facilitate relocating the TKPOA corporation yard from a site within the Upper Truckee Marsh. The project would relocate an urban use from an area that is proposed for restoration as part of the Upper Truckee River and Marsh Restoration Project to an undeveloped dirt lot that was used for intermittent boat storage adjacent to the Tahoe Keys Marina and Yacht Club. The project would also include onsite improvements to capture all stormwater runoff from the proposed corporation yard to retain it onsite. The project does not include any changes that would reduce the ability of the project site to adapt to the effects of climate change. This impact would be less than significant.

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

No impact. The project does not include any components that would alter air movement, moisture, or temperature. AIS materials are stored and dried at the site for a period of approximately 2 weeks before being off hauled for disposal. The AIS materials are spread out to facilitate drying. The duration of these activities is not of a sufficient amount of time that a composting or similar decomposition activity that could increase temperature or release gases would occur. See discussion under item "a," above for analysis of the potential for the project to generate GHG emissions, which are linked to changes in climate.

CUMULATIVE IMPACTS

As discussed under item "a," above, annual operational and construction GHG emissions would be well below the applicable emissions thresholds of 1,100 $MTCO_2e$/year. Project emissions would be further reduced through compliance with TRPA Code Section 65.1.8.A, which limits construction vehicle idling time to 5 minutes in California. Additionally, the proposed TKPOA corporation yard building would be constructed to comply with the 2016 California Green Building Standards Code and, thus would be significantly more energy efficient than the current corporation yard buildings, which are more than 40 years old. Likewise, plumbing fixtures and landscaping installed as part of the project could result in a decrease in per capita water use compared to the existing corporation yard.

As described above under item "b," the project-related GHG emissions would not exceed EDCAQMD's applicable mass emission threshold, which was developed to show consistency with the GHG emissions reduction targets in AB 32. Therefore, for these reasons and in light of ongoing efforts to reduce GHG emissions (e.g., Climate Change Scoping Plan), the project's operational GHG emissions in combination with those of the Bijou Creek Restoration Project and Tahoe Keys AIS reduction project would result in a less-than-significant cumulative impact with regard to GHG emissions and climate change. The project would not make a considerable contribution to a significant cumulative impact.

3.8 HAZARDS AND HAZARDOUS MATERIALS

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
VIII. Hazards and Hazardous Materials. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

TRPA INITIAL ENVIRONMENTAL CHECKLIST QUESTIONS	Yes	No, with Mitigation	Data Insufficient	No
10. Risk of Upset. Would the project:				
i) Involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions? (TRPA Item 10a)	☐	☐	☐	☒
j) Involve possible interference with an emergency evacuation plan? (TRPA Item 10b)	☐	☐	☐	☒

17. Human Health. Would the project cause:					
k)	Creation of any health hazard or potential health hazard (excluding mental health)? (TRPA Item 17a)	☐	☐	☐	☒
l)	Exposure of people to potential health hazards? (TRPA Item 17b)	☐	☐	☐	☒

3.8.1 Setting

HAZARDOUS MATERIALS

Hazards in the vicinity of the project site are both human made and naturally occurring. Human-made hazards are generally associated with the potential risk of accidents from the transport of hazardous materials and waste to support various commercial and industrial land uses. Many chemicals used for household cleaning, construction, dry cleaning, film processing, landscaping, and automotive maintenance and repair are considered to generate hazardous materials and waste.

In addition to human-made hazardous materials, there are numerous naturally occurring hazards in the region. These include: radon gas, which is a naturally radioactive gas commonly found in all soil types and often concentrated in granite rock and granite soils; limited access for fire prevention personnel; and the ideal climate, topography and plant communities in the region that provide an abundance and variety of larval mosquito habitats that are potential vectors of organisms that can cause the spread of disease.

The State Water Resources Control Board (SWRCB) maintains the Geotracker database, which lists sites containing recorded hazardous materials releases and provides information regarding the status of clean-up activities. Sites within 2 miles of the project site that require or are undergoing remediation and monitoring are listed in Table 3.8-1 below.

Table 3.8-1 Hazardous Materials Sites within 2 Miles of the Project Site

Site Name	Location	Status	Type of Hazard
Tahoe Keys Marina and Yacht Club	2435 Venice Dr., Suite 300	Eligible for Closure	Leaking Underground Storage Tanks were removed in 1997. Groundwater monitoring and remediation is ongoing for gasoline constituents.
Big O Tires	1961 Lake Tahoe Boulevard	Eligible for Closure	Tetrachloroethylene (PCE) found in groundwater. Groundwater monitoring and remediation is ongoing.
Lakeside NAPA Automotive Store	1935 Lake Tahoe Boulevard	Eligible for Closure	Tetrachloroethylene (PCE) found in groundwater. Groundwater monitoring and remediation is ongoing.
Lake Tahoe Laundry Works	1024 lake Tahoe Boulevard	Remediation	Tetrachloroethylene (PCE) found in groundwater. Groundwater monitoring and remediation is ongoing.

Source: SWRCB 2018

SCHOOLS

Schools in the vicinity of the project site include Tahoe Valley Elementary School about 0.75 mile to the southwest, South Tahoe Middle School about 1.3 miles to the east, and South Tahoe High School 1.7 miles to the southwest.

AIRPORTS

The Lake Tahoe Airport is the nearest airport and is located approximately 1.9 miles south of the project site. There are no private airstrips in the vicinity of the project site. The Lake Tahoe Airport is a public-use airport that holds a Part 139 Airport Certification Status that allows for scheduled and/or unscheduled commercial service operations. However, there has been no scheduled passenger service at the airport since 2001 (CSLT 2017:2).

EMERGENCY RESPONSE AND EVACUATION PLANS

To ensure the safety of residents and visitors of the Tahoe Keys area, there are two evacuation zones within the Tahoe Keys as documented in the Tahoe Keys Evacuation Plan (CSLT 2014a). Emergency Services could call for two options for the Tahoe Keys that include either sheltering in place or evacuating using designated evacuation routes during a hazardous material event, winter storms, wildland fires, or other events. During an emergency, employees at the proposed corporation yard would be directed to use Venice Drive and then Tahoe Keys Boulevard to evacuate the area. The City of South Lake Tahoe Emergency Operations Plan (2014b) describes the roles and operations of the departments and personnel of the city during a major emergency. The plan sets forth standard operating procedures for managing public emergencies resulting from floods, storms, earthquakes, tsunami, hazardous materials incidents, and other natural or man-made disasters.

WILDLAND FIRE HAZARDS

The Lake Tahoe Region is considered a "fire environment," because of the climate, steep topography, and high level of available fuel. The threat of catastrophic fire is a public safety concern. Prior to fire suppression policies and extensive logging in the region, natural fire regimes would have included frequent, low-intensity burns occurring at intervals of approximately five to 18 years, which would typically have thinned forest stands and removed hazardous ladder fuels. Fire suppression policies have allowed the development of vegetation complexes that are more susceptible to high-intensity burning (e.g., crown fires).

CAL FIRE has mapped Fire Hazard Severity Zones (FHSZs) for the entire state. FHSZs are based on an evaluation of fuels, fire history, terrain, housing density, and occurrence of severe fire weather and are intended to identify areas where urban fires could result in catastrophic losses. FHSZs are categorized as: Moderate, High, and Very High. According to the CAL FIRE Fire Resource Assessment Program FHSZ Geographic Information System data, the project site is located within a Very High FHSZ Local Responsibility Area (CAL FIRE 2009) (Exhibit 3.8-1). The project site is directly east of land classified as unzoned. The Very High FHSZ is defined as wildland areas that support high to extreme fire behavior or developed/urban areas typically with at least 70 percent vegetation density.

3.8.2 Regulatory Setting

MANAGEMENT OF HAZARDOUS MATERIALS

Federal laws require planning to ensure that hazardous materials are properly handled, used, stored, and disposed of, and if such materials are accidentally released, to prevent or mitigate injury to health or the environment. The U.S. Environmental Protection Agency (EPA) is the agency primarily responsible for enforcement and implementation of federal laws and regulations pertaining to hazardous materials.

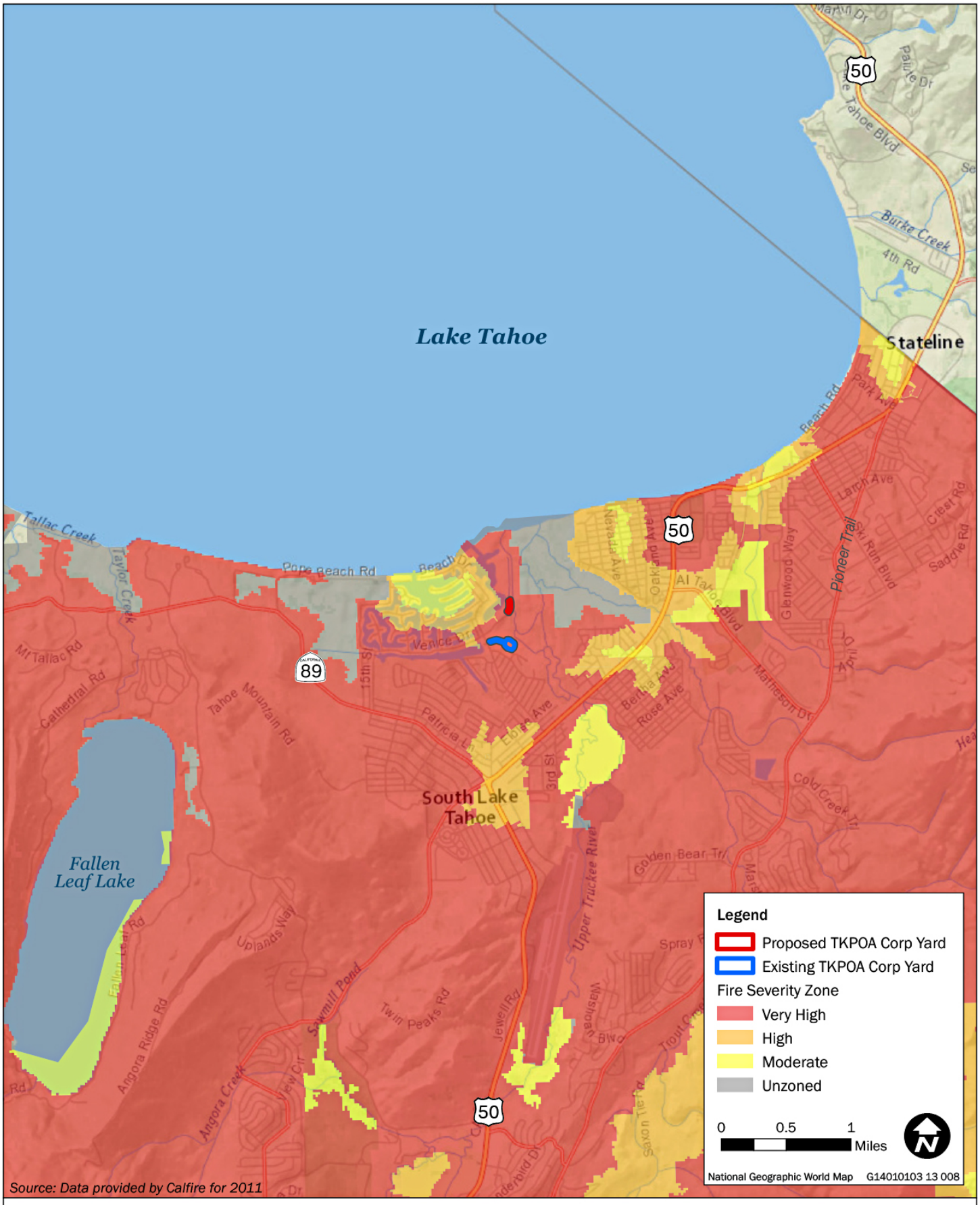


Exhibit 3.8-1 **Fire Hazard Severity Zones**

ASCENT ENVIRONMENTAL

Applicable federal regulations pertaining to hazardous materials are primarily contained in Code of Federal Regulations (CFR) Titles 29, 40, and 49. Hazardous materials, as defined in the CFR, are listed in 49 CFR 172.101. In California, both federal and state community right-to-know laws are coordinated through the Governor's Office of Emergency Services (Cal OES). The federal law, Superfund Amendment and Reauthorization Act (SARA) Title III or Emergency Planning and Community Right-to-Know Act (EPCRA), described above, encourages and supports emergency planning efforts at the state and local levels and to provide local governments and the public with information about potential chemical hazards in their communities. Because of the community right-to-know laws, information is collected from facilities that handle (e.g., produce, use, store) hazardous materials above certain quantities.

If a contractor uses or plans to use hazardous materials at levels that reach applicable state (Chapter 6.95 of the California Health and Safety Code) and/or federal thresholds, businesses are required to prepare a Hazardous Materials Business Plan, which would include hazardous materials and hazardous waste management procedures and emergency response procedures, including emergency spill cleanup supplies and equipment. The plan is submitted to the administering agency, in this case the El Dorado County Department of Environmental Management, Hazardous Waste Division (Certified Unified Program Agency [CUPA]), to implement and enforce.

The California Department of Toxic Substances Control (DTSC), a division of the California Environmental Protection Agency (Cal EPA), has primary regulatory responsibility over hazardous materials in California, working in conjunction with EPA to enforce and implement hazardous materials laws and regulations.

TRANSPORT OF HAZARDOUS MATERIALS

The U.S. Department of Transportation regulates transport of hazardous materials between states and is responsible for protecting the public from dangers associated with such transport. The federal hazardous materials transportation law, 49 USC 5101 et seq. is the basic statute regulating transport of hazardous materials in the United States.

The State of California has adopted U.S. Department of Transportation regulations for the movement of hazardous materials originating within the state and passing through the state; state regulations are contained in 26 California Code of Regulations (CCR). State agencies with primary responsibility for enforcing state regulations and responding to hazardous materials transportation emergencies are the California Highway Patrol (CHP) and the California Department of Transportation (Caltrans). Together, these agencies determine container types used and license hazardous waste haulers to transport hazardous waste on public roads.

WORKER SAFETY

The federal Occupational Safety and Health Administration (OSHA) is the agency responsible for assuring worker safety in the handling and use of chemicals identified in the Occupational Safety and Health Act of 1970 (Public Law 91-596, 9 USC 651 et seq.). OSHA has adopted numerous regulations pertaining to worker safety, contained in CFR Title 29. These regulations set standards for safe workplaces and work practices, including standards relating to the handling of hazardous materials.

The California Occupational Safety and Health Administration (Cal/OSHA) assumes primary responsibility for developing and enforcing workplace safety regulations within the state. Cal/OSHA standards are typically more stringent than federal OSHA regulations and are presented in Title 8 of the CCR. Cal/OSHA conducts on-site evaluations and issues notices of violation to enforce necessary improvements to health and safety practices.

TRPA

The TRPA Code establishes programs in Chapter 60 to protect water quality from hazardous materials. Section 60.1.6 states that all persons handling, transporting, using, or storing toxic or hazardous substances shall comply with applicated state and federal laws regarding spill prevention, reporting, recovery, and clean-up.

CERTIFIED UNIFIED PROGRAM AGENCY

The El Dorado County Department of Environmental Management, Hazardous Waste Division, is the designated CUPA authorized pursuant to Section 25502 of Chapter 6.95 of the California Health and Safety Code for most areas of the county, including within the Tahoe Basin. The Unified Program is a consolidation of state environmental programs into one program under the authority of a CUPA. Agencies participating with the county in the program include Cal EPA, DTSC, Cal OES, Office of State Fire Marshal, and SWRCB. Programs under the Environmental Health Division include, but are not limited to, review of Hazardous Materials Business Plans, the accidental release prevention program, and the hazardous waste generation program.

3.8.3 Discussion

This discussion of the potential impacts of the project on hazards and hazardous materials 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 hazards and hazardous materials and are not discussed further.

