

## 18 CUMULATIVE IMPACTS

### 18.1 CEQA REQUIREMENTS FOR CUMULATIVE IMPACT ANALYSIS

This EA/EIR provides an analysis of cumulative impacts of the Tahoe Vista Partners, LLC Affordable Housing and Interval Ownership Development Project taken together with other past, present, and probable future projects producing related impacts, as required by Section 15130 of the California Environmental Quality Act Guidelines (State CEQA Guidelines) and Placer County Code Section 18.20.030 on EIR contents. The goal of such an exercise is twofold: first, to determine whether the overall impact of all such projects is cumulatively significant; and second, to determine whether the project would cause a “cumulatively considerable” (and thus significant) incremental contribution to any such cumulatively significant impacts (see State CEQA Guidelines Sections 15130[a]–[b], 15355[b], 15064[h], 15065[c]; *Communities for a Better Environment v. California Resources Agency* [2002] 103 Cal.App.4th 98, 120). The required analysis intends to first create a broad context in which to assess the project’s incremental contribution to anticipated cumulative impacts, viewed on a geographic scale well beyond the project site itself, and then to determine whether the project’s incremental contribution to any significant cumulative impacts from all projects is itself significant (i.e., “cumulatively considerable” in CEQA parlance).

Cumulative impacts are defined in State CEQA Guidelines Section 15355 as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” A cumulative impact occurs from “the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time” (State CEQA Guidelines Section 15355[b]).

Consistent with State CEQA Guidelines Section 15130(a), the discussion of cumulative impacts in this draft EA/EIR focuses on significant and potentially significant cumulative impacts. State CEQA Guidelines Section 15130(b), in part, provides the following:

The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by the standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact.

### 18.2 CUMULATIVE ANALYSIS APPROACH

The State CEQA Guidelines identify two basic methods for establishing the cumulative environment in which the project is to be considered: the use of a list of past, present, and probable future projects or the use of adopted projections from a general plan, other regional planning document, or a certified EIR for such a planning document. For this EA/EIR, both the list and the plan approach have been combined to generate the most reliable future projections possible. A list approach is used to define the local project environment and includes projects within the Tahoe Vista and Kings Beach areas, and the Placer County portion of the Tahoe Basin. Because the Tahoe Vista Partners, LLC Affordable Housing and Interval Ownership Development Project directly influences, and is influenced by, regional development activities, the plan approach is also used to allow a cumulative analysis on this regional scale.

For this analysis, there are two types of cumulative impacts analyzed. Cumulative impacts that are localized in character are analyzed at a project level. For example, construction noise could combine with other related

projects to result in a cumulative increase in construction noise such that the noise levels at a nearby sensitive receptor would temporarily exceed established noise thresholds. Other cumulative impacts are regional in nature, and are analyzed at a regional level rather than a project level. For example, projected increases in regional traffic would be expected to cumulatively affect key regional intersections. In these cases, projected region-wide effects, rather than the effects of certain individual projects, are used to analyze potential cumulative impacts.

### **18.3 RELATED PROJECTS**

The list of past, present, and probable future projects used for this cumulative analysis are those projects that have occurred or are planned to occur within the Tahoe Vista and Kings Beach areas, and the Placer County portion of the Tahoe Basin (Table 18-1). For purposes of this discussion, the projects that may have a cumulative effect on resources in the project area will often be referred to as “related projects.”

### **18.4 CUMULATIVE IMPACT ANALYSIS**

Land use and development in the Tahoe Vista area are guided by the Tahoe Vista Community Plan (TVCP) and the adjacent Plan Area Statements (PAS 021, 023, 024A, and 024B). These documents represent the vision of Placer County and TRPA with regard to long-term development of the area. These land use plans identify appropriate land use designations (type and intensity) based on physical, environmental, economic, social, and other factors. Prior to adoption, the TVCP and PASs were subject to environmental review in the form of an environmental impact report.

Related projects listed in Table 18-1 identify development actions of varying type, size, and state of completion. Implementation of each of these projects contributes to intensification of development in the Tahoe Vista area and the north Lake Tahoe region, generally. The result of such development is increased coverage, runoff volume, and runoff pollutant loads; increased traffic trips (vehicle miles traveled [VMT]), related air pollutant emissions, and noise generation; massing and deterioration of scenic quality; habitat removal; and further demand for public services and utilities such as water supply, wastewater conveyance, treatment and disposal, police and fire protection, and recreation.