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less-than-significant impact. Construction of proposed project would involve the short-term use and storage of a variety of hazardous materials typically associated with construction (e.g., asphalt, fuel, lubricants, paint). This could result in accidents or upset of hazardous materials that could create hazards to people and the environment. Construction workers, operation personnel, and the general public could be exposed to hazards and hazardous materials as a result of improper handling or use of these materials during construction, as a result of accidents during transport of these materials, or releases during a fire or other emergency. The extent of the hazard would depend in large part on type of material, the volume released, and the mechanism of release (e.g., spill on the ground at the project site vs. a spill on a road during transport).

The required TRPA permit would include BMPs and other measures to prevent releases of hazardous materials and contain and clean-up any accidental releases that might occur (e.g., rupture of a hydraulic line on a piece of equipment releasing hydraulic fluid or spill of transformer oil).

During project operation, the storage, use, and disposal of hazardous materials would be associated with household hazardous materials such as household cleaners, paint, pool maintenance chemicals, and landscape maintenance chemicals. Hazardous materials similar to those used during construction could also be used periodically as part of operation, maintenance, and repair of infrastructure and facilities.

The project applicant, builders, contractors, and others associated with the project would be required to use, store, and transport hazardous materials in accordance with local, state, and federal regulations, as discussed above in Section 3.8-1, "Setting," including Cal/OSHA and DTSC requirements and manufacturer's instructions. Transportation of hazardous materials on area roadways is also regulated by CHP and Caltrans. Chemicals used for landscape maintenance, such as fertilizers and pesticides, would be used and stored in accordance with instructions provided by the manufacturer. Because the use of hazardous materials in project construction and operation would be typical for urban facilities maintenance, and because the project would be required to implement and comply with existing hazardous materials regulations, the project would not create significant hazards to the public or environment through the routine transport, use, and disposal of hazardous materials.

Pursuant to the State of California Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act, California Health and Safety Code, Division 20, Chapter 6.95, Article 1), the project applicant or construction contractor would be required to prepare a Hazardous Materials Business Plan and

inventory of hazardous materials, if inventory would exceed threshold quantities of 500 pounds or more of solids, 55 gallons or more of liquids, 200 cubic feet or more of compressed gases, or include extremely hazardous substances. The Hazardous Materials Business Plan would be prepared before occupancy of subject buildings and would include:

- an inventory of hazardous materials handled,
- facility floor plans showing where hazardous materials are stored,
- an emergency response plan, and
- provisions for employee training in safety and emergency response procedures.

The project applicant would pay fees in effect at the time of payment and would submit the business plan to the El Dorado County, CUPA program for review and approval. Hazardous materials would not be handled in regulated quantities without notification of El Dorado County.

Use of hazardous materials would be typical of those used in construction and operation of a corporation yard. Compliance with federal, state, and local regulations and implementation of BMPs, described above, would minimize the risk of a spill or accidental release of hazardous materials during construction and operation of the proposed project. Therefore, the impact to the public and the environment from exposure to hazardous materials would be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and/or accident conditions involving the release of hazardous materials into the environment?

Less-than-significant impact. As noted in item "a," above, the construction of the proposed project would involve the use of heavy construction equipment, which uses small amounts of hazardous materials such as oils, fuels, and other potentially flammable substances that are typically associated with construction activities. As required by TRPA, the project contractor would establish on-site construction staging areas where hazardous materials would be stored during construction. TRPA would require the project contractor to employ BMPs for spill control and prevention. Potential impacts from construction related accidental spills of hazardous materials would be considered less than significant with the standard prevention and management practices in place.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No impact. The nearest school to the project site is the Tahoe Valley Elementary School located 0.75 mile to the southwest. Therefore, the proposed project would have no impact on schools located within 0.25 mile of the project site.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No impact. The project site is not included on a list of hazardous materials sites compiled pursuant to California Government Code Section 65962.5. This includes the DTSC EnviroStor database; the GeoTracker database; solid waste disposal sites or sites with active Cease and Desist Orders or Cleanup and Abatement orders issued by LRWQCB; or the list of hazardous waste facilities subject to corrective action identified by DTSC. Therefore, this proposed project would have no impact relative to construction on a hazardous waste site.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

Less-than-significant impact. The project is located 1.9 miles from the Lake Tahoe Airport, which is owned and operated by the City of South Lake Tahoe. The project is not located within an airport land use plan. The proposed project does not change the type of activities performed at the TKPOA corporation yard or change the number of employees working at the corporation yard. Therefore, the impact associated with safety hazards associated with air traffic is less than significant.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No impact. There are no private airstrips in the vicinity of the project site. Therefore, the propose project would have no impact relative to private airport safety hazards.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less-than-significant impact. The emergency evacuation plan for the Tahoe Keys directs traffic from the marina area to evacuate via Venice Drive and then Tahoe Keys Boulevard. Both the existing and the proposed locations of the TKPOA corporation yard are located in the marina (east side) evacuation zone, therefore the implementation of the proposed project would not add additional vehicle traffic during an evacuation scenario that would impair or physically interfere with evacuation. This impact would be less than significant.

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Less-than-significant impact. The project site is located in a very high FHSZ (CAL FIRE 2009). The site is surrounded by pavement with the Tahoe Keys Marina and Yacht Club to the west. The proposed project would not result in any uses that would create a greater fire risk than currently exists. The proposed project would provide fire suppression equipment on the premises in accordance with local fire codes and standards. The proposed project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. This impact would be less than significant.

i) Involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions?

No. There are no known contaminants from hazardous or toxic substances on the project site (DTSC 2018). Construction of the proposed project would involve the use of construction equipment that typically uses small amounts of hazardous materials such as oils, fuels, other potentially hazardous substances. TRPA would require the project contractor to employ BMPs for spill control and prevention. Consistent with current practices, limited quantities of hazardous materials would be used and stored on the project site following construction for TKPOA maintenance, landscaping, cleaning, and repair activities. The project would comply with all applicable federal, state, and local laws pertaining to the handling, transport, storage, and disposal of hazardous materials, including Cal-OSHA requirements which would mitigate the risk of release of hazardous substances in the event of an accident or upset conditions.

j) Involve possible interference with an emergency evacuation plan?

No. As described in item "g," above, the project would not interfere with an emergency evacuation plan.

k) Creation of any health hazard or potential health hazard (excluding mental health)?

No. As discussed in items "a" and "b," above, hazardous substances typically used in construction would be used in the proposed project. Additionally, hazardous material used in for TKPOA landscaping and maintenance would be stored on site. The project would comply with all applicable federal, state, and local laws pertaining to the handling, transport, storage, and disposal of hazardous materials, including Cal-OSHA requirements therefore these materials would not create any health hazard or potential health hazard.

l) Exposure of people to potential health hazards?

No. See discussion under item "k."

CUMULATIVE IMPACTS

Although some hazardous materials releases can cover a large area and interact with other releases (e.g., atmospheric contamination, contamination of groundwater aquifers), incidents of hazardous materials contamination are more typically isolated to a small geographic area. These relatively isolated areas of contamination typically do not combine in a cumulative manner with other sites of hazardous materials contamination. There is one plume of tetrachloroethylene (also known as perchloroethylene, PCE) identified near the project site, which is believed to have originated from a drycleaner near the intersection of US 50 and State Route (SR) 89, approximately 1.4 miles from the project site (STPUD 2018). The proposed project would not use PCE, nor would it significantly affect water pumping rates; therefore, the proposed project would not affect the plume. There are no other incidents of widespread hazardous materials contamination with different sources of contamination interacting on a cumulative basis. The project and other cumulative projects identified in Table 3.18-1 would be required to comply with existing federal, state, and local hazardous materials regulations would apply, limiting the potential for releases and contamination and requiring clean-up when releases or contamination do occur. For these reasons, the project would not result in a considerable contribution to a cumulative impact on the public or the environment from exposure to hazardous materials. Therefore, this would be a less-than-significant cumulative impact.

The geographic area for cumulative impacts related to wildland fire hazards encompasses the area within two miles of the project site. The project site is located within a very high fire hazard area. Past fires in the region have resulted in significant losses of property, and substantial damage to habitat and environmental resources. Historic fire suppression and other forest land management practices have allowed fuels to accumulate in many areas, contributing to the severity of wildfires when they do occur. Additionally, past development in the forested landscape has increased the risk to life and property when fires do occur and increased the potential for ignition of wildland fires through increased human presence and activity. The proposed project is located in an area without many trees due to historic development in the surrounding area. Therefore, the project would not result in a considerable contribution to a temporary or permanent cumulative impact on wildland fire hazards and this would be a less-than-significant cumulative impact.

3.9 HYDROLOGY AND WATER QUALITY

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
IX. Hydrology and Water Quality. Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or off-site erosion or siltation?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or off-site flooding?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	☐	☐	☒	☐
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Result in inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐
TRPA INITIAL ENVIRONMENTAL CHECKLIST QUESTIONS	**Yes**	**No, with Mitigation**	**Data Insufficient**	**No**
3. Water Quality. Would the project cause:				
k) Changes in currents, or the course or direction of water movements? (TRPA Item 3a)	☐	☐	☐	☒

l)	Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site? (TRPA Item 3b)	☐	☐	☐	☒
m)	Alterations to the course or flow of 100-yearflood waters? (TRPA Item 3c)	☐	☐	☐	☒
n)	Change in the amount of surface water in any water body? (TRPA Item 3d)	☐	☐	☐	☒
o)	Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity? (TRPA Item 3e)	☐	☐	☐	☒
p)	Alteration of the direction or rate of flow of groundwater? (TRPA Item 3f)	☐	☐	☐	☒
q)	Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations? (TRPA Item 3g)	☐	☐	☐	☒
r)	Substantial reduction in the amount of water otherwise available for public water supplies? (TRPA Item 3h)	☐	☐	☐	☒
s)	Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches? (TRPA Item 3i)	☐	☐	☐	☒
t)	The potential discharge of contaminants to the groundwater or any alteration of groundwater quality? (TRPA Item 3j)	☐	☐	☐	☒
u)	Is the project located within 600 feet of a drinking water source? (TRPA Item 3k)	☐	☐	☐	☒

3.9.1 Setting

REGIONAL HYDROLOGY

Lake Tahoe is fed by 63 tributary streams and 52 intervening zones that drain directly to the lake. The Truckee River at the northwest end of the Tahoe Basin is the lake's only outlet, flowing to Pyramid Lake in Nevada. A dam constructed at Tahoe City in the early 1900s regulates water flow to the Truckee River from the natural rim (6,223 feet above sea level) to the maximum legal lake level of 6,229.1 feet. The lake is 12 miles wide and 22 miles long with 72 miles of shoreline.

Average precipitation, measured at almost 32 inches a year at Tahoe City, generally falls as snow in the higher elevations and as snow and rain in the lower elevations, including the lake shore from October to May. Peak stream runoff in the watersheds of interest is typically triggered by spring snowmelt in May and June. The snow pack near the lakeshore predominantly melts before the peak in snowmelt and runoff from the higher elevations. Land cover within the Tahoe Basin is primarily forest, with areas of granitic outcrops and meadows.

LOCAL HYDROLOGY AND WATER QUALITY

The project site is located in the 36,224-acre Upper Truckee River Watershed (Exhibit 3.9-1). The project site is approximately 110 feet west of the main river channel and approximately 3,000 feet above the river's mouth. The lower portion of the watershed and the natural areas immediately east of the project site contain the Truckee River Marsh, a riparian and wetland complex in the floodplains of Trout Creek and the Truckee River. The Upper Truckee River watershed was affected by Comstock era logging, grazing, irrigation diversions, and other uses in the 100 years prior to the more recent urban developments. Beginning in the 1950s and 60s, urban develop began in the area which resulted in the straightening and deepening of the main river channel, and dredge and fill activities in the western portions of the marsh for the construction of the Tahoe Keys.

There are no hydrologic resources on the project site and runoff from the site drains to the Tahoe Keys. The Tahoe Keys is a residential development constructed by a combination of excavating and pushing up marsh soils to construct a base for housing lots and then capping the lots with an imported sand layer to provide a stable pad for building construction (LRWQCB 2014). The Keys consists of two large lagoons with independent hydrologic connections to Lake Tahoe. The project site drains to the Marina Lagoon, which is connected to Lake Tahoe via the East Channel. Because the Tahoe Keys are a heavily modified environment, they experience higher levels of turbidity, nitrogen, phosphorus, and aquatic invasive species than the main body of Lake Tahoe. Potential sources of nutrients and pollutants include urban runoff, irrigation practices, pet waste, fertilizer use, road deicers and traction abrasives, and vehicle use, washing, and maintenance (LRWQCB 2014).

3.9.2 Discussion

This discussion of the potential impacts of the project on hydrology and water 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 hydrological and water quality resources and are not discussed further.

a) Violate any water quality standards or waste discharge requirements?

Less-than-significant impact. Implementation of the proposed project would require grading and excavation for the construction of the proposed corporation yard. Deep excavation within the project site, if required, could intercept groundwater and require dewatering activities during the construction phase. Water pumped from excavation activities would contain suspended sediments and other solids, but would not be discharged directly into stream environment zones (SEZs), wetlands, or municipal storm drains.

Although construction activities have the potential to adversely affect surface and groundwater quality, all projects, including the proposed project, are required to comply with stringent TRPA water quality protections. Temporary construction BMPs that would be required through existing regulations, such as Chapter 33 of the TRPA Code (2012), would include but not be limited to:

- Temporary erosion control BMPs (e.g., silt fencing, fiber rolls, drain inlet protection) installed and maintained to prevent the transport of earthen materials and other waste from a construction site.
- Tree protection fencing installed around trees that are to remain in place throughout construction.
- Mandatory pre-grading inspections by regulatory agencies at the construction site to ensure proper installation of the temporary construction BMPs prior to the initiation of construction activities.
- Requirements to limit the area and extent of all excavation to avoid unnecessary soil disturbance.