The recently completed Tonopalo project (19 lakefront homes), the planned North Tahoe Public Utility District recreation projects, the proposed Tahoe Sands Development Project, North Tahoe Marina Expansion Project, and the Vista Village Workforce Housing Project have, and would, collectively intensify development in the Tahoe Vista area. The Vista Village Workforce Housing Project, in particular, was not contemplated in earlier regional planning and would require annexation and amendment to the TVCP.

The following sections contain a discussion of the cumulative effects anticipated from implementation of the Tahoe Vista Partners, LLC Interval Ownership and Affordable Housing Development Project, together with the related projects and regional development. As shown in Table 2-1, the three development alternatives evaluated in this EA/EIR, Alternatives A through C, all result in similar environmental impacts. Because the contribution to potential cumulative effects would be similar from all development alternatives, this cumulative analysis is based on the proposed project, regardless of which alternative is chosen.

This section focuses on the impacts that could either result in a potential cumulative effect involving the Tahoe Vista Partners, LLC Interval Ownership and Affordable Housing Development Project or have been identified as a key cumulative concern during consultation with the lead and responsible agencies. Therefore, a selected number of impact topics are addressed. For environmental issues not specifically discussed below, this EA/EIR has concluded that implementation of the proposed project would not contribute to significant cumulative impacts.

| <b>Table 18-1<br/>List of Related Projects in the Tahoe Vista and Placer County Portion of the Tahoe Basin</b> |   |  |   |
|--|---|--|---|
| Project Name   | APN   | Project Description  | Status  |
| <b>Tahoe Vista and Kings Beach</b>   |   |  |   |
| Vista Village Workforce Housing Project  | 112-050-001   | Proposal to develop a 12.2-acre parcel into a 152-unit affordable housing apartment complex. The complex would include a community building, an exercise room, a computer room, and outdoor amenities. The proposal includes a community plan amendment to annex the 12.2-acre parcel into the Tahoe Vista Community Plan area.  | Proposed  |
| Tahoe Sands Development  | 117-072-003<br>117-072-004<br>117-071-005<br>117-071-012<br>117-071-007 | Proposal to increase the existing tourist accommodation units from 67 to 103 units and add 6 workforce housing units.  | Proposed  |
| Tahoe Government Center  | NA  | Project could include conversion of the Tahoe North Materials Batch Plant on National Avenue to the Placer County Tahoe Government Center. If site is not selected for a government center, the batch plant could alternatively be redeveloped to stream environment zone (SEZ) and natural habitat by Placer County.  | Under consideration as part of site selection process |
| Tahoe Vista Chalets  | 117-130-033<br>117-130-034  | Subdivision of 6 existing residences on 2 parcels.   | Incomplete  |
| North Tahoe Marina Expansion   | NA  | An expansion of the marina is planned that could include: extending marina facilities by 800 feet in length and 350 feet in width into Lake Tahoe, expanding marina to include 200 additional slips with water and electric hookups and an offshore gasoline pumping station, construction of an open pier, floating dock and crib wall, buoy removal, accommodation of future water taxi and public boat slips, relocation of an existing transit stop to provide marina access, and expanded parking. There is no application for this project at this time; however, an application is anticipated in the future. | Proposed  |
| Tonopalo Mountainside  | 117-072-008   | Major revisions to a multi-family dwelling (5–10 units), major revisions of a pier (beach recreation), and new lakefront residential development (19 homes).   | Approved; construction completed in 2002              |
| B&G Excavation Inc.  | 112-050-008   | Proposal to pave 14,360 sf of existing dirt parking and storage area, construction of a new 4,284 sf commercial building, and a 3,250 sf covered parking and storage area.   | Approved  |