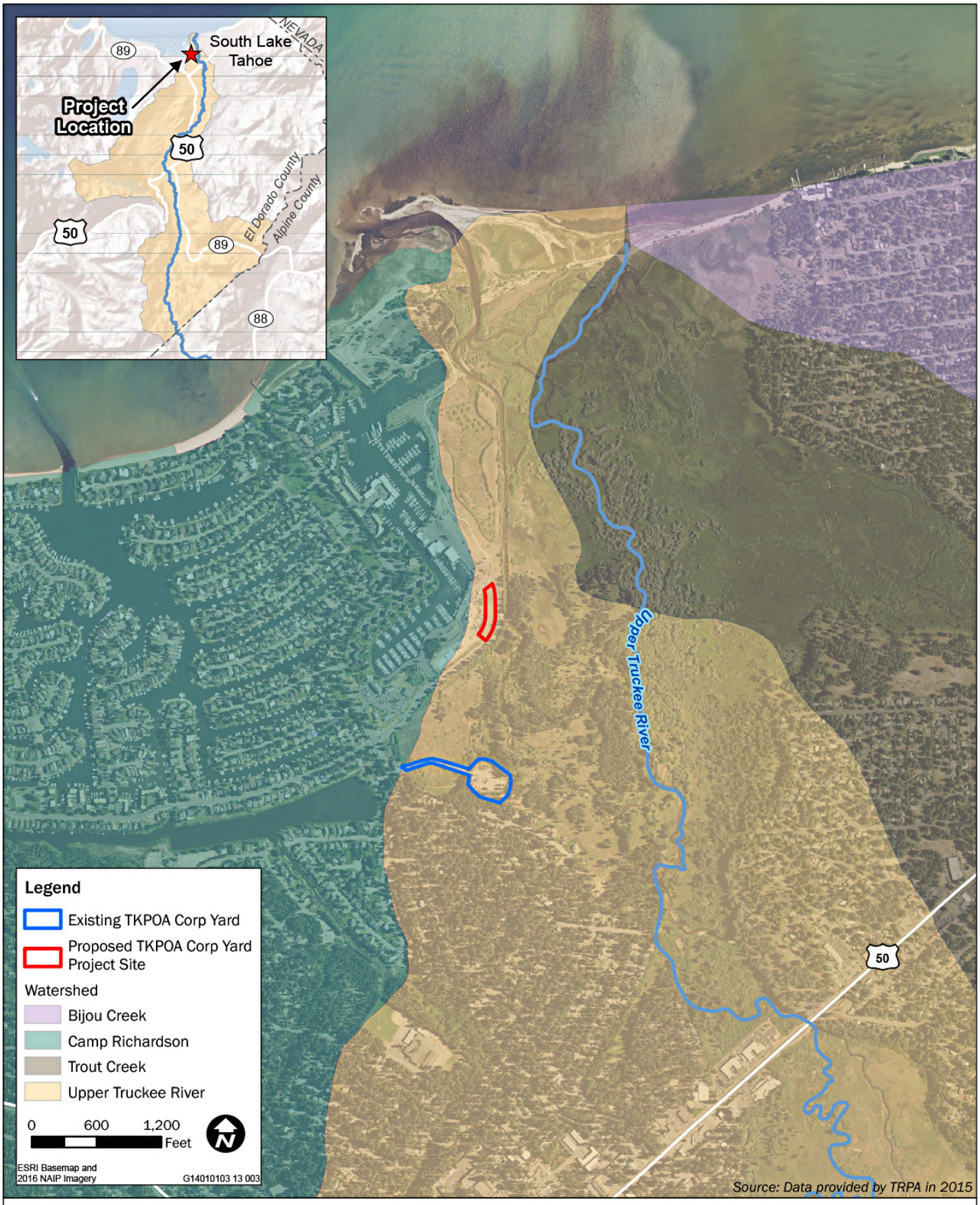


Exhibit 3.9-1 **Watershed of the Upper Truckee River**

- Requirements to winterize construction sites by October 15 to reduce the water quality impacts associated with winter weather. Winterization typically includes installation of erosion controls, vegetation protection, removal of construction debris, site stabilization, and other measures.
- Dust control measures to prevent transport of materials from a project site into any surface water or drainage course. Dust control measures typically include sweeping, watering, covering of disturbed soils and stockpiles, vehicle washing, and other measures.
- Requirements to remove surplus or waste earthen materials from project sites, as well as requirements to stabilize and protect stockpiled material.
- Stabilization of drainage swales disturbed by construction activities with appropriate soil stabilization measures (e.g., revegetation, rock armoring) to prevent erosion.
- Temporary BMPs to capture and contain pollutants from fueling operations, fuel storage areas, and other areas used for the storage of hydrocarbon-based materials. These may include spill prevention plans and other measures.
- Temporary BMPs to prevent the tracking of earthen materials and other waste materials from project sites to offsite locations, including stabilized points of entry/exit for construction vehicles/equipment, designated vehicle/equipment rinse stations, and sweeping operations.
- Regular inspection and maintenance of temporary BMPs.

All construction projects in the Tahoe Basin must be consistent with TRPA requirements (including Chapter 4.5 of the TRPA BMP Handbook), the federal antidegradation policy, and maintain designated beneficial uses of Lake Tahoe.

After the conclusion of construction activities runoff from developed sites, often contaminated with sediment or urban chemicals, remains a threat to water quality. Section 61.1 of the TRPA Code specifies that water discharged to surface waters or infiltrated into soils should not contain excessive amounts of nutrients, sediment, or oil and grease. TRPA numeric discharge limits are shown in Table 3.9-1 below. Where there is a direct hydrologic connection between ground and surface waters, discharge to groundwater must meet surface water discharge standards. The existence of a direct hydrologic connection is assumed to exist when, due to proximity to surface water, slope, or soil characteristics, the discharged water does not remain in the soil long enough to remove pollutants.

Table 3.9-1 TRPA Pollutant Concentration Limits for Discharge to Surface and Groundwater

Discharge to Surface Waters		Discharge to Groundwaters	
Constituent	Maximum Concentration	Constituent	Maximum Concentration
Dissolved Inorganic Nitrogen an N	0.5 mg/l	Total Nitrogen as N	5 mg/l
Dissolved Phosphorus as P	0.1 mg/l	Total Phosphate as P	1 mg/l
Dissolved Iron as Fe	0.5 mg/l	Iron as Fe	4 mg/l
Grease and Oil	2.0 mg/l	Turbidity	200 NTU
Suspended Sediment	250 mg/l	Grease and Oil	40 mg/l

Source: TRPA Code of Ordinances, Section 60.1

In addition, TRPA requires the use of temporary and permanent water quality BMPs in accordance with the TRPA Handbook of Best Management Practices (Handbook) and disposal of materials in a location approved by TRPA. Permanent BMPs are described in the Handbook and include paving of legally-established roads and driveways, installation of stormwater drainage conveyances, vegetation stabilization of bare soils, and treatment of surface runoff from the site. Where infiltration of stormwater is not possible because of high groundwater levels or other site constraints, projects must ensure that runoff meets TRPA's pollutant

concentration limits (see Table 3.9-1) or coordinate with the local municipality to document that the runoff would be treated by a shared system (TRPA Code [2012] Section 60.4.8 [B]).

The proposed project would be subject to existing laws and regulations requiring erosion and sediment controls, implementation and maintenance of temporary construction BMPs to capture, detain, and infiltrate or otherwise control and properly manage site runoff; waste control measures to prevent leakage or spill of hazardous materials into soil and surface waters; and management controls for stormwater runoff to prevent erosion and offsite transport of earth materials. TRPA, City of South Lake Tahoe, and El Dorado County have substantial experience with review, approval, and enforcement of project-specific permit conditions for projects in the Tahoe Basin, and they have been shown to be effective. Because regulatory protections are in place to minimize erosion and transport of sediment and other pollutants, this impact would be less than significant.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?

Less-than-significant impact. The proposed project would not include the creation of a new well but would connect to the Tahoe Keys Water Company water supply. Because the surface of the parcel is made of compacted fill material and experiences vehicle traffic associated with intermittent boat storage, groundwater recharge from infiltration at the site is essentially nonexistent. Therefore, although the project would add buildings and paved vehicle access areas, the rate of groundwater recharge at the site would not be reduced. For this reason, the potential effects to groundwater supplies and groundwater recharge would be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial on- or off-site erosion or siltation?

Less-than-significant impact. The project site is compacted and contains no water features and its susceptibility to erosion is very low. In addition, the implementation of construction BMPs described in item "a" above would prevent substantial erosion during construction and ground-disturbing activities. Therefore, the potential for the proposed project to result in substantial on- or off-site erosion or siltation would be less than significant.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in on- or off-site flooding?

Less-than-significant impact. As described in item "c," the project site does not contain water features of any kind. Also, the existing site is heavily compacted and relatively impermeable and is unlikely to experience a large increase in runoff from the addition of paved areas and structures. Additionally, as a condition of permit approval, the project would be required to install permanent stormwater infiltration BMPs, or coordinate with the City of South Lake Tahoe to demonstrate that the runoff from the site would be treated by a shared system (see discussion under item "a"). For these reasons, implementation of the proposed project would have a less than significant impact on site drainage and increased surface runoff resulting in flooding.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less-than-significant impact. As discussed under items "a," "b," and "d" because of existing compaction of the site, the addition of paved surfaces and structures is not likely to generate a significant increase in runoff. In addition, the project would be required to infiltration all runoff from the 20-year, 1-hour storm on-

site, treat stormwater runoff to meet TRPA's discharge limits (in which case the runoff could drain directly to the Tahoe Keys), or demonstrate that runoff would be accommodated by a shared municipal system as a condition of permit approval. Therefore, the proposed project would have a less-than-significant impact on existing or planned drainage systems.

f) Otherwise substantially degrade water quality?

Less-than-significant impact. See discussion under item "a."

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No impact. The proposed project does not include the construction of housing and would therefore have no impact relative to the placement of housing within a flood hazard area.

h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?

Less-than-significant impact. The project site is located in an area that is mapped as Flood Zone X, which is defined as areas with a 500-year flood hazard (0.2 percent annual flood hazard) or areas within the 100-year flood zone with average flood depths of less than one foot (Flood Insurance Rate Map 0617C0367F). Because Flood Zone X is not considered to be a 100-year flood hazard zone, this impact would be less than significant.

i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

Less-than-significant impact. As discussed under item "h," above, the project site is located outside of 100-year flood hazard areas, but is within the potential inundation area of the 500-year flood and could experience 100-year flood depths of less than one foot. Although the project would include the construction of buildings and structures, the potential for flooding would not create a significant risk to life or property. Therefore, this impact would be less than significant.

j) Result in inundation by seiche, tsunami, or mudflow?

Less-than-significant impact. A tsunami is a wave or series of waves that may result from a major seismic event that involves the displacement of a large volume of water (such as rupture of a major fault) and may occur in any large body of water. A seiche is a periodic oscillation of an enclosed or restricted water body, typically a lake or reservoir, produced by seismic shaking. The action of a seiche is similar to the sloshing of a bathtub, with waves bouncing back and forth across the water body. Seiche waves can continue for hours following a tsunami inducing earthquake, causing extensive damage. Modeling of potential earthquakes occurring beneath Lake Tahoe indicate that a fault rupturing seismic event of magnitude 7.0 could trigger a tsunami, followed by a seiche with waves of up to 30 feet high along the shoreline of Lake Tahoe (Ichinose et al. 2000).

The project site is not located in steep terrain that could be at risk of mud flow. However, both the existing TKPOA corporation yard site and the project site are within the potential inundation area of a 30-foot tsunami event or seiche. Although the proposed corporation yard does not include housing, employees would be at risk from inundation at either location in the event of a large earthquake. Therefore, the relocation of the TKPOA yard to the proposed site would not modify or increase the existing threat of inundation by seiche or tsunami. This impact would be less than significant.

k) Changes in currents, or the course or direction of water movements?

No. The project site does not contain streams or waterbodies or any kind. Therefore, the implementation of the proposed project would have no impact relative to changes in currents or water movement.

l) Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site?

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

m) Alterations to the course or flow of 100-year flood waters?

No. See discussion under item "h," above.

n) Change in the amount of surface water in any water body?

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

o) Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?

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

p) Alteration of the direction or rate of flow of groundwater?

No. The proposed project would not include groundwater wells or large, continuous underground structures that could alter the direction or rate of groundwater flow. Therefore, the project would have no impact relative to these resources.

q) Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?

No. The proposed project would not include direct groundwater additions or withdrawals. Groundwater monitoring data from the Tahoe Keys Marina and Yacht Club area indicate an average groundwater depth of 5-6 feet below ground surface (SWRCB 2018). Although excavation on the site for building construction is not expected to reach these depths, it is possible that groundwater could be intercepted during trenching for utility installations or other excavations.

Groundwater interception or interference is prohibited under TRPA Code Section 33.3.6. Exceptions are permitted on a case-by-case basis for situations where there are no viable alternatives and measures would be taken to avoid adverse impacts. Whenever excavations would be greater than 5 feet, a soils hydrologic report must be prepared to demonstrate that no interference would occur or that measures are incorporated to maintain groundwater flows, to avoid impacts to SEZ vegetation, and to prevent any groundwater from leaving the project site as subsurface flow. While the potential exists for project-related excavation to intercept groundwater, none of the proposed project components would interfere or re-direct the flow of groundwater or alter the elevation of groundwater. Dewatering (in compliance with the NPDES permits discussed under Item "a") would be required in areas of high groundwater; however, this would be temporary and isolated and would not affect the availability of groundwater for public use. Additionally, the proposed project would be required to follow TRPA's grading ordinances for prior investigation and reporting of any potential interruption or redirection of groundwater flow for review and approval.

Although the proposed project could involve excavation or construction activities that intercept groundwater, these activities would occur in accordance with TRPA code requirements. Therefore, any potential groundwater interception would have a less than significant impact on groundwater quantity and availability.

r) Substantial reduction in the amount of water otherwise available for public water supplies?

No. See discussion under item "q," above.

s) Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?

No. See discussion under items "g," "h," "i," and "j" above.

t) The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?

No. See discussion under item "a" above.

u) Is the project located within 600 feet of a drinking water source?

No. The nearest drinking water source relative to the project site is the Tahoe Keys Water Company well location on Tahoe Keys Boulevard, approximately 1,000 feet northwest of the project site (TRPA 2000). Therefore, the project would have no impact on drinking water sources within 600 feet of the project site.

CUMULATIVE IMPACTS

Cumulative impacts to hydrology and water quality are considered in the context of the Tahoe Basin watershed. Historic activities such as logging, milling, mining, and grazing within the Tahoe Basin combined with runoff from urban and recreational developments, have degraded the water quality of the tributaries to Lake Tahoe, resulting in an existing cumulative adverse condition. Urban development in many areas around Lake Tahoe, but especially in the Tahoe Keys, resulted in the loss of wetland and marsh habitat and the realignment and straightening of the Upper Truckee River main channel. This led to an increase in sediment and other pollutants carried into Lake Tahoe. The Lake Tahoe total maximum daily load (TMDL) was developed to address sediment levels in partnership with local jurisdictions. Additionally, numerous publicly and privately-funded projects have been implemented to restore disturbed areas of the watershed and reduce this adverse condition.

The proposed project includes the relocation of the TKPOA corporation yard from its current location within the Upper Truckee River Marsh to a disturbed lot adjacent to the Tahoe Keys Marina and Yacht Club. The proposed project and the related projects listed in Table 3.18-1 would be required to comply with the erosion control and water quality protection conditions of TRPA. This would include temporary water quality protection BMPs during construction and permanent stormwater management features that are maintained over the life of the project (as required for TRPA project approval). In addition, the relocation of the TKPOA corporation yard would allow the Upper Truckee River and Marsh Restoration Project to proceed as proposed, which would restore natural hydrologic functions in the Upper Truckee River watershed.

Therefore, the proposed project and the related projects listed in Table 3.18-1 would not make a considerable contribution to a significant cumulative impact related to hydrology or water quality.

3.10 LAND USE AND PLANNING

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
X. Land Use and Planning. Would the project:				
a) Physically divide an established community?	☐	☐	☒	☐
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒
TRPA INITIAL ENVIRONMENTAL CHECKLIST QUESTIONS	**Yes**	**No, with Mitigation**	**Data Insufficient**	**No**
8. Land Use. Would the project:				
d) Include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan? (TRPA Item 8a)	☐	☐	☐	☒
e) Expand or intensify an existing non-conforming use? (TRPA Item 8b)	☐	☐	☐	☒

3.10.1 Setting

The project site is located in the City of South Lake Tahoe. Developed land uses in the vicinity of the project site include commercial, residential, public service, recreation, and resource management uses. The project site is bordered on the north and west by the Tahoe Keys Marina and Yacht Club and on the east and south the parcel is separated from the Upper Truckee Marsh by Venice Drive. The project site is currently vacant but has been used intermittently by the marina for boat storage in the past.

Lake Tahoe Regional Plan

Land use regulation by TRPA is guided by its Regional Plan and implementing ordinances. The Regional Plan is intended to establish a balance, or equilibrium, between the natural environment and the built environment; and attain and maintain TRPA's environmental threshold carrying capacities.

Land Use Classification System

Land in the Lake Tahoe Region is assigned to one of eight classifications: Wilderness, Backcountry, Conservation, Recreation, Resort Recreation, Residential, Mixed-Use, and Tourist. The classifications summarize major land uses that exist in the Region and are further supplemented by the plan area statements (PASs), community plans, master plans, and area plans. Land uses in the vicinity of the project site are classified as Conservation or Residential.

Conservation areas are non-urban areas with value as primitive or natural areas, with strong environmental limitations on use, and with a potential for dispersed recreation or low intensity resource management. Conservation areas include: public land already set aside for this purpose; high-hazard lands, SEZs, and other fragile areas without substantial existing improvements; isolated areas that do not contain the

necessary infrastructure for development; areas capable of sustaining only passive recreation or non-intensive agriculture; and areas suitable for low-to-moderate resource management.

Residential areas are urban areas that have a potential to provide housing for the residents of the Region. The purpose of this classification is to identify density patterns related to both the physical and manmade characteristics of the land and to allow accessory and non-residential uses that complement the residential neighborhood. These lands include: areas now developed for residential purposes; areas of moderate-to-good land capability; areas within urban boundaries and serviced by utilities; and areas of centralized location in close proximity to commercial services and public facilities.

Plan Area Statements

PASs provide a detailed guide for planning within discrete areas of the Region. Each PAS is assigned a single land use classification and one of three management strategies: development with mitigation, redirection of development, or maximum regulation. Additionally, PASs provide planning considerations, special policies, maximum densities for residential and tourist accommodation uses, community noise equivalent levels, allowable and special uses, and the amount of additional recreation capacity permissible. The proposed project site is located in PAS 102 (Tahoe Keys). The land use classification for this PAS is Residential and it is managed for development with mitigation. The existing TKPOA yard is located in PAS 100 (Truckee Marsh). PAS 100 is designated as Conservation and managed for maximum regulation.

City of South Lake Tahoe General Plan

The City of South Lake Tahoe 2030 General Plan (CLST 2011), Land Use and Community Design Element includes the following goal and policy relevant to the proposed project:

GOAL LU-4: To encourage the revitalization, reuse, and expansion of existing and vacant sites in South Lake Tahoe.

- **Policy LU-4.3**: Vacant and Underutilized Site Development
  The City shall encourage appropriate development/redevelopment of parcels that are either vacant or underutilized, surrounded by existing urban development, and non-environmentally-sensitive.

3.10.2 Discussion

This discussion of the potential impacts of the project on land use and planning 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 land use and planning and are not discussed further.

a) Physically divide an established community?

Less-than-significant impact. The project site is located on the periphery of the Tahoe Keys Marina and Yacht Club and the eastern edge of the Tahoe Keys residential community. The parcels east of the site are within the Upper Truckee River Marsh, which is undeveloped and held in conservation. Therefore, implementation of the proposed project would not physically divide an established community and this impact would be less than significant.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less-than-significant impact. The proposed project would include the development of an allowed public service use in compliance with the City of South Lake Tahoe General Plan and TRPA zoning (see additional discussion under Item "d" below). As required as a condition of TRPA permit approval, the proposed TKPOA corporation yard would comply with the land coverage and environmental protection requirements of the TRPA Regional Plan and Code of Ordinances, as well as TRPA design standards. In accordance with City of South Lake Tahoe General Plan policy LU-4.3, the project would redevelop a disturbed site within an urban area and would also allow for the future restoration of the existing TKPOA site as a future separate project. The existing TKPOA site is a non-conforming use in a sensitive area and does not align with TRPA land use planning, however many TRPA policies support the restoration of sensitive lands (TRPA Policies LU-3.8, WQ-3.3, VEG-2.2, SEZ-1.1, SEZ-1.2, and TRPA Goal DP-3). Because the proposed project would result in development in accordance with the goals and policies of the TRPA Regional Plan and the City of South Lake Tahoe General Plan, and would comply with all TRPA Code provisions, the potential impacts relative to existing land use policies and regulations would be less than significant.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No impact. The proposed TKPOA corporation yard relocation site is located in a developed area and there are no applicable habitat conservation plans or natural community conservation plans. Therefore, the proposed project would have no impact relative to this criterion.

d) Include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan?

No. The proposed project involves construction of a corporation yard at the project site, within Special Area #1 of PAS 102 (Tahoe Keys). This Special Area allows several Commercial and Public Service uses with a TRPA-approved special use permit. Through the special use permit process, TRPA conducts a public hearing and must make the following findings in accordance with Section 21.2.2 of the TPRA Code of Ordinances:

a. The project to which the use pertains is of such a nature, scale, density, intensity, and type to be an appropriate use for the parcel on which and surrounding area in which it will be located;

b. The project to which the use pertains will not be injurious or disturbing to the health, safety, enjoyment of property, or general welfare of persons or property in the neighborhood, or general welfare of the region, and the applicant has taken reasonable steps to protect against such injury and to protect the land, water, and air resources of both the applicant's property and that of the surrounding property owners.

The proposed TKPOA corporation yard falls within the use definition of a "local public health and safety facility" (Chapter 21 of the TRPA Code). Local public health and safety facilities are permissible, albeit special uses, in PAS 102. To receive TRPA permit approval, the project would need to meet the TRPA special use conditions described above. Therefore, the implementation of the proposed project would not include uses that are not listed as permissible uses in the applicable PAS. This impact would be less than significant.

e) Expand or intensify an existing non-conforming use? (TRPA)

No. The proposed project would establish a permissible use (see discussion under Item "a," above) on a disturbed site in PAS 102. The proposed TKPOA corporation yard would not expand or intensify an existing non-conforming use; therefore, the project would have no impact relative to this criterion.

CUMULATIVE IMPACTS

Impacts involving land use plans or policies and zoning generally would not combine to result in cumulative impacts. The significance determination for these issues pertains to whether a project would conflict with any applicable land use plan or policy adopted for the purpose of reducing or avoiding environmental impacts. Such a conflict is site-specific and addressed on a project-by-project basis. The proposed project is an allowable special use and would not result in significant land use planning impacts. Further, related projects in the area (Table 3.18-1) would be required to comply with TRPA and local jurisdictional zoning, land use, and protective policies as conditions of approval. Because no land use impacts would occur on a project-specific basis, the project would not contribute to any potential cumulative land use impacts. Therefore, the project would not make a considerable contribution to a significant cumulative impact.

3.11 MINERAL RESOURCES AND NATURAL RESOURCES

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XI. Mineral Resources. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒
TRPA INITIAL ENVIRONMENTAL CHECKLIST QUESTIONS	**Yes**	**No, with Mitigation**	**Data Insufficient**	**No**
9. Natural Resources. Would the project cause:				
c) A substantial increase in the rate of use of any natural resources? (TRPA Item 9a)	☐	☐	☐	☒
d) Substantial depletion of any non-renewable natural resource? (TRPA Item 9b)	☐	☐	☐	☒

3.11.1 Setting

The project site does not contain any known mineral or aggregate resources of local or statewide significance. The project site is underlain by Holocene artificial fill material with no known current or future economic value. No economically viable deposits of clean sand or gravel exist in the project site that would be useful to extract for riprap, aggregate, or other industrial uses. The nearest mineral resource areas to the project site include one surface crushed/broken stone quarry approximately 1.4 miles southwest of the project site and a gravel pit is mapped approximately 3.75 miles to the west of the project site (USGS 2018).

3.11.2 Discussion

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No impact. No known mineral resources are located within the project site.

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

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

c) A substantial increase in the rate of use of any natural resources?

No. The proposed corporation yard would require construction materials for the building and pad, and energy resources during construction and operation. The operation phase is such that, once activities transfer fully from the existing corporation yard to the new one, energy use would be substantially similarly, or lower because of the proximity of the new yard to the residential activity areas. The typical nature and small scale of the project is such that it would not use substantial amounts of fuel or energy. The project would also not result in an increase in demand on existing energy sources or require the development of new sources.

Energy in the form of diesel fuel, gasoline, oil, electricity, and natural gas may be consumed to operate heavy equipment and machinery during project construction. This energy consumption would be short term. See impact discussion "i" under Section 3.18.2.

d) Substantial depletion of any non-renewable natural resource?

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

CUMULATIVE IMPACTS

The project would result in no impacts on mineral resources. Therefore, the project would not combine with other cumulative projects identified in Table 3.18-1 to result in a cumulative loss of mineral resources. Therefore, there would be no cumulative impact.

3.12 NOISE

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XII. Noise. Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

TRPA INITIAL ENVIRONMENTAL CHECKLIST QUESTIONS	Yes	No, with Mitigation	Data Insufficient	No
6. Noise. Would the project cause:				
g) Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Plan Area Statement, Community Plan or Master Plan? (TRPA Item 6a)	☐	☐	☐	☒
h) Exposure of people to severe noise levels? (TRPA Item 6b)	☐	☐	☐	☒
i) Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold? (TRPA Item 6c)	☐	☐	☐	☒
j) The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible? (TRPA Item 6d)	☐	☐	☐	☒
k) The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses? (TRPA Item 6e)	☐	☐	☐	☒
l) Exposure of existing structures to levels of ground vibration that could result in structural damage? (TRPA Item 6f)	☐	☐	☐	☒

3.12.1 Setting

Noise in the project site is typical of existing marina and residential uses, including vehicle and truck traffic, marina operations, watercraft, and human activity, and natural sounds including wind, water, and wildlife. No sources of substantial or excessive noise are proposed as part of the project.

3.12.2 Regulatory Setting

Lake Tahoe Regional Plan

The elements of the TRPA Regional Plan related to noise include the Noise Subelement of the Goals and Policies; Chapter 68, "Noise Limitations" of the TRPA Code; and plan area statements, community plans, and area plans.

Goals and Policies

The Noise Subelement of the Goals and Policies includes a goal to attain and maintain community noise equivalent level (CNEL) standards that are relevant to the project (Goal N-2) (TRPA 2012a:2-26 through 2-28). CNEL is 24-hour metric. More specifically, CNEL is the energy average of the sound levels occurring over a 24-hour period, with a 10-decibel (dB) penalty applied to sound levels occurring during the nighttime hours between 10:00 p.m. and 7:00 a.m. and a 5-dB penalty applied to the sound levels occurring during evening hours between 7:00 p.m. and 10:00 p.m. The underlying policy intended to help achieve Goal N-2 includes: establishing specific-site design criteria for projects to reduce noise from transportation corridors and which may include using earthen berms, and barriers (Policy N-2.1). The transportation corridor CNEL values override land use-based CNELs within 300 feet of the applicable roadway (TRPA 2012a:2-26).

Code of Ordinances

Chapter 68, "Noise Limitations," of the TRPA Code is intended to implement the Noise Subelement of the Goals and Policies document and to attain and maintain TRPA's noise-related Environmental Threshold Carrying Capacities (shown below).

TRPA Code Section 68.4, "Community Noise Levels," states that TRPA shall use CNELs to measure community noise levels and that individual plan area statements shall set forth CNELs that shall not be exceeded by any one activity or combination of activities. The CNELs set forth in the plan area statements are based on the land use classification, the presence of transportation corridors, and the applicable threshold standard. Plan Area Statements (PASs) essentially provide plan CNELs and other planning standards specific to a local area within the Tahoe Region. The project site is located in Special Area #1 of the PAS 102 (Tahoe Keys), which has an established maximum of 55 CNEL. The existing TKPOA corporation yard is located within PAS 100 (Truckee Marsh), which has an established maximum of 50 CNEL.

Environmental Threshold Carrying Capacities

TRPA has established environmental thresholds for nine resources, including noise. There are two noise threshold indicators: single noise events and cumulative noise events. Both types of noise thresholds are summarized below as context for the current environmental analysis.

Single Noise Events

A noise event can be defined as an unexpected increase in acoustic. Single Noise Event Threshold Standards adopted by TRPA are based on the numerical value associated with the maximum measured level in acoustical energy during an event. This threshold establishes maximum noise levels (Table 3.12-1) for aircraft, watercraft, motor vehicles, motorcycles, off-road vehicles, and snowmobiles.

Table 3.12-1 TRPA Noise Thresholds

Single Noise Events	Noise Measurement
Motor Vehicles (less than 6,000 pounds GVW)	76 dB running at <35/mph (82 dB running at >35/mph) measured at 50 feet
Motor Vehicles (greater than 6,000 pounds GVW)	82 dB running at <35/mph (86 dB running at >35/mph) measured at 50 feet
Off-road Vehicles	72 dB running at <35/mph (86 dB running at >35/mph) measured at 50 feet

Notes: CNEL = community noise equivalent level measurements are weighted average of sound level gathered throughout a 24–hour period; dB = decibels; dB = A-weighted decibels; mph = miles per hour; rpm = revolutions per minute

1. For this analysis, these standards are referred to as "land use-based CNEL thresholds."

Source: TRPA 2012b

Cumulative Noise Events

TRPA adopted CNEL standards for different zones within the Region to account for expected levels of serenity. The standards, established in the Goals and Policies, apply to the entire Lake Tahoe region. The noise limitations established in Chapter 68 of the TRPA Code do not apply to noise from TRPA-approved construction or maintenance projects, Memorandum of Understanding exempt projects, or the demolition of structures, provided that such activities are limited to the hours between 8:00 a.m. and 6:30 p.m.

City of South Lake Tahoe Noise Ordinance

General Plan

The Health and Safety Element of the City of South Lake Tahoe General Plan contains the following goals and policies applicable to the project (City of South Lake Tahoe 2011:HS-9 to HS-13):

- **Policy HS-8.1: Annoying and Excessive Non-Transportation Noise Protection.** The City shall require all new non-transportation noise sources to not exceed the exterior noise level standards shown in Table HS-1 [Table 3.12-2 in this document]. These standards shall be measured from immediately within the property line of parcels designated as noise-sensitive uses.

Table 3.12-2 Exterior Noise Level Performance Standards for New Projects Affected by or Including Non-Transportation Noise Sources

Noise Level Descriptor	Daytime (7:00 a.m. to 10:00 p.m.)	Nighttime (10:00 p.m. to 7:00 a.m.)
Hourly Leq, dB	55	45

Note 1: Each of the noise levels specified above shall be lowered by five dB for simple tone noises, noises consisting primarily of speech or music, or for recurring impulsive noises (e.g., humming sounds, outdoor speaker systems). These noise level standards do not apply to residential units established in conjunction with industrial or commercial uses (e.g., caretaker dwellings).

The City can impose noise level standards that are more restrictive than those specified above based on determination of existing low ambient noise levels.

Fixed noise sources which are typically of concern include, but are not limited to, the following:

HVAC Systems	Cooling Towers/Evaporative Condensers	Conveyor Systems	Transformers
Pump Stations	Lift Stations	Pile Drivers	Grinders
Emergency Generators	Boilers	Drill Rigs	Gas or Diesel Motors
Steam Valves	Steam Turbines	Welders	Cutting Equipment
Generators	Fan	Outdoor Speakers	Blowers
Air Compressors	Heavy Equipment		

The types of uses which may typically produce the noise sources described above include but are not limited to: industrial facilities including pump stations, trucking operations, tire shops, auto maintenance shops, metal fabricating shops, shopping centers, drive-up windows, car washes, loading docks, public works projects, batch plants, bottling and canning plants, recycling centers, electric generating stations, race tracks, landfills, sand and gravel operations, and athletic fields.

Note 2: For the purposes of this General Plan, transportation noise sources are defined as traffic on public roadways, railroad line operations, and aircraft in flight. Control of noise from these sources is preempted by Federal and State regulations. Non-transportation noise sources may include industrial operations, outdoor recreation facilities, HVAC units, loading docks, etc.

[L_{eq} = Equivalent Continuous Sound Level]

Source: City of South Lake Tahoe 2011

- **Policy HS-8.2: Annoying and Excessive Non-Transportation Noise Mitigation.** In instances where a noise-sensitive use is adversely affected by non-transportation noise levels in excess of standards shown in Table HS-1, the City shall require appropriate mitigation to be incorporated into the project's design to achieve the standards shown in Table HS-1, as measured immediately within the property line or within a designated outdoor activity area of the project (at the discretion of the Community Development Director).

South Lake Tahoe City Code

Sections 5 through 8 of the City Code refer to TRPA's noise ordinance. Activities conducted outside of these hours are subject to the noise standards set forth by PASs, community plans, and area plans.

3.12.3 Discussion

This discussion of the potential impacts of the project on noise 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 noise resources and are not discussed further.

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or in other applicable local, state, or federal standards?

Less-than-significant impact. Construction activities associated with the proposed TKPOA corporation yard site would result in short-term noise. Construction activities would consist of clearing and grading at the project site. Construction activities would also include paving, excavation, landscaping, and constructing a 4,800-square foot building. The construction staging area would be located within the project site off Venice Drive. Construction is estimated to begin in 2019 and could continue through the 2021 construction season.

Construction noise levels would fluctuate depending on the type, number, and duration of use of construction equipment. The effects of construction noise largely depend on the type of construction activities occurring on any given day, noise levels generated by those activities, distances to noise-sensitive receptors, and the existing ambient noise environment at nearby receptors.

Table 3.12-3 lists the noise levels generated by the types of equipment that would be used during project construction. Site preparation and excavation would likely generate the highest noise levels because these activities involve the use of heavy equipment operating at full power (e.g., backhoe, grader).