| <p align="center"><b>Table 18-1</b><br/><b>List of Related Projects in the Tahoe Vista and Placer County Portion of the Tahoe Basin</b></p> |     |  |                                  |
|---|-----|--|----------------------------------|
| Project Name  | APN | Project Description  | Status                           |
| Tahoe Estates Erosion Control Project   | NA  | California Tahoe Conservancy erosion control project in an area generally bound by Kings Way on the north, Lake Tahoe to the south, National Avenue to the east, and Kings Vista Court and Fawn Lane to the west.  | Incomplete                       |
| North Tahoe Public Utility District:<br><u>Water Projects:</u>  |     |  |                                  |
| Chlorination Station  | NA  | Not available.   | Approved, construction completed |
| National Avenue Water Treatment Plant Capacity (WTP) Expansion  | NA  | Expansion of the National Avenue WTP to its designed maximum capacity of 2,400 gallons per minute. This capacity increase is needed to address increased demands on the water system. The project is proposed to start in 2006/07 and would take about three years to complete.  | Incomplete                       |
| Kings Beach Water Storage   | NA  | Construction of two water tanks in the NTPUD main system. The first 500,000-gallon capacity tank would be a new tank located in Zone 1. The second 500,000 gallon tank would replace an existing 120,000-gallon tank to serve Zone 2. The project's proposed start date is 2007/08, and it would take about three years to complete. | Incomplete                       |
| <u>Wastewater Projects:</u>   |     |  |                                  |
| National #2 Pump and Motor Replacement  | NA  | Replacement of the existing 75-hp pump #2 with a smaller pump. The current pump is over-sized and beyond its design life. The pump is located at the National Avenue/SR 28 intersection at the National Main Pump Station. The proposed start date for this project is 2007/08.  | Incomplete                       |
| Sewer Main Station VFD Upgrade Phase II   | NA  | Retrofit main sewage stations with variable frequency drives (VFD) that would enable main sewer stations to run constantly, matching and adjusting to daily peaks and valleys in flow rates. VFDs allow for significant power savings. The proposed start date for this project is 2007/08.  | Incomplete                       |
| SCADA II  | NA  | Update the District's existing Supervisory Control and Data Acquisition (SCADA) system at existing District facilities, with a proposed start date of 2007/08.   | Incomplete                       |
| Force Main Replacement Project  | NA  | Replace the District's export system force mains. The force mains consist of four pipelines with 10 distinct segments. Project would replace the force mains before they reach their design life in 2019. The project's proposed start date is 2008/09, with a projected duration of 10 years for all segments to be replaced.       | Incomplete                       |

**Table 18-1  
List of Related Projects in the Tahoe Vista and Placer County Portion of the Tahoe Basin**

| Project Name   | APN | Project Description   | Status             |
|--|-----|---|--------------------|
| Main Pump Station Surge Control Project                | NA  | Install pressure surge tanks on the Secline, National, and Carnelian force mains to replace the spring loaded surge valves at the existing stations. The projected start date for this project is 2009/10.  | Withdrawn          |
| <i><u>Recreation Projects:</u></i>                     |     |   |                    |
| Ball Field #5 Phase I ADA Compliance                   | NA  | Construct ADA improvements, stormwater management, and other miscellaneous improvements to the ball field at the North Tahoe Regional Park. The proposed start date for this project is 2006/07.  | Incomplete         |
| North Tahoe Regional Park (NTRP) Playground Renovation | NA  | Renovate playground equipment in the North Tahoe Regional Park. The projected start date for this project is 2006/07.   | Incomplete         |
| NTRP Soccer Field                                      | NA  | Construct an all-weather (i.e., synthetic turf) soccer field at the North Tahoe Regional Park. There is no all-weather soccer field on the North Shore of Lake Tahoe. The soccer field project is Phase I of a larger project intended to construct the first and only all-weather track and field facility in the North Lake Tahoe area (see below). Included in the project is a new parking lot that will also provide additional parking for the proposed North Shore Bike Trail and Martis Valley-Northstar-Tahoe Bike Trail which will terminate at the North Tahoe Regional Park. The proposed start date for this project is 2006/07. | Incomplete         |
| NTRP Disc Golf Course                                  | NA  | Construct a 9 to 24-hole disc golf course in the northern portion of the North Tahoe Regional Park. The proposed start date for this project is 2006/07.  | Complete (9 holes) |
| NTRP Paving Access Roads                               | NA  | Pave various dirt access roads in the North Tahoe Regional Park used by NTPUD maintenance staff. This project would meet TRPA BMP requirements to reduce sediment run-off, and has a proposed start date of 2007/08.  | Incomplete         |
| NTRP ADA Bathrooms                                     | NA  | Upgrade bathrooms in the North Tahoe Regional Park to meet ADA requirements. The proposed start date for this project is 2007/08.   | Incomplete         |
| NTRP All Weather Track                                 | NA  | Construct an all-weather track that surrounds the all-weather soccer field at the North Tahoe Regional Park. The track would be constructed of an all-weather rubber material that provides for a longer season of use. The proposed start date for this project is 2007/08.  | Incomplete         |
| Tahoe Vista Recreation Area (Agatam Beach)             | NA  | Redevelopment at Agatam Beach.  | Complete           |
| Tahoe Vista Recreation Area – Lakeside Improvements    | NA  | Construct boat ramp and parking lot on lakeside of SR 28.   | Complete           |