Noise-sensitive receptors near the construction site would experience temporary elevated noise levels from construction activities. The closest off-site sensitive receptors to construction would be the recreation users at the marina adjacent to the project site and users of the Cove East Trail approximately 225 feet to the north. The nearest residents are located approximately 430 feet west of the project site. These receptors would be exposed to the highest levels of construction noise during project grading and excavation. Excavation could involve the operation of equipment, such as a scraper and excavator.

Section 68.9 of the TRPA Code exempts construction activities from TRPA noise standards if they occur between 8:00 a.m. and 6:30 p.m. Additionally, construction activities for the project would be required to meet the Best Construction Practices Policy for the Minimization of Exposure to Construction-Generated Noise and Ground Vibration, which are included in the TRPA Standard Conditions of Approval for Grading Projects (TRPA n.d.) and consist of the following measures to reduce noise impacts:

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

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

Table 3.12-3 Noise Levels from Heavy Off-Road Equipment

Equipment Type	Typical Noise Level (dB) at 50 Feet[1]
Paver	89
Concrete mixer	85
Dozer	85
Grader	85
Loader	85
Tractor	84
Crane	83
Backhoe	80
Saw	76
Roller	74

Note: dB = decibels

1. Assumes all equipment is fitted with a properly maintained and operational noise control device, per manufacturer specifications. Noise levels listed are manufacture-specified noise levels for each piece of heavy construction equipment.

Source: FTA 2006:12-6 – 12-7

Construction would typically occur between the hours of 8:00 a.m. and 6:30 p.m. on weekdays. Construction activities outside of these hours would require approval from TRPA and implementation by the project contractor of any recommended measures by TRPA to reduce construction-related noise.

The proposed project would be constructed adjacent to the Tahoe Keys Marina and Yacht Club approximately 0.2-mile north of the existing corporation yard. The proposed TKPOA corporation yard building would be larger than the existing facilities; however, TKPOA corporation yard operations would not be expanded and would not increase the number of employees or employee vehicle trips or change the number or type of equipment used at the yard; however, the location of where those trips would occur and the residences that would be exposed to noise at the corporation yard would differ. Operations would change the location of long-term traffic noise levels. The corporation yard would be relocated out of the Truckee Marsh PAS, which has a maximum 50 CNEL standard, to a site within the Tahoe Keys PAS, which has a maximum 55 CNEL standard. The maximum 24-hour CNEL for the most recent monitoring period for the 2015 Threshold Evaluation was 56.2 dBA recorded in the Tahoe Keys (TRPA 2016). The Tahoe Keys PAS is currently in nonattainment for the CNEL standard. Noise generated by project operations would be similar to those generated under existing conditions, related to maintenance activities within the proposed TKPOA corporation yard building because similar equipment would be used at the proposed corporation yard as is used in the marina. Many of the TKPOA maintenance activities would continue to also be dispersed throughout the Tahoe Keys area with maintenance vehicles continuing to use the same travel routes within the residential area as under existing conditions. The proposed project would not generate noise louder than existing boat and operational noise at the marina because of existing equipment used to transport and lift boats as well as maintain and operate the marina. Additionally, TKPOA corporation yard activities typically occur between 8:00 a.m. and 6:00 p.m., which is outside of the noise-sensitive evening and nighttime hours.

For the reasons described above, project operations and short-term construction activities would not result in the exposure of persons to, or generation of noise levels in excess of applicable standards, including the CNEL standards in the Tahoe Keys PAS and TRPA Noise Environmental Threshold. This impact would be less than significant.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less-than-significant impact. The proposed project would not result in the long-term operation of a source of ground vibration. In addition, the project would not develop new vibration-sensitive receptors. Construction of the proposed corporation yard would not include the types of equipment or activities that have the potential to generate relatively high levels of ground vibration, such as pile driving, drilling, boring, or rock blasting. Moreover, the heavy equipment used for project construction would not operate close enough to any residences or other structures such that they would be exposed to noticeable levels of ground vibration. Therefore, this impact would be less than significant.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less-than-significant impact. The proposed project would result in relocating the TKPOA corporation yard to a location next to the Tahoe Keys Marina and Yacht Club that was used intermittently for boat storage. Operation of the corporation yard would be similar to existing conditions, but would be located adjacent to the marina, which is an area with noise associated with boat traffic and operations at the marina (e.g., servicing boats). Operational activities would include drying aquatic invasive species, employee parking, and use of the TKPOA corporation yard building for maintenance activities associated with landscaping, the Tahoe Keys Water Company, wood shop, office space, and storage. Occasional work associated with the woodshop would include basic hammering, painting, and use of a table saw, skill saw, and a compressor. Although noise levels associated with tools used to shape wood are inherently high, generally in excess of 95 dBA at the operator location (Cmar 2006), the work would be completed indoors and only intermittently during daytime hours. The trips generated at the proposed TKPOA corporation yard would not increase over the number of trips that take place at the existing corporation yard; therefore, long-term increases in traffic noise would not change over existing conditions. As discussed under item "a," above, the operational noise associated with the project would not be substantially greater than existing noise levels in the vicinity of the project. This impact would be less than significant.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less-than-significant impact. As discussed under item "a," short-term project-related construction activities may result in increased noise levels at nearby noise-sensitive receptors. Construction-generated noise is not anticipated to result in a substantial increase in noise levels at the noise-sensitive receptors in the vicinity of the project site. Furthermore, construction would be limited to the hours of 8:00 a.m. through 6:30 p.m., Monday through Friday. These times are exempt from the noise standards established in Section 68.9 of the TRPA Code. Thus, this impact would be less than significant.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

Less-than-significant impact. The South Lake Tahoe Airport is the nearest airport and is located approximately 1.9 miles south of the project site. The project site is located outside of the noise contours for the Lake Tahoe Airport (Lake Tahoe Airport 2016:2-96). The project would not expose people working at the project site or within the project vicinity to excessive noise levels from aircraft. This impact would be less than significant.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No impact. There are no private airstrips in the vicinity of the project site. There would be no impact.

g) Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Plan Area Statement, Community Plan or Master Plan?

Less-than-significant impact. See item "a," above.

h) Exposure of people to severe noise levels?

Less-than-significant impact. See item "a," above.

i) Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?

No impact. Single-event noise standards are set for in Section 68.3.1 of the TRPA Code for aircraft, watercraft, motor vehicles, motorcycles, off-road vehicles (e.g., dirt bikes), and over-snow vehicles. The proposed project does not include the use of these types of equipment. There would be no impact.

j) The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?

No impact. The project does not include the development of new residential or tourist accommodation uses. There would be no impact.

k) The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?

Less-than-significant impact. The proposed project would involve relocation of the existing TKPOA corporation yard to a site adjacent to the Tahoe Keys Marina and Yacht Club approximately 0.2-mile north of the existing site. The proposed TKPOA corporation yard building would be larger than the existing facilities; however, TKPOA corporation yard operations would not be expanded. The Tahoe Keys Marina and Yacht Club adjacent to the project site includes boat storage and motor vehicle parking for visitors to the marina. No tourist accommodation uses are located near the project site and the nearest residences are over 400 feet to the west on the other side of the marina. Although the proposed corporation yard would include uses that do not currently take place at the marina, such as wood shop use, noise associated with the proposed corporation yard would not be discernible over existing marina operations at nearby residences, because noise generated at the marina involves similar vehicles and equipment with comparable noise generation. For these reasons, the project would not generate incompatible noise levels near existing residential or tourist accommodation uses. This impact would be less than significant.

l) Exposure of existing structures to levels of ground vibration that could result in structural damage?

Less-than-significant impact. See item "b," above.

CUMULATIVE IMPACTS

The project would result in no substantial permanent changes to noise levels. The project would result in some less-than-significant, and temporary noise during construction. The noise generated during construction and operation of the project would not combine with other cumulative projects identified in Table 3.18-1 in such a way that would result in significant noise exposure to the same individual noise-sensitive receptors because other noise-generating projects would not be occurring concurrently within the project vicinity. Thus, the project would not make a considerable contribution to a cumulatively significant impact.

3.13 POPULATION AND HOUSING

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIII. Population and Housing. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

TRPA INITIAL ENVIRONMENTAL CHECKLIST QUESTIONS	Yes	No, with Mitigation	Data Insufficient	No
11.Population. Would the project:				
d) Alter the location, distribution, density, or growth rate of the human population planned for the Region? (TRPA Item 11a)	☐	☐	☐	☒
e) Include or result in the temporary or permanent displacement of residents? (TRPA Item 11b)	☐	☐	☐	☒
12. Housing. Would the project:				
f) Affect existing housing, or create a demand for additional housing? (TRPA Item 12a)	☐	☐	☐	☒
To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions:				
(1) Will the proposal decrease the amount of housing in the Tahoe Region? (TRPA Item 12a.1)	☐	☐	☐	☒
(2) Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households? (TRPA Item 12a.2)	☐	☐	☐	☒
g) Will the proposal result in the loss of housing for lower-income and very-low-income households? (TRPA Item 12b)	☐	☐	☐	☒

3.13.1 Setting

According to the U.S. Census Bureau, in 2016 the estimated population for the City of South Lake Tahoe was approximately 21,500, with approximately 17,000 total housing units (U.S. Census Bureau 2017a, 2017b). Many of the residences are used as second homes or vacation rentals. In 2016, the annual estimated unemployment rate was 5.6 percent (CEDD 2018).

3.13.2 Discussion

This discussion of the potential impacts of the project on population and housing 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 population and housing and are not discussed further.

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

Less than significant. The proposed project does not include construction of new housing or commercial businesses. Therefore, no direct population growth would result from implementation of the proposed project. Construction of the proposed corporation yard would occur over a period of three years between May 1 and October 15 each year. The proposed project would provide local, short-term, and temporary employment and because of the small scale of the project would not result in a substantial increase in employment. Because the project does not propose to expand operations at the TKPOA corporation yard, no additional permanent staff would be needed for operation of the proposed project. Employment needs for construction of the project could be met by construction workers in the city and in other areas within commute distance (e.g., El Dorado County, Douglas County, and Carson City). Seasonal construction labor demand is a regular annual occurrence in the Region, because the schedule of ground-disturbing activities is limited by mountain weather and regulatory protections for water quality (the construction season is limited to between May and October). Because a sufficient supply of construction workers would be available in the local area, demand for temporary housing to accommodate construction workers would not increase. For these reasons, the proposed project would have a less-than-significant impact on population growth.

b) Displace substantial numbers of existing homes, necessitating the construction of replacement housing elsewhere?

No impact. There are no homes or other structures located on the project site. The proposed project would not include removal of any homes. Therefore, the proposed project would have no impact on displacement of homes.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No impact. As described under item "b," above, no homes would be displaced as a result of the proposed project. Therefore, no people or existing residences would be displaced, and there would be no impact.

d) Alter the location, distribution, density, or growth rate of the human population planned for the Region?

Less than significant. See item "a," above.

e) Include or result in the temporary or permanent displacement of residents?

No impact. See item "b," above.

f) Affect existing housing, or create a demand for additional housing?

To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions:

(1) Will the proposal decrease the amount of housing in the Tahoe Region?

No impact. See item "b," above.

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

No impact. See item "b," above.

g) Will the proposal result in the loss of housing for lower-income and very-low-income households?

No impact. See item "b," above.

CUMULATIVE IMPACTS

The cumulative projects listed in Table 3.18-1 would generate temporary, short-term employment and would not be considered to result in a substantial increase in employment. Employment needs for these projects would be met by existing contractors that work in the South Lake Tahoe area. As described above, the proposed project would not induce long-term population growth. The project would not combine with other cumulative projects identified in Table 3.18-1 to result in a cumulative permanent increase in employment or population growth. The project would result in no impacts on displacement of housing or people. Therefore, the project would not combine with other cumulative projects identified in Table 3.18-1 to result in a cumulative displacement of housing or people. As described above, there would be no cumulative impact.

3.14 PUBLIC SERVICES

CEQA INITIAL STUDY CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIV. Public Services. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒
TRPA INITIAL ENVIRONMENTAL CHECKLIST QUESTIONS	**Yes**	**No, with Mitigation**	**Data Insufficient**	**No**
14. Public Services.				
Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas?				
b) Fire protection? (TRPA Item 14a)	☐	☐	☐	☒
c) Police protection? (TRPA Item 14b)	☐	☐	☐	☒
d) Schools? (TRPA Item 14c)	☐	☐	☐	☒
e) Parks or other recreational facilities? (TRPA Item 14d)	☐	☐	☐	☒
f) Maintenance of public facilities, including roads? (TRPA Item 14e)	☐	☐	☐	☒
g) Other governmental services? (TRPA Item 14f)	☐	☐	☐	☒

3.14.1 Setting

FIRE PROTECTION

In the Tahoe Basin, federal, state, and local fire districts participate in mutual aid agreements to provide and/or receive support and services during unplanned emergency events with other cooperating agencies. The project site is served by South Lake Tahoe Fire Rescue. Fire Station Three, located at 2101 Lake Tahoe Boulevard, is located 1.35 miles southwest of the existing corporation yard and 1.55 miles southwest of the proposed corporation yard.

POLICE PROTECTION

The South Lake Tahoe Police Department is the primary jurisdictional law enforcement agency that provides law enforcement service to the lands in and around the project site. CHP provides traffic enforcement and the investigation of traffic related incidents on US 50 in addition to SR 89, that could be utilized by contractors to transport materials to the project site.

SCHOOLS

The project site is located within the Lake Tahoe Unified School District (LTUSD). Schools within LTUSD include Tahoe Valley Elementary School, Sierra House Elementary School, Lake Tahoe Environmental Science Magnet School, Bijou Community School, South Tahoe Middle School, and South Tahoe High School.

PARKS

A number of recreation facilities, including park amenities associated with the Tahoe Keys community, that serve local residents and visitors are located in the vicinity of the project site. A description of these recreation facilities is included in Section 3.15, "Recreation."

3.14.2 Discussion

This discussion of the potential impacts of the project on public services 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 public services and are not discussed further.

a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

Fire protection?

No impact. The proposed project would relocate the TKPOA corporation yard out of the Upper Truckee Marsh to a previously disturbed site adjacent to the Tahoe Keys Marina and Yacht Club. Although there would be an increase in size of the building at the proposed TKPOA corporation yard compared to the existing maintenance buildings, operations at the corporation would not increase demand for fire protection and emergency response services. The proposed location of the corporation yard would be 0.2-mile farther from the nearest fire station; however, the increase in distance would not result in a substantial increase in fire protection or emergency response times compared to existing conditions. The corporation yard would be relocated out of an area surrounded by vegetation to an area that would be adjacent to existing development (i.e., Tahoe Keys Marina and Yacht Club) and would be separated from the Upper Truckee Marsh by Venice Drive. As described under item "h" in Section 3.8, "Hazards, Hazardous Materials, and Risk of Upset," this would not result in a greater fire risk than currently exists, and no increase in demand for fire protection and emergency services would occur. Construction activities associated with the proposed corporation yard would be short-term and be completed over the course of three summer (i.e., May – October) seasons. There would be no impact to fire protection services.

Police protection?

No impact. The project would involve relocation of the existing TKPOA corporation yard to a site adjacent to the Tahoe Keys Marina and Yacht Club approximately 0.2-mile north of the existing site. The proposed

TKPOA corporation yard building would be larger than the existing facilities; however, operations at the corporation yard would not be expanded and demand for police protection services would not increase. There would be no impact.

Schools?

No impact. The proposed project does not include development of new residences nor would it increase the number of employees at the corporation yard relative to operations at the existing corporation yard. Therefore, the proposed project would not increase demand for schools. The project would have no impact on schools.

Parks?

No impact. See discussion under items "a" and "b" in Section 3.15, "Recreation." The proposed project would not result in a permanent increase in demand for park facilities that would result in the need for new or physically altered park facilities. There would be no impact.

Other public facilities?

No impact. The proposed project does not include development of new residences nor would it increase the number of employees at the corporation yard relative to operations at the existing corporation yard. Therefore, the project would not increase area population that could increase the demand for other public facilities, such as libraries and community centers. Therefore, implementation of the project would have no impact on these other public services.

Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas?

b) Fire protection?

Less-than-significant impact. See discussion under item "a," above.

c) Police protection?

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

d) Schools?

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

e) Parks or other recreational facilities?

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

f) Maintenance of public facilities, including roads?

Less than significant. See discussion under item "a," above. Implementation of the proposed project would not result in changes in TKPOA corporation yard operations. Project construction activities would be short-term, estimated to be completed in three years, and would not be anticipated to generate substantial construction traffic that could result in the need for maintenance of roads. This impact would be less than significant.

g) Other governmental services?

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

CUMULATIVE IMPACTS

Because the project would result in no impact to public services, it would neither contribute to a cumulative impact nor result in a cumulatively considerable contribution to such impacts on public services.

3.15 RECREATION

CEQA CHEKLIST ENVIRONMENTAL QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XV. Recreation. Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	☐	☐	☐	☒
c) Displace recreation users or interfere with existing or planned recreation uses?	☐	☐	☒	☐
TRPA INITIAL ENVIRONMENTAL CHECKLIST QUESTIONS	**Yes**	**No, with Mitigation**	**Data Insufficient**	**No**
19. Recreation. Would the project:				
d) Create additional demand for recreation facilities? (TRPA Item 19a)	☐	☐	☐	☒
e) Create additional recreation capacity? (TRPA Item 19b)	☐	☐	☐	☒
f) Have the potential to create conflicts between recreation uses, either existing or proposed? (TRPA Item 19c)	☐	☐	☐	☒
g) Result in a decrease or loss of public access to any lake, waterway, or public lands? (TRPA Item 19d)	☐	☐	☐	☒

3.15.1 Setting

The project site is an undeveloped 0.99-acre site located adjacent to Venice Drive. There are no park or other recreation facilities on the project site.

The nearest recreation opportunities to the project site include the Cove East Trail, the Upper Truckee River, and Lake Tahoe. The trailhead for the Cove East Trail is located approximately 225 feet north of the project site. The Upper Truckee River is located across Venice Drive and approximately 100 feet east of the project site. Lake Tahoe is approximately 0.5 mile north of the project site and its beaches can be accessed from Cove East Trail. Venice Drive is mapped and signed as a bicycle route; it provides bicyclists access to the unpaved Cove East Trail that extends to Lake Tahoe.

The Tahoe Keys community includes many park and recreational facilities operated by TKPOA, including swimming pools, tennis courts, picnic areas, basketball courts, a playground, private beaches, and a pier, and several small pocket parks with grassy fields and park benches (TKPOA 2014). These features are primarily located along Tahoe Keys Boulevard and Ala Wai Boulevard; the closest features are located west of the Tahoe Keys Marina and Yacht Club and about 900 feet from the project site. Most of these amenities are private and only available to Tahoe Keys residents and their guests.

3.15.2 Discussion

This discussion of the potential impacts of the project on recreation 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 recreation resources and are not discussed further.

a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

and

b) Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?

No impact. The project does not include development of new residences or involve any employment changes at the proposed corporation yard relative to the existing corporation yard (see discussion under item "a" in Section 3.16, "Transportation/Traffic and Circulation") and therefore, would not affect the population in the project vicinity such that it would increase the demand for public facilities. The project would not result in a permanent increase in demand for park facilities that would result in the need for new or physically altered park facilities. In addition, the project would not reduce the availability of recreational opportunities in the project vicinity, as the project would not alter or otherwise develop any such facilities. There would be no impact on parks or other recreational facilities.

c) Displace recreation users or interfere with existing or planned recreation uses?

Less-than-significant impact. Because the project site is vacant and there are no recreation uses planned for the project site, the proposed project would not directly affect or displace recreation users. Project construction may result include temporary lane closures on Venice Drive that could affect use of the existing bicycle route. During these times, bicyclist would be able to navigate around temporary lane closures consistent with vehicles using Venice Drive. For these reasons, the project would not interfere with existing or planned recreation uses. This impact would be less than significant.

d) Create additional demand for recreation facilities?

No. See discussion under items "a" and "b," above.

e) Create additional recreation capacity?

No. See discussion under items "a" and "b," above.

f) Have the potential to create conflicts between recreation uses, either existing or proposed?

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

g) Result in a decrease or loss of public access to any lake, waterway, or public lands?

No. Public lands owned and managed by the Conservancy (including the Cove East Trail and the Upper Truckee Marsh) are located across Venice Drive, north and east of the project site. The Upper Truckee River is approximately 100 feet east of the project site and Lake Tahoe is approximately 0.5 mile north of the project site. Access to these areas is provided by Venice Drive. The project site would also be accessed by Venice Drive; however, the project would not decrease or otherwise affect access to these areas. Therefore, there would be no impact on public access to any lake, waterway, or public lands.

CUMULATIVE IMPACTS

The geographic area for cumulative recreation impacts includes the area between US 50 and Lake Tahoe, including the Tahoe Keys and the Upper Truckee Marsh. Of the cumulative projects identified in Table 3.18-1, only the Upper Truckee River Marsh and Restoration Project and the Regan Beach Rehabilitation Project would include new or enhanced recreational features. Only the Bijou Creek Restoration Project (Knights Inn Project) could generate additional recreational demand. As described above, the proposed project does not alter or otherwise develop recreational facilities and would not increase the demand for, use of, or access to existing nearby recreational resources. Because the proposed project would not contribute to any effects on recreational resources in combination with cumulative projects, the project would not result in a considerable contribution to a cumulative impact on recreation resources.

3.16 TRANSPORTATION/TRAFFIC AND CIRCULATION

CEQA ENVIRONMENTAL CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVI. Transportation/Traffic. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐
TRPA INITIAL ENVIRONMENTAL CHECKLIST QUESTIONS	**Yes**	**No, with Mitigation**	**Data Insufficient**	**No**
13. Transportation/Circulation. Would the project cause:				
g) Generation of 100 or more new Daily Vehicle Trip Ends (DVTE)? (TRPA Item 13a)	☒	☐	☐	☐
h) Changes to existing parking facilities, or demand for new parking? (TRPA Item 13b)	☐	☐	☐	☒
i) Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities? (TRPA Item 13c)	☐	☐	☐	☒
j) Alterations to present patterns of circulation or movement of people and/or goods? (TRPA Item 13d)	☐	☐	☐	☒
k) Alterations to waterborne, rail or air traffic? (TRPA Item 13e)	☐	☐	☐	☒
l) Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians? (TRPA Item 13f)	☐	☐	☐	☒

3.16.1 Environmental Setting

ROADWAYS

Regional access is provided by SR 89 and US 50. The proposed project is located along Venice Drive in the City of South Lake Tahoe, southeast of the Tahoe Keys Boulevard/Venice Drive intersection and west of Venice Drive adjacent to the Tahoe Keys Marina and Yacht Club.

BICYCLE AND PEDESTRIAN FACILITIES

The City of South Lake Tahoe manages the bicycle and pedestrian systems under the following functional classifications:

- **Class I Bike Path.** A path intended for the exclusive use of bicycles or shared with pedestrians and physically separated by distance or a barrier from the roadway. Class I paths provide the safest opportunities for bicycle travel.
- **Class II Bike Lane.** A bicycle lane that shares the right-of-way with the roadway defined by the creation of a separate lane with pavement markings.
- **Class III Bike Route.** A bicycle route that shares the right-of-way with the roadway, but is not separated by markings or barriers. Instead, Class III bike routes are designated by signage along the roadway. Class III facilities are typically provided along low-volume streets to minimize the potential for conflicts between bicyclists and motorists.
- **Shared-Use Path.** A bikeway physically-separated from motorized vehicular traffic by an open space or barrier and either within the highway right-of way or within an independent right-of-way intended for the use of bicycles, pedestrians, and other non-motorized users.
- **Pedestrian Path.** A path that is physically separated by distance or barrier from the roadway. Most pedestrian paths will be built in conjunction with a Class I Bike Path.
- **Sidewalk.** A dedicated paved pedestrian walkway located along side streets and roadways.

TRANSIT

The south shore area's coordinated transit system includes local fixed-route bus service and commuter bus service connecting the area with Carson City and the Carson Valley. The system also includes winter ski shuttles, summer trolley service to Emerald Bay, and summer bus service from Incline Village and Stateline to Sand Harbor.

3.16.2 Regulatory Setting

CITY OF SOUTH LAKE TAHOE GENERAL PLAN

The South Lake Tahoe General Plan contains goals and policies that help create a well-connected transportation network that serves all residents and visitors, improve connections for pedestrians and bicyclists, improve transit access throughout the city, conserve energy resources, reduce vehicle miles traveled and greenhouse gas emissions, continue to improve automobile travel and parking, and improve air and waterborne travel to improve regional connectivity.

LAKE TAHOE REGIONAL PLAN

Chapter 3, Transportation Element, of the Regional Plan provides goals and policies that are intended to establish a safe, efficient, and integrated transportation system that provides quality mobility options for all sectors of the population, supports the region's economic base, enhances quality of life, and maximizes opportunities for environmental benefits. TRPA's Goals and Policies sets standards for vehicle level of service (LOS). A more detailed definition of LOS is provided below. The TRPA Goals and Policies require that peak period traffic flow not exceed the following:

- LOS C on rural recreational/scenic roads;
- LOS D on rural developed area roads;
- LOS D on urban developed area roads;
- LOS D for signalized intersections; and
- LOS E may be acceptable during peak periods in urban areas, not to exceed four hours per day.

These vehicle LOS standards may be exceeded when transit, bicycling, and walking facilities provide a mobility level that is similar to the mobility level that would be provided to the project-generated traffic in relation to overall traffic conditions on affected roadways. While the Tahoe Regional Planning Compact looks to "reduce the dependency on the private automobile" there are currently no adopted requirements or standards regarding the quality of service of other travel modes (i.e., transit, biking, or walking) that could potentially reduce the demand on the roadway system.

REGIONAL TRANSPORTATION PLAN

Linking Tahoe: Regional Transportation Plan (RTP) is Lake Tahoe's blueprint for a regional transportation system that enhances the quality of life in the Tahoe Region, promotes sustainability, and offers improved mobility options for people and goods (TRPA 2017). The 2017 Regional Transportation Plan builds on the transportation system planning efforts of the 2012 RTP by focusing on providing frequent and prioritized multimodal connections between town centers and neighborhoods and easy and convenient access to high demand recreation sites. The long-term vision of the RTP is of a well-connected, internal and external transportation system that meets the demands of all users. The RTP presents six goals that draw from the 2015 Intelligent Transportation Systems Strategic Plan and the 2016 Active Transportation Plan and reflect the requirements of the TRPA Bi-State Compact, federal and state transportation planning requirements and plans such as the California Transportation Plan, and public input. Each goal is accompanied by performance measures that are routinely assessed for efficacy and refined to ensure that TRPA continues to monitor and analyze the right data to inform decision making.

3.16.3 Discussion

This discussion of the potential impacts of the project on transportation/traffic and circulation 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 transportation/traffic and circulation and are not discussed further.

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less than significant. The proposed project would include the relocation of the existing TKPOA corporation yard from its current location off of Tahoe Keys Boulevard, to a new location along Venice Drive approximately 0.2 miles north of the existing site. The TKPOA corporation yard currently serves six employees during the winter months, and 12 employees during all other months. The project would not expand TKPOA operations or result in an increase in the total number of on-site employees.

However, the project would result in the redistribution of vehicular traffic associated with operations at the TKPOA corporation yard. The intersection of Dover Drive and Tahoe Keys Boulevard provides access to the existing TKPOA corporation yard. This intersection is a side-street stop-controlled (SSSC) intersection with no turn pockets. The proposed project would relocate the TKPOA corporation yard to a parcel along Venice Drive east of Tahoe Keys Boulevard; thus, the project site would be accessed via the intersection of Venice Drive and Tahoe Keys Boulevard. This intersection is located approximately 300 feet north of the intersection of Dover Drive and Tahoe Keys Boulevard and is an all-way stop-controlled (AWSC) intersection with left-turn pockets for three of the four approaches. Thus, the change in circulation patterns associated with the relocation of the TKPOA corporation yard would redirect project-generated traffic through an intersection designed to accommodate larger traffic volumes (intersection of Venice Drive and Tahoe Keys Boulevard). Therefore, the allowable uses of the proposed project would not result in a traffic increase in relation to the existing traffic load and capacity of the street system. Additionally, the relocation of the existing TKPOA corporation yard would not substantially change traffic circulation patterns. Thus, operation of the proposed project would not conflict with adopted applicable policies or plans related to the performance of the circulation system and this impact would be less than significant.

As measured from the intersection of Tahoe Keys Boulevard and Venice Drive (i.e., the closest entrance to the Tahoe Keys neighborhood), the proposed corporation yard is about 400 feet (0.076 miles) further away than the existing corporation yard. The longer trip length would minimally increase the daily VMT on the roadway network. Lone Indian Consulting performed traffic counts on May 7 and 8, 2018 during a peak day for the TKPOA (Norberg 2018). The current region-wide daily VMT estimate for the Tahoe Basin is 1,937,070 (TRPA 2017:3-17). The project-related increase of 178 DVTE results in an additional 13.5 VMT (0.076 miles X 178 DVTE = 13.5 VMT), which would not be substantial relative to TRPA's daily VMT threshold standard of 2,030,938 (Norberg, 2018, TRPA 2016), nor would the project cause the standard to be exceeded.

The construction of the proposed corporation yard is proposed over a period of three years between May 1 and October 15, and is anticipated to begin in 2019. Construction may include disruptions to the transportation network near the project site, including the possibility of temporary lane closures, parking removal, and bicycle route closures; however, access to all nearby parcels would be maintained. Heavy vehicles would access the site and be staged on site for construction. Construction traffic impacts would be localized and temporary. However, these activities could result in degraded roadway operating conditions. The number of trucks, truck routing, number of employees, employee parking, truck idling, truck staging, lane closures, and a variety of other construction-related activities are unknown at this time. Therefore, it would be speculative to conduct any type of quantitative analysis. The City of South Lake Tahoe encroachment permit would require preparation and implementation of a traffic control plan designed to minimize disruptions to roadway operating conditions.

For the reasons describe above, this impact would be less than significant under CEQA.

Based on TRPA Code for purposes of calculating mitigation fees, the proposed corporation yard is a new use at the proposed site and, therefore, creates new DVTE. Under TRPA Code, trips are not credited or transferred from one site where they previously occurred to another. According to Chapter 65.2, "Traffic and

Air Quality Mitigation Program," of the TRPA Code, a "change in operation" is defined as any modification, change, or expansion of an existing or previous use resulting in additional vehicle trip generation, including, but not limited to expansion of gross floor area; or a change in the type of generator on the trip table. As detailed above, the proposed project would relocate the existing TKPOA corporation yard but maintain the same land use and the same number of employees. The larger building footprint is intended to accommodate the consolidation of accessory buildings and storage containers at the existing site.

As stated above, a vehicle count study was performed at the existing corporation yard during the peak season for the TKPOA in the spring of 2018 and it was determined that the DVTE is 178 vehicles. In comparison to information contained in the ITE Trip Generation Manual (7th Edition) under the land use associated with General Light Industrial, DVTE would be 51.8 DVTE (Norberg 2018). Therefore, the traffic count data was used to calculate the TRPA Air Quality Mitigation Fee of $6,443.60 [$36.20 * 178 DVTE] (Norberg 2018).