**Table 18-1  
List of Related Projects in the Tahoe Vista and Placer County Portion of the Tahoe Basin**

| Project Name   | APN  | Project Description   | Status                                |
|--|--|---|---------------------------------------|
| Tahoe Vista Recreation Area –<br>Mountainside Improvements   | NA   | Construct parking facilities, a public restroom, and a bike trail on an undeveloped property just west of National Avenue. The project will provide additional parking spaces for the existing Tahoe Vista Recreation Area located at the south end of National Avenue. A proposed start date for this project has not been identified. The project’s estimated cost is \$2,200,000. The District does not currently have funds needed for this project.  | Incomplete                            |
| NTRP National Avenue Bike Trail<br>(outside of Neu Property) | NA   | Construct a bike trail consistent with the Placer County / Tahoe Vista Community Plan. The exact route has yet to be determined, but would tie in with a newly established trailhead for the proposed North Tahoe Regional Bike Trail within the North Tahoe Regional Park (NTRP). NTPUD has not allocated or earmarked funds for the construction of the remaining trail to NTRP outside of the trail segment built as part of the Tahoe Vista Recreation Area parking lot improvement project along National Avenue (Phase II). A proposed start date for this project has not been identified. | Incomplete                            |
| North Tahoe Regional Bike Trail                              | NA   | NTPUD project to construct a bike trail in North Tahoe Regional Park to span the area between North Tahoe Regional Park and the Firestone Property. Route has not yet been determined though several alternatives have been discussed. The District does not have funds earmarked for construction of the proposed trail system from NTRP to Dollar Hill. A proposed start date for this project has not been identified.   | Incomplete                            |
| North Tahoe Hebrew Community Center                          | NA   | Not available.  | Approved,<br>construction<br>complete |
| Bigler Commercial Building                                   | 090-192-003  | Demolish and replace existing 1,051 sf 2-story building with a 3,071 sf 2-story building in Kings Beach.  | Approved                              |
| Everett Property Mixed Use (Commercial &<br>Residential)     | 090-142-001<br>090-142-002                           | New Kings Beach development of 2-story mixed use residential (1,460 sf) and commercial (5,560 sf) development.  | Preliminary<br>approval               |
| Kings Beach Commercial Core Improvement<br>Project           | NA   | “Main Street” beautification project includes modification of the roadway, pedestrian access improvements, water quality improvements, and replacement parking.   | Submitted                             |
| Kings Beach Mixed Use Village                                | 090-133-006<br>through<br>090-133-009<br>090-133-015 | New mixed use village that would include about 8,513 sf of commercial development and 10 multi-family residential units.  | Withdrawn                             |