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less-than-significant impact. The project would not result in an increase in project-related traffic because the proposed project would relocate the existing TKPOA corporation yard but maintain the same land use, and the same number of employees. Additionally, as described under item "a" above, the relocation of the existing TKPOA corporation yard would not substantially change traffic circulation patterns. However, short-term construction-related vehicle and truck activity could cause short-term impacts to localized levels of service, but because post-construction traffic levels would be essentially the same as existing conditions, the impact would be less than significant.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No impact. The nearest publicly-owned airport is the Lake Tahoe Airport approximately 1.9 miles south of the project site. The project site is not located within any safety areas as designated within the Lake Tahoe Airport Comprehensive Land Use Plan (South Lake Tahoe ALUC 2007). There are no private airstrips in the vicinity of the project site. Therefore, the project does not propose any activities that could interfere with air traffic patterns.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less-than-significant impact. The proposed project would require the construction of driveways off Venice Drive to access the project site. All driveway improvements associated with future development of the relocated TKPOA corporation yard would be constructed in accordance with City of South Lake Tahoe design standards, including but not limited to the City of South Lake Tahoe Standards and Guidelines for Design, Signage, Parking, Driveway, and Loading Spaces, City of South Lake Tahoe Public Improvement Engineering Standards, and City of South Lake Tahoe Municipal Code. Additionally, the City of South Lake Tahoe Planning Division also implements and regulates the TRPA Code, which sets forth additional driveway and parking standards, and design standards. Therefore, all driveway improvements would be designed and constructed in accordance with applicable City and TRPA design and safety standards. Thus, the project would not increase hazards because of a design feature or incompatible uses. The impact would be less than significant.

e) Result in inadequate emergency access?

Less-than-significant impact. Emergency vehicles would access the project site via Venice Drive. New project driveways would provide access to emergency vehicles trying to access the areas within the project site. Project access driveways would be analyzed and designed to accommodate trucks hauling AIS boats to and

from the project site. This would ensure that adequate turning radii, and vertical and horizontal truck clearances are provided within the project site.

Additionally, emergency access would be subject to review by the City of South Lake Tahoe and responsible emergency service agencies; thus, ensuring future development of the relocated TKPOA corporation yard would be designed to meet all City of South Lake Tahoe emergency access and design standards. Thus, the project would not result in inadequate emergency access.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less-than-significant impact. There are no existing transit facilities near the project site. Additionally, implementation of the project would not generate new demand for transit trips; and thus, would not result in demands on transit facilities greater than available capacity. Thus, project related transportation features, operational activities, and/or construction activities would not alter or impact any existing or planned transit routes or facilities, or conflict with adopted policies or plans related to public transit.

Venice Drive east of Tahoe Keys Boulevard is striped and signed as a Class III bicycle route. Class III facilities are typically provided along low-volume streets to minimize the potential for conflicts between bicyclists and motorists. The proposed project would result in an increase in vehicular traffic along this segment of Venice Drive; however, as describe in item "a" above, the increase in traffic would be minimal. Additionally, the mix of vehicle types (i.e., single-occupancy vehicles, one lift truck, and AIS removal boat hauling) that would be regularly traveling to and from the project site is consistent with the types of vehicles currently using this segment of Venice Drive to access the Tahoe Keys Marina and Yacht Club. Therefore, the project would not disrupt existing or planned bicycle/pedestrian facilities, nor would it create inconsistencies with any adopted plans, guidelines, policies or standards related to bicycle or pedestrian systems.

g) Generation of 100 or more new Daily Vehicle Trip Ends (DVTE)?

Yes. Due to the TRPA Code definition of new trips, which does not allow for a credit when trips would be transferred from a different location where they already occur, the relocated corporation yard is designated in the Code as a new use and the proposed project's traffic is defined as new DVTE. The proposed project would, therefore, generate over 100 DVTE during the peak TKPOA season and would require the payment of an air quality mitigation fee. See discussion under item "a," above.

h) Changes to existing parking facilities, or demand for new parking?

No. Project access driveways would result in the removal of approximately seven parallel parking spaces along Venice Drive (160 feet of driveway apron added÷22.5 feet per parking space). However, ample parking exists on both sides of Venice Drive such that the reduction in existing parallel parking spaces in the vicinity of the project site would not constitute a significant parking-related impact.

Based on the demand generated by the existing TKPOA corporation yard, preliminary design of the proposed project provides for 24 on-site parking spaces (see Exhibit 2.2-3). This complies with City of South Lake Tahoe parking standards for Local Public Health and Safety, which requires one space per employee and one space for each 1,000 sq. ft. of gross floor area. In the winter, six spaces for employees and five for gross floor area (11 total) would be required. In the summer, 12 spaces for employees and five for gross floor area (17 total) would be required. Therefore, the proposed project would provide sufficient on-site parking to satisfy the demand generated by the relocated land use. Therefore, it is anticipated that the project would not cause an additional demand for parking along Venice Drive.

i) Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?

No. Operation of the proposed project would not disrupt existing or planned transit, bicycle, or pedestrian facilities, nor would it create inconsistencies with any adopted plans, guidelines, policies or standards related to transit, bicycle, or pedestrian systems. TRPA considers the traffic from the proposed corporation yard to be

new trips and not a transfer of the existing corporation yard trips, which therefore would result in a minor increase in traffic volumes, as defined in TRPA Code. See discussion under item "a" above. The project-related increase in VMT of 178 DVTE results in an additional 13.53 VMT which would not be substantial relative to TRPA's daily VMT threshold standard of 2,030,938 [0.076 miles * 178 DVTE = 13.53 VMT] (Norberg, 2018, TRPA 2016), nor would the project cause the standard to be exceeded. Thus, operation of the proposed project would not result in a substantial impact upon existing transportation systems.

However, construction of the proposed corporation yard is proposed over a period of three years between May 1 and October 15, and is anticipated to begin in 2019. Construction may include disruptions to the transportation network near the project site, including the possibility of temporary lane closures, parking removal, and bicycle route closures (including the bicycle route along Venice Drive). Additionally, heavy vehicles would access the site and would be staged on site for construction. Construction traffic impacts would be localized and temporary. Construction-related activities and details are unknown at this time; because the City of South Lake Tahoe encroachment permit would require a traffic plan, the impact would not be substantial.

j) Alterations to present patterns of circulation or movement of people and/or goods?

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

k) Alterations to waterborne, rail or air traffic?

No. The nearest publicly owned airport is the Lake Tahoe Airport approximately 1.9 miles south of the project site. The project site is not located within any safety areas as designated within the Lake Tahoe Airport Comprehensive Land Use Plan (South Lake Tahoe ALUC 2007). There are no railroads in the vicinity of the project site or in the City of South Lake Tahoe. Additionally, the proposed project does not propose any activities that could interfere with waterborne traffic on Lake Tahoe. Therefore, no alterations to waterborne, rail, or air traffic would occur.

l) Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?

No. The proposed project would require the construction of driveways to access the project site. All driveway improvements would be constructed in accordance with City of South Lake Tahoe and TRPA design standards. Additionally, new driveway improvements would be subject to review by the City of South Lake Tahoe and TRPA. Additionally, the mix of vehicle types (i.e., single-occupancy vehicles, one lift truck, and AIS removal boat hauling) that would be regularly traveling to and from the project site are consistent with the types of vehicles currently using the segment of Venice Drive used to access the project site and the Tahoe Keys Marina and Yacht Club. Thus, the project would not result in an increase in traffic hazards to motor vehicles, bicyclists, or pedestrians.

CUMULATIVE IMPACTS

The cumulative projects listed in Table 3.18-1 would generate a temporary, short-term increase in traffic on local roads throughout the project vicinity and US 50. The cumulative projects would result in similar amounts of traffic to that generated by the project and would be dispersed throughout the vicinity. Additionally, the timing of traffic generated by the cumulative projects would be dispersed throughout the day.

The project would not combine with other cumulative projects to result in a cumulative hazard on roadways in the neighborhoods adjacent to the project site because of a design feature or incompatible use. Additionally, the project would result in no impacts on air traffic patterns, public transit, bicycle facilities, or pedestrian facilities. Therefore, the project would not combine with other cumulative projects identified in Table 3.18-1 to result in a cumulative impact on transportation facilities. As described above, the project would not make a considerable contribution to a significant cumulative impact related to transportation and traffic.

3.17 TRIBAL CULTURAL RESOURCES

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

3.17.1 Setting

The contextual background included under the header "Prehistory and Washoe History" in Section 3.5, "Cultural Resources," summarizes information related to Native American occupation in the Tahoe Basin.

Assembly Bill (AB) 52, signed by Governor Edmund G. Brown, Jr. in September 2014, established a new class of resources under CEQA: "tribal cultural resources" (TCRs). AB 52, as provided in Public Resource Code (PRC) Sections 21080.3.1, 21080.3.2, and 21082.3, requires that lead agencies undertaking CEQA review must, upon written request of a California Native American Tribe, begin consultation once the lead agency determines that the application for the project is complete, prior to the issuance of a Notice of Preparation (NOP) of an environmental impact report (EIR) or notice of intent to adopt a negative declaration or mitigated negative declaration.

AB 52 applies to those projects for which a lead agency had issued a NOP of an EIR or notice of intent to adopt a negative declaration or mitigated negative declaration on or after July 1, 2015. Therefore, the requirements of AB 52 apply to the proposed project. Accordingly, the Conservancy initiated consultation with tribes that have requested consultation on March 21, 2018 with a letter and project map. Correspondence in compliance with AB 52 is summarized in Table 3.17-1 below. No responses were received within 30 days from any of the tribes.

In addition, the Native American Heritage Commission (NAHC) was contacted to obtain documentation of a search of the Sacred Lands Files in proximity to the project site. The Sacred Lands Files identified sacred sites in the South Lake Tahoe area and recommended follow up with the Washoe Tribe of California and Nevada (NAHC 2018). Darrel Cruz, Director of the Tribal Historic Preservation Office, was contacted and responded that he was not aware of cultural resources within the proposed corporation yard location (Cruz 2018). There are cultural resources within 0.5 mile of the project site, but these resources are not anticipated to be impacted by the project (Cruz 2018).

Table 3.17-1 Summary of Native American Outreach

Native American Contact Name and Group	Date of Initial Letter	Date(s) Reply Received
Michael Mirelez, Cultural Resource Coordinator, Torres Martinez Desert Cahuilla Indians P.O. Box 1160 Thermal, CA 92274	March 21, 2018	None received.
The Honorable Neil Mortimer, Chairman, Washoe Tribe of Nevada and California, 919 U.S. Highway 50 South Gardnerville, NV 89410	March 21, 2018	None received.
The Honorable Gene Whitehouse, Chairman, United Auburn Indian Community of the Auburn Rancheria 10720 Indian Hill Rd. Auburn, CA 95603	March 21, 2018	None received.

3.17.2 Discussion

This discussion of the potential impacts of the project on tribal cultural 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 tribal cultural resources and are not discussed further.

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in PRC Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

or

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1?

No impact. In compliance with AB 52, the Conservancy sent letters to California Native American Tribes as shown in Table 3.17-1. Consultation with the Tribes did not identify any tribal concerns or TCRs in the project site. As defined in PRC Section 21074, to be considered a TCR, a resource must be either:

1. listed or determined to be eligible for listing, on the national, state, or local register of historic resources, or

2. a resource that the lead agency determines, in its discretion and supported by substantial evidence, to treat as a tribal cultural resource pursuant to the criteria in PRC Section 50241(c). PRC Section 5024.1(c) provides that a resource meets criteria for listing as an historic resource in the California Register if any of the following apply:

   (1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

   (2) Is associated with the lives of persons important in our past.

(3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.

(4) Has yielded, or may be likely to yield, information important in prehistory or history.

The project site is located within the traditional territory of the Washoe; however, the project site is not known to have any special use as a TCR. For these reasons, no areas within the project site meet any of the PRC Section 5024.1(c) criteria listed above. Therefore, the project would have no impact on TCRs as defined in PRC Section 21074.

CUMULATIVE IMPACTS

Due to the fact that there would be no impact to TCRs, the project would not contribute to a cumulative impact.

3.18 UTILITIES, SERVICE SYSTEMS, AND ENERGY

CEQA ENVIRONMENTAL CHECKLIST QUESTIONS		Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XVIII.	**Utilities and Service Systems. Would the project:**				
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c)	Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e)	Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?	☐	☐	☒	☐
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

TRPA INITIAL ENVIRONMENTAL CHECKLIST QUESTIONS		Yes	No, with Mitigation	Data Insufficient	No
15. Energy. Would the project cause:					
h)	Use of substantial amounts of fuel or energy? (TRPA Item 15a)	☐	☐	☐	☒
i)	Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy? (TRPA Item 15b)	☐	☐	☐	☒
16. Utilities.					
	Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:				
j)	Power or natural gas? (TRPA Item 16a)	☐	☐	☐	☒
k)	Communication systems? (TRPA Item 16b)	☐	☐	☐	☒
l)	Utilize additional water which amount will exceed the maximum permitted capacity of the service provider? (TRPA Item 16c)	☐	☐	☐	☒

m)	Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider? (TRPA Item 16d)	☐	☐	☐	☒
n)	Stormwater drainage? (TRPA Item 16e)	☐	☐	☐	☒
o)	Solid waste and disposal? (TRPA Item 16f)	☐	☐	☐	☒

3.18.1 Setting

WASTEWATER

The South Tahoe Public Utility District (STPUD) provides wastewater collection and treatment services for the project site. Currently, the STPUD wastewater treatment plant treats 4.0 million gallons per day (mgd) and has a total capacity of 7.7 mgd (STPUD 2016:15). The wastewater treatment plant has 3.7 mgd of available wastewater treatment capacity. An existing wastewater collection line is located in Venice Drive adjacent to the proposed corporation yard site (STPUD 2009a).

WATER SUPPLY

The Tahoe Keys Water Company provides water to 1,529 residents and four commercial users in the Tahoe Keys. Three wells provide water, with Well #1 operating year-round, Well #2 operating during the summer months to support irrigation demand, and Well #3 serving as a back-up supply (TKPOA 2018). Water users served by TKPOA have been reducing their water demand in recent years, with the most recent available data showing that water demand in the Tahoe Keys was 256.7 million gallons in 2015. For comparison, in 2013 water demand was 314.7 million gallons and in 2014 water demand was 271.87 million gallons. Since 2013, annual water demand has been reduced by 58 million gallons.

STORMWATER DRAINAGE

Stormwater drainage in the vicinity of the project site is provided by curb and gutter along the roadways. No formal stormwater drainage system is located on the existing or proposed corporation yard locations, which are both currently unpaved dirt lots. Stormwater runs off these areas or infiltrates through the dirt. The proposed corporation yard would include stormwater BMPs sized to infiltrate stormwater runoff from the impervious areas to meet TRPA Code.

SOLID WASTE

The South Tahoe Refuse (STR) provides waste removal services for the South Lake Tahoe area. STR collects more than 100,000 tons of waste each year with more than 60 percent that is recycled (STR 2018). This waste is collected and sorted for recycling at the Materials Recovery Facility (MRF) located at STR's transfer station in South Lake Tahoe, California. The MRF initiates or improves separation of aluminum cans, glass, plastics, cardboard, different grades of paper, tin, metals, appliances, milled wood, green waste, stumps, construction debris, and tires.

Waste collected by STR is delivered to Lockwood Regional Landfill in Storey County, Nevada. Lockwood Regional Landfill presently has a capacity of 302.5 million cubic yards over an area of 856.6 acres. Based on an April 2010 aerial survey, the landfill contained a waste volume of approximately 32.8 million cubic yards with remaining capacity of approximately 269 million cubic yards (NDEP 2018). The landfill receives approximately 5,000 tons of waste per day.

Where a local jurisdiction has not adopted a more stringent construction and demolition (C&D) ordinance, construction activities are required to implement Section 5.408 of the CALGreen Code. Under Section 5.408,

construction activities are required to recycle and/or salvage for reuse a minimum of 65 percent of their nonhazardous C&D waste as of January 1, 2017. Applicable projects are required to prepare and implement a Construction Waste Management Plan, which is submitted to the local jurisdiction prior to issuance of building permits. The City of South Lake Tahoe does not currently have an adopted C&D waste management ordinance.

ELECTRICITY AND NATURAL GAS

Electrical service to the project site is provided by Liberty Utilities. Natural gas service is provided to the project site by Southwest Gas Corporation.

3.18.2 Discussion

This discussion of the potential impacts of the project on utilities, service systems, and energy 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 utilities, service systems, and energy and are not discussed further.

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

and

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less-than-significant impact. The proposed project would involve constructing a new 4,800-square foot building to be used for maintenance activities, the water company, storage, office space, and a break room. The existing corporation yard facilities are served by faucets for hoses and a portable toilet with no existing connection to a wastewater collection system. The proposed TKPOA corporation yard building would have a mop sink and two bathrooms, each with a toilet and sink. Compared to existing conditions at the current corporation yard, the project would result in a small increase the demand for water supply and wastewater conveyance and treatment services. Before receiving permit approval from TRPA or the City of South Lake Tahoe, future development would be required to comply with Chapter 32 of the TRPA Code, which requires that a project applicant demonstrate the availability of adequate water supply, water supply infrastructure, and wastewater treatment and conveyance infrastructure.

The STPUD Wastewater Collection System Master Plan provides water use demand rates and wastewater use demand rates for land use types (STPUD 2009b:16). The water use demand rate for an industrial land use is 489 gallons per day per acre (gpd/acre) and the wastewater use demand rate is 440 gpd/acre. The proposed corporation yard could generate an estimated water demand of 484.1 gpd. Because the project would provide sinks and toilets, and the existing corporation yard only provides faucets, it is anticipated that the water demand at the proposed corporation yard would be a small increase over existing water demand. The Tahoe Keys Water Company customers have been decreasing water demand in recent years and the increase in annual water demand from the project would represent an estimated 0.3 percent of the difference in water demand between 2013 and 2015. Thus, there would be sufficient water treatment capacity and water supply to serve the increase in water demand associated with the proposed corporation yard. The Tahoe Keys Water Company has also confirmed that sufficient water supply and water treatment capacity is available to serve the project (Robillard, pers. comm., 2018).

The wastewater use demand rate for an industrial land use is 450 gpd/acre (STPUD 2009b:30). Thus, the proposed corporation yard could generate an estimated wastewater demand of 435.6 gpd. As described above, 3.7 mgd of wastewater treatment capacity is available. STPUD has sufficient capacity to treat wastewater generated by the project and the increase in wastewater generated at the proposed corporation yard would represent 0.012 percent of the available treatment capacity. STPUD has also confirmed that sufficient wastewater treatment capacity is available to serve the project (Bledsoe, pers. comm., 2018). Because the wastewater generated by the project would be within the STPUD wastewater treatment plant capacity, the project would not exceed wastewater treatment requirements of LRWQCB.

As described above, there is sufficient water treatment and wastewater treatment capacity to serve the project without requiring the construction of new facilities other than connections to existing infrastructure. This impact would be less than significant.

c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less-than-significant impact. The project would construct new onsite retention basins to capture stormwater runoff from the proposed corporation yard (see Exhibit 2.2-3). The corporation yard is allowed 100 percent coverage but would actually only cover 67 percent of the parcel, which could increase runoff of stormwater on the site. However, the site would be designed to direct stormwater flows to the onsite retention basins for storage and infiltration within the project site. Because the onsite stormwater drainage system would be designed to capture all flows from the site, the project would not result in the need for construction or expansion of stormwater drainage facilities offsite. The project would have a less-than-significant impact related to new stormwater drainage facilities.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Less-than-significant impact. As described above under item "b," the Tahoe Keys Water Company has sufficient water supply to serve the project. This impact would be less than significant.

e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand, in addition to the provider's existing commitments?

Less-than-significant impact. As described above under item "b," STPUD has sufficient capacity to serve the wastewater flows generated by the project. This impact would be less than significant.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

and

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less-than-significant impact. The amount of solid waste generated at the proposed corporation yard is not anticipated to change compared to solid waste generated at the existing corporation yard. STR would continue to provide solid waste and recycling collection services, with solid waste being disposed of at the Lockwood Regional Landfill. Lockwood Regional Landfill has adequate available capacity to serve the project.

Construction of the proposed corporation yard would generate some one-time solid waste associated with construction activities, which would be disposed of at Lockwood Regional Landfill, which has approximately 269 million cubic yards of available capacity (NDEP 2018). In accordance with Section 5.408 of the CALGreen Code, the project would submit and complete a Construction Waste Management Plan to the City of South Lake Tahoe. Although no demolitions debris is anticipated for this project, the project would recycle

and/or salvage for reuse a minimum of 65 percent of construction debris generated during project construction.

Because adequate landfill capacity is available to serve the solid waste generated by operations and the project would comply with applicable federal, state, and local regulations related to solid waste, this impact would be less than significant.

h) Use of substantial amounts of fuel or energy?

and

i) Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?

No. Liberty Utilities would continue to provide electricity for the proposed TKPOA corporation yard, similar to existing conditions. The use of propane for operations would be replaced with connections for natural gas at the proposed corporation yard. Natural gas services would be provided by Southwest Gas Corporation. New electric and natural gas service connections would be made to utility lines in Venice Drive. The project would not increase operational activities (i.e., truck trips or employee trips). There could be a small increase in electricity and natural gas use because the proposed TKPOA corporation yard building would be approximately 4,800 square feet, which would be larger than the existing structures (estimated to be approximately 3,200 square feet). The increase in demand for electricity and natural gas would not be substantial such that existing sources would be sufficient to serve the project and the development of new sources of energy would not be required. Additionally, because the anticipated increase in electrical and natural gas demand would be small, new electricity or natural gas systems or substantial alterations to energy systems would not be required. Furthermore, before receiving permit approval from TRPA or the City of South Lake Tahoe, future development would be required to comply with Section 32.6 of the TRPA Code, which requires that a project applicant demonstrate that the project would be served by facilities that have adequate electrical supply.

The proposed corporation yard would be located 0.2 mile from the existing location, allowing employee vehicle trips to result in a similar travel distance compared to existing travel patterns. Fuel consumption associated with vehicle trips generated by the project would be similar to existing conditions and would not be considered inefficient, wasteful, or unnecessary in comparison with other similar projects in the region.

The relocation of the TKPOA corporation yard and construction of proposed TKPOA corporation yard building provides an opportunity to update outdated infrastructure and improve energy-efficiency of buildings.

Appendix F of the State CEQA Guidelines requires consideration of the potentially significant energy implications of a project. CEQA requires mitigation measures to reduce “wasteful, inefficient, and unnecessary” energy usage (PRC Section 21100[b][3]). While the project could result in a small increase in the overall energy demand at the project site, construction of the proposed TKPOA corporation yard building would provide an opportunity to increase building energy efficiency relative to the existing buildings. The new building would be constructed in compliance with the 2016 California Green Building Standards Code, which would promote energy efficiency of the proposed corporation yard building during operation. Energy-efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption. The building efficiency standards are enforced through the local plan check and building permit process. Thus, this project would not use substantial amounts of fuel or energy and would not result in an inefficient or wasteful consumption of energy. This impact would be less than significant.

Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:

j) Power or natural gas?

No. See discussion under items "h" and "i," above.

k) Communication systems?

No. The proposed corporation yard would continue to require communication systems, such as telephone and internet, similar to existing conditions. The proposed corporation yard would be located in an existing service area for communication systems providers. New communications connections would be installed as part of construction of the proposed corporation yard and no offsite improvements would be anticipated. For these reasons, the project would have a less-than-significant impact on communications systems.

l) Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?

No. See discussion under item "b," above.

m) Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?

No. See discussion under item "b," above.

n) Stormwater drainage?

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

o) Solid waste and disposal?

No. See discussion under item "f," above.

CUMULATIVE IMPACTS

The cumulative projects listed in Table 3.18-1, including the Tahoe Keys AIS Reduction Project, US 50 Water Quality Improvements, the Sierra Boulevard Complete Streets Project, and the Upper Truckee River and Marsh Restoration Project, would not generate wastewater. Thus, these projects would not cumulatively combine with the proposed project to result in impacts on demand for wastewater treatment and collection services. The Bijou Park Creek Watershed Management/Southwest Corner Project would generate an increase in estimated wastewater flows of 0.325 mgd, a permanent increase in demand for wastewater treatment and collection services from STPUD (CSLT 2017:6.0-133). STPUD indicated that there would be sufficient wastewater treatment capacity to serve the Bijou Park Creek Watershed Management/Southwest Corner Project. The STPUD wastewater treatment plant has available capacity to treat 3.7 mgd of wastewater, which would be sufficient to serve the proposed project in combination with the Bijou Park Creek Watershed Management/Southwest Corner Project. The cumulative impact on wastewater services would be less than significant.

The water demand for the project would not cumulatively combine with the cumulative projects listed in Table 3.18-1 because these projects would not use water from the Tahoe Keys Water Company. The Tahoe Keys AIS Reduction Project would not be anticipated to generate temporary or permanent water demand. There would be no cumulative impact related to water supply.

The amount of solid waste generated at the proposed corporation yard is not anticipated to change compared to solid waste generated at the existing corporation yard. The proposed project and the cumulative projects listed in Table 3.18-1 would result in the one-time generation of solid waste during construction. Lockwood Regional Landfill, which has approximately 269 million cubic yards of available capacity, would have sufficient capacity to accept cumulative generation of solid waste from construction of

the proposed project and projects listed in Table 3.18-1. The cumulative impact related to solid waste would be less than significant.

Because all stormwater runoff would be retained onsite, the proposed project would not cumulatively combine with any potential stormwater runoff impacts from the projects listed in Table 3.18-1. There would be no cumulative impact on stormwater drainage facilities.

The Tahoe Keys AIS Reduction Project, US 50 Water Quality Improvements, Sierra Boulevard Complete Streets Project, and Upper Truckee River and Marsh Restoration Project would not generate permanent demand for electricity or natural gas services. The Bijou Park Creek Watershed Management/Southwest Corner Project would result in new demand for electric and natural gas services. This project and the proposed project could cumulatively combine to result in cumulative impacts on electrical and natural gas services. However, TRPA Code Section 32.6 requires that projects must be served with adequate electrical supply. Any new development would be located within close proximity to existing electric and gas infrastructure, and projects requiring new or modified utility installation, connections, and expansion would be subject to the requirements of the applicable utility providers, Liberty Utilities and Southwest Gas Corporation. The utility companies project that, based on their forecasting and recent growth trends in the Region, their existing capacity would substantially exceed the future demand that could be generated (TRPA 2012:3.13-20 – 3.13-21). For these reasons, the cumulative impact on energy services would be less than significant.

3.19 CUMULATIVE IMPACTS AND MANDATORY FINDINGS OF SIGNIFICANCE

CEQA ENVIRONMENTAL CHECKLIST QUESTIONS	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less-Than-Significant Impact	No Impact
XIX. Mandatory Findings of Significance.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species, or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐
TRPA INITIAL ENVIRONMENTAL CHECKLIST QUESTIONS	**Yes**	**No, with Mitigation**	**Data Insufficient**	**No**
21. Findings of Significance.				
d) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory? (TRPA Item 21a)	☐	☐	☐	☒
e) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.) (TRPA Item 21b)	☐	☐	☐	☒
f) Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?) (TRPA Item 21c)	☐	☐	☐	☒

g) Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly? (TRPA Item 21d)	☐	☐	☐	☒

Authority: Public Resources Code Sections 21083, 21083.5.

Reference: Government Code Sections 65088.4.
Public Resources Code Sections 21080, 21083.5, 21095; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

3.19.1 Cumulative Setting

Section 15130(a) of the State CEQA Guidelines requires a discussion of the cumulative impacts of a project when the project's incremental effect is cumulatively considerable. Where a project's incremental effect is not cumulatively considerable, the effect need not be considered significant, but the basis for concluding the incremental effect is not cumulatively considerable must be briefly described. Cumulatively considerable, as defined in State CEQA Guidelines Section 15065(a)(3), means that the "incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects." State CEQA Guidelines Section 15355 defines a cumulative impact as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time. Cumulative impacts are discussed in each resource section, following discussions of the project-specific impacts.

Probable existing and future projects considered in the cumulative analysis are in the project vicinity and have the possibility of interacting with the TKPOA Corporation Yard Relocation Project to generate a cumulative impact (Table 3.18-1). This list of projects was considered in the analysis of the cumulative impacts for resource topics within the geographic scope of each resource topic (as described in the cumulative impact analysis within each resource section).

Table 3.18-1 Cumulative Projects List

Project Name	Location	Description	Project Status
Tahoe Keys AIS Reduction	Tahoe Keys	This project includes implementing the AIS control strategies ultimately recommended and approved in the Integrated Weed Management Plan for the treatment of weeds in the Tahoe Keys.	Implementation through 2022
US 50 Water Quality Improvements	On U.S. Highway 50 from the "Y" intersection with SR 89 to the Trout Creek Bridge	The project would collect and treat stormwater runoff as part of the Lake Tahoe Environmental Improvement Program (EIP). It would also widen the roadway to provide 6-foot shoulders for bicycle lanes, replace traffic signals, replace curb, gutter and sidewalks, and improve pavement cross slope. Caltrans is working with City of South Lake Tahoe to incorporate improvements at Sierra Boulevard. (signal and left turn lane).	Implementation
Upper Truckee River and Marsh Restoration Project	Upper Truckee Marsh	The Truckee River and Marsh would be restored to reconnect the hydrology of the River with the Marsh. The project would provide multiple ecosystem benefits.	Planning

Table 3.18-1 Cumulative Projects List

Project Name	Location	Description	Project Status
Sierra Boulevard Complete Streets Project	Sierra Boulevard from Palmira Avenue to Barbara Avenue	The Sierra Boulevard Complete Streets Project is a multi-faceted project. The "Complete Streets" approach to reconstructing the street not only involves a newly paved street, the work would also include multi-modal transportation improvements, stormwater collection, and stormwater treatment.	Design
Bijou Creek Restoration Project (Knights Inn Project)	Corner of Ski Run Boulevard and US 50	This project Includes redevelopment of the developable portions of the Knights Inn site and restoration of parcels verified as LCD 1b (SEZ), flood mitigation, and water quality and lake clarity improvements.	Implementation
Regan Beach Rehabilitation	Regan Beach	As is true with many parks built during the 1960s and 1970s, the park has aged and is in need of renovation. The challenge is to identify appropriate renovation recommendations that provide recreation access, restore the shoreline, improve user amenities and facilities and enhance revenue generation while retaining the calmness of the adjacent Al Tahoe neighborhood.	Design
Tahoe Valley Stormwater Improvement Project	Densely developed commercial areas near US 50 both north and south of the "Y"	This project includes multi-benefit stormwater, SEZ, bicycle and pedestrian improvements, and recreational amenities. Water quality and SEZ enhancements would include improving existing drainage ways and drainage systems to spread, treat, infiltrate, and retain flows from roadways, commercial areas, and other high priority, directly connected urban areas. Pedestrian and bicycle enhancements would include improving connectivity within the project area and to regional networks.	Planning

Source: Compiled by Ascent Environmental 2018

3.19.2 Discussion

This discussion of cumulative effects 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 cumulative effects and are not discussed further.

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

Less-than-significant impact. Development of the proposed corporation yard would not substantially reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; reduce or restrict the range of rare or endangered plants or animals (see Section 3.4 for discussion); or, eliminate important examples of the major periods of California history or prehistory (see Sections 3.5 and 3.17 for discussion).

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

Less-than-significant impact. The proposed project would involve the construction of a building on an existing vacant lot. All of the project's impacts are either less than significant or mitigatable to less-than-significant levels. Many project impacts are site specific and would not combine with other cumulative projects in the area. Further, where impacts are not site specific, the project would not cause the exceedance of any regional plans or policies that are adopted for the purpose of environmental protection. Finally, no past, current, or probably future projects were identified in the project vicinity that, when added with project-related impacts, would result in significant cumulative impacts. Therefore, project would not result in considerable contributions to any such impacts.

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

Less-than-significant impact. No project-related environmental effects were identified that would cause substantial adverse effects on human beings. As discussed herein, the project has the potential to create impacts related to air quality and hazardous materials during construction. However, with implementation of mitigation measures committed to by the lead agency, these impacts would be reduced to less-than-significant levels.

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

No. See item "a," above.

e) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.) (TRPA)

No. See item "b," above.

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

No. See item "b," above.

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

No. See item "c," above.

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