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| Project Name  | APN  | Project Description  | Status                       |
|---|--|--|------------------------------|
| Salmon Street & Minnow Avenue Public Parking Facilities | 090-192-058<br>090-192-059<br>090-192-060<br>090-126-020 | Construct two new parking facilities in Kings Beach, including approximately 22 parking stalls on a 0.29-acre parcel on Salmon Street and approximately 21 parking stalls on a 0.22-acre parcel on Minnow Avenue.  | Approved                     |
| Trout Street Public Parking Facility                    | NA   | Construct public parking facility at Trout Street.   | Complete                     |
| North Tahoe Self Storage Facility                       | 112-011-004<br>112-011-031<br>112-011-032                | Self storage facility at 590 Gun Club Drive in Tahoe Vista.  | Complete                     |
| Grey Lane / National Avenue Townhomes                   | NA   | Construction of three 2-story townhomes with a total of 6 units.   | Approved, under construction |
| Toyon Townhome  | NA   | Construction of one 3-story townhome.  | Approved, under construction |
| New Home Construction Mountainside of SR 28             | NA   | Construction of a new home across from Captain Jon's.  | Approved, under construction |
| Walsh Properties New Parking Area and Restaurant        | 117-130-068<br>117-130-069                               | New restaurant and commercial parking area expansion with 47 stalls.   | Approved                     |
| Mourelatos Family Limited Partnership                   | 112-050-01   | New multi-family dwelling (11+ units).   | On hold                      |
| Cedar Glen Lodge Development                            | 117-071-06   | Approved for conversion to timeshare – no change proposed to existing units with the exception of removing the closest unit to the road and increasing landscape buffers to the highway.   | Approved                     |
| Larry and Sharon Kramer                                 | 117-071-014  | Major revisions to a multi-family dwelling.  | Approved                     |
| James and Virginia Walsh                                | 117-110-060  | Minor revisions to a restaurant.   | Complete                     |
| Sanchos Property  | NA   | Potential redevelopment of commercial property with housing on mountain side of SR 28 located near National Avenue.  | Inactive                     |
| Woodvista Lodge Redevelopment                           | NA   | Redevelopment and downsizing (reduction in density) of a site containing 16 tourist units in two motel buildings with owners home into six redeveloped tourist accommodation units in two buildings. Project also includes upgrades to the owner's on-site home. | Planning Stage               |
| 430 National LLC Rezoning                               | 117-090-026  | Property rezone from commercial to residential. Proposed rezone would allow the demolition of the existing small residential structure and its replacement with a larger single-family residence.  | Proposed                     |
| North Shore Lodge Business Park                         | 090-192-025  | Remove and replace existing motel, manager's unit, and swimming pool with a roughly 5,250 sf commercial building in Kings Beach.   | Incomplete                   |

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List of Related Projects in the Tahoe Vista and Placer County Portion of the Tahoe Basin**

| Project Name   | APN  | Project Description  | Status     |
|--|--|--|------------|
| <b>Placer County</b>                                 |  |  |            |
| Northstar:   |  |  |            |
| NorthStar-At-Tahoe, the Northside                    | 110-030-061<br>110-080-015<br>110-080-042<br>110-250-001<br>110-250-002                | Planned development of 13.6 acres in the existing resort community at Northstar-at-Tahoe that would include 137 residential condominium and townhome units, 37,200 sf retail/commercial space, skier services, 8,900 sf rec center, underground parking, and mechanical/service space. | Incomplete |
| Hopkins Ranch Employee/Affordable Housing            | 080-060-081<br>080-270-025<br>080-270-058  | Modifications to golf course to allow proposed construction of multi-family apartments.  | Approved   |
| Porcupine Hill Subdivision                           | 110-030-061<br>110-030-033   | Proposal to construct 12 single-family residences, averaging 3.86 acres/lot. Proposed residential and recreational subdivision.  | Proposed   |
| Northstar Highlands, Phase II                        | 110-030-066<br>110-050-036<br>110-050-039<br>110-050-042<br>110-050-043<br>110-050-053 | Proposal to construct 494 condo-transient rentals, 22 townhomes, 4,000 sf skier services building, 14,000 sf homeowners association and recreation center, and a 1,000 sf chapel.  | Proposed   |
| Northstar-At-Tahoe Arrow – Comstock Lift Replacement | 110-050-038<br>110-050-023<br>110-070-008<br>110-070-000                               | Proposed top drive, high-speed detachable quad, with a design capacity of up to 2,400 persons per hour to replace 2 existing chairlifts.   | Approved   |
| Northstar-At-Tahoe Ski Pod                           | 080-260-013  | Proposed snow lift and associated trails to complement the existing lift for skier circulation.  | Proposed   |
| Pinyon Creek II                                      | 080-270-003<br>080-270-016<br>080-270-017  | New townhomes (40 units) on 3 parcels.   | Approved   |
| Tahoe City Transit Center                            | 094-180-065<br>094-180-020   | Transit center and parking facility.   | Approved   |
| Villas at Harborside                                 | 097-130-027<br>097-130-028<br>097-130-029  | New fractional ownership residential units (6 total).  | Approved   |
| Cal Neva Resort Hotel/Casino Restoration             | 090-305-004<br>090-305-015<br>090-315-022  | Proposed relocation of and additions to the existing hotel to accommodate a total of 219 tourist units and renovation of driveways and retail space.   | Approved   |

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| Project Name  | APN  | Project Description  | Status              |
|---|--|--|---------------------|
| Cal Neva Timeshare Project  | 090-304-012<br>090-304-015<br>090-304-016                | Expansion to include the addition of 54 timeshare units, a health spa, restaurant, and parking garage.   | Withdrawn           |
| Highlands Village   | 093-160-038<br>093-160-065<br>093-160-067<br>093-160-070 | New mixed use development consisting of a 4,791-sf commercial building, a residential component containing 25 duplex-style residential townhouses (50 units total), a single residential unit, and 78 affordable senior housing apartments in a single three-story structure. Parking would be located in an underground facility with additional parking available as shared parking in the nearby commercial building parking lot. The 25 three-story townhomes would be constructed along a new roadway connecting to SR 28. Amenities include a pool and cabana. | Approved            |
| West Shore Café   | 097-130-31   | Minor revisions to a restaurant.   | Approved            |
| Bridgetender – Relocate Bridgetender and Rehabilitate former site | NA   | Relocate Bridgetender and rehabilitate former site.  | Complete            |
| Tahoe City – New Retail Mall                                      | NA   | Unavailable  | Complete            |
| Jack Pine Street Public Parking Lot                               | NA   | Construct public parking facility at Jack Pine Street.   | Complete            |
| 76 Station Redevelopment  | NA   | Proposed redevelopment of 76 Station site into mixed-use restaurant downstairs and four timeshare or condo units upstairs.   | Incomplete          |
| Commons Beach Redevelopment                                       | NA   | Redevelop Commons Beach area.  | Complete            |
| Fanny Bridge Project  | NA   | Proposed bypass and redevelopment.   | Incomplete          |
| Homewood Resort Development by JMA Ventures                       | NA   | Specific development plans are unknown at this time.   | Incomplete          |
| Tahoe City Marina Expansion                                       | NA   | Marina expansion including 144 new slips, a 3-story parking garage, and BMP improvements.  | Phase 1<br>Approved |

NA = Not Available

Source: Placer County 2006; Placer County 2007; California Tahoe Conservancy 2006; North Tahoe Public Utility District 2006; TRPA 2006

## LAND USE

|                                      |   |
|--------------------------------------|---|
| <b>IMPACT</b><br>18-1                | <b>Cumulative—Consistency with Regional Plan Land Use Goals and Policies and TVCP Policies.</b> <i>The proposed project and project alternatives would result in less-than-significant impacts related to land use. The proposed project and project alternatives would be consistent with the Goals and Policies of the TRPA Regional Plan and the applicable policies of the TVCP shown in Table 6-1; the project would not convert existing land uses and would not divide an established community. Therefore, the project's contribution would not be cumulatively considerable.</i> |
| <b>Significance</b>                  | <i>Less Than Significant</i>  |
| <b>Mitigation</b>                    | <i>No Mitigation is Required</i>  |
| <b>Significance after Mitigation</b> | <i>Less Than Significant</i>  |

With the possible exception of precedent-setting actions such as amendment of the TRPA Code of Ordinances or other policy documents, impacts involving land use plans or policies and zoning generally would not combine to result in cumulative impacts. The determination of significance for impacts related to land use, as considered in Appendix G of the State CEQA Guidelines, is 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; it is addressed on a project-by-project basis. The Tahoe Vista Partners, LLC Affordable Housing and Interval Ownership Development Project would not require an amendment to current land use plans or policies, would be consistent with the Goals and Policies of the TRPA Regional Plan and the applicable policies of the TVCP as shown in Table 6-1 in Chapter 6, “Land Use,” and would comply with the applicable land use policies of Placer County.

The proposed project and project development alternatives would remove 27 existing developed tent and recreational vehicle (RV) spaces from the project site and would result in the construction of tourist accommodation units (TAUs), a clubhouse/administration building, affordable/employee housing units, improvements to the existing main 2-story commercial building, and SR 28 frontage improvements. The TVCP allows for residential, TAUs, commercial, and recreational uses. The project site is located in TVCP Special Area #1 (Tourist Area) and Special Area #2 (Commercial Core). In Special Area #1, tourist oriented uses are encouraged and in Special Area #2, a mixed use of tourist and residential serving commercial is encouraged. Permissible uses listed for these two areas include multi-residential units, time share tourist accommodations, commercial uses including eating and drinking places, privately owned assembly and entertainment, outdoor amusements, secondary storage, and vehicle storage and parking, and recreation uses including day use areas and outdoor recreation concessions. The proposed development would be consistent with the TVCP Policies and allowable land uses identified for Special Areas #1 and #2.

As described in Chapter 3, “Project Description,” and Chapter 6, “Land Use,” the project applicant is pursuing a subdivision of the project parcel, APN 117-071-029, into three separate parcels such that distinct site uses would be separated (Exhibit 3-4). The proposed subdivision requires the approval of both Placer County and TRPA. The applications for this subdivision are being submitted and processed separate but concurrent with the environmental review process. This subdivision is proposed independent of the proposed project and is necessary for the project applicant to obtain financing for the development of the project or other development alternatives. The use and density in Parcels 1, 2, and 3 are consistent with the TRPA and TVCP designated land uses and densities. The proposed development would be consistent with and supportive of the surrounding residential, commercial, and tourist-oriented land uses of the TVCP, would be consistent with the TVCP designated land uses for the project, and would be consistent with allowable TRPA and TVCP residential and TAU densities.

Because the proposed project and project alternatives would be consistent with applicable land use plans and policies as well as the Goal and Policies of the Regional Plan, and because other cumulative projects would be required to assess land use consistency on a site-specific basis, the Tahoe Vista Partners, LLC Affordable Housing and Interval Ownership Development Project and related projects would not be expected to result in any potential cumulative land use impacts. Similarly, the Tahoe Vista Partners, LLC Affordable Housing and Interval Ownership Development Project **would not make a cumulatively considerable contribution** to a significant impact as it relates to land use.

## RECREATION

**IMPACT 18-2** **Cumulative—Loss of Recreation Capacity.** *The proposed project would result in the closure of the Sandy Beach Campground thereby reducing regional and basin-wide campground capacity. However, the proposed project and other related projects would be required to implement mitigation measures that would mitigate the loss of recreation capacity to less-than-significant levels. The proposed project would implement Mitigation Measure 7.A-2 (Mitigate for Loss of 27 Camping/RV Sites), which would mitigate its associated loss in recreation capacity. Therefore, the project's contribution to a significant cumulative recreation impact would not be cumulatively considerable.*

**Significance** *Less Than Significant*

**Mitigation** *No Mitigation is Required*

**Significance after Mitigation** *Less Than Significant*

The proposed project would result in the closure of the Sandy Beach Campground and the removal of 27 existing camping/RV sites and an associated RV dump station at the proposed project site. Closure of the Sandy Beach Campground would reduce the number of campsites in the north Lake Tahoe region and the Tahoe Basin as a whole. However, the loss of 27 camping/RV sites would not change the current attainment status of the R2 recreation threshold indicator (Fair Share of Resource Capacity) to nonattainment, because the Sandy Beach Campground was not recognized in TRPA's baseline inventory of campground facilities in 1987 and was never assigned PAOTs. However, the campground is inventoried in the TVCP and the implementation of the proposed project would result in the reduction of the equivalent of 135 PAOTs of campground capacity at the project site. None of the related projects identified in Table 18-1 would result in a similar loss of recreational capacity in the North Tahoe Region. In fact, many related projects would enhance local and regional recreation opportunities. The significant project impact (loss of camping/RV sites) would be mitigated to a less-than-significant level through implementation of Mitigation Measure 7.A-2 identified in Chapter 7. Because the proposed project would mitigate for its associated loss in recreation capacity and because related projects do not contribute to any cumulative loss in recreational capacity, there is no cumulative impact to recreation, and the project's contribution **would not be cumulatively considerable**.

**IMPACT 18-3** **Cumulative—Increase in Use of Parks and Other Recreational Facilities.** *The cumulative addition of new TAUs and affordable/employee housing units in the Tahoe Vista area would result in an incremental increase in the use of existing parks and other recreational facilities. The proposed project and related projects would be required to construct on-site recreation facilities (and provide additional park fees to Placer County to offset any on-site shortfall), pay Placer County Park fees (\$2,640 per unit [including affordable housing units and TAUs]), and pay annual Measure C parcel taxes. Through implementation of these measures, the project's contribution would not be cumulatively considerable.*

**Significance** *Less Than Significant*

Mitigation *No Mitigation is Required*

Significance after Mitigation *Less Than Significant*

Planned residential development in the Tahoe Vista area and associated increases in population would result in a cumulative increase in the demand for recreational facilities and would likely increase the use of existing local parks and recreational facilities in the community. Placer County regulations require that new planned development projects contribute to Placer County park fees and incorporate private on-site recreation facilities commensurate with the number of potential residents. Any shortage of the required on-site recreation facilities would require payment of park fees commensurate with the percentage of the shortfall of the required on-site recreation facilities as determined by the Placer County Department of Facility Services (these fees would be in addition to the standard Placer County park fees). These requirements are implemented to offset (and mitigate) any imbalance that may result from new development on community recreational opportunities. Consequently, this requirement and the mitigation required for the proposed project and related projects eliminate any contribution to cumulative impacts on recreational capacity. As such, the project's contribution **would not be cumulatively considerable**.

## HYDROLOGY AND WATER QUALITY

IMPACT 18-4 Cumulative—Potential Change in Surface Water Runoff, Groundwater and Water Quality in the Tahoe Basin. *Slope and soil disturbance associated with construction of the proposed project and related projects could cause soil erosion and sedimentation or the release of other pollutants to adjacent waterways and wetlands. Excavation during construction of related projects could intercept the groundwater table, creating the potential for introduction of contaminants to groundwater. Operation of the proposed project and related projects could result in an increase of urban contaminants in surface runoff. However, the proposed project and all related projects would be required to implement water quality protection measures and BMPs (as discussed in Chapter 8, "Hydrology and Water Quality") that reduce project-related effects on water quality to less-than-significant levels. Therefore, there would be **no cumulative impact** on water quality.*

Significance *Less Than Significant*

Mitigation *No Mitigation is Required*

Significance after Mitigation *Less Than Significant*

Construction of the proposed project has the potential to occur concurrently with other development projects in the Tahoe Basin (e.g., those shown in Table 18-1), and the potential exists for contributions from additional Basin construction projects in the future. The projects are likely to have potential for overlapping timing and cumulative construction-related waste discharges. These projects would also contribute to the potential for long-term operations-related increases in surface water runoff and water quality effects from urban runoff and other non-stormwater waste discharges. Construction and operation of the proposed project could result in the increase in sediment and other pollutants into area drainages and eventually Lake Tahoe. All of the existing and proposed projects would be required to undergo similar levels of BMP planning; review by TRPA, the Lahontan Regional Board and Placer County; and implementation. In addition, drainage from the proposed project would ultimately discharge to centralized permanent stormwater treatment BMPs in a pre-planned effort to minimize adverse effects to the downstream receiving waters. Cumulative development in the Tahoe Basin could increase surface water runoff and add to surface water quality impacts to Lake Tahoe.

Implementation of Mitigation Measures 8.A-1a, 8.A-1b, 8.A-1c, 8.A-2, 8.A-3a, 8.A-3b, 8.A-3c, and 8.A-4 in Chapter 8, “Hydrology and Water Quality,” would require that the proposed project protect existing surface runoff, water quality, and groundwater conditions. The proposed project and related projects in the Basin are all subject to similar drainage planning and BMP implementation requirements. Given that these projects would be implemented over several years, the overlapping effects would vary in time and place. Therefore, performance of drainage facilities and functioning BMPs would be expected to minimize any potential cumulatively considerable effects as it relates to surface water runoff, water quality, and groundwater.

## GEOLOGY, SOILS, AND LAND CAPABILITY AND COVERAGE

|                               |   |
|-------------------------------|---|
| IMPACT<br>18-5                | <b>Cumulative—Increased Risks of Geologic Hazards.</b> <i>Because of the physical separation between the proposed project and related projects, the minor topographic alteration, and the low likelihood of geologic instability, the project would neither be affected by, nor would it affect, other planned or proposed development in the project vicinity. Consequently, the proposed project's contribution would not be cumulatively considerable.</i> |
| Significance                  | <i>Less Than Significant</i>  |
| Mitigation                    | <i>No Mitigation is Required</i>  |
| Significance after Mitigation | <i>Less Than Significant</i>  |

Geologic hazards are generally site specific and often times neither affect, nor are affected by, other planned or proposed development in a region. There are instances, however, where cumulative geologic impacts could occur. For example, in cases where a project is a hillside development and project grading in conjunction with grading for other reasonably foreseeable projects on the same hillside or on a common ridge line could collectively alter the topographic features in the region. Also, grading for a number of projects in proximity to one another could collectively weaken geologic substructures resulting in landslides or other geologic effects. None of these conditions exist on or around the project site. Therefore, the proposed project’s contribution **would not be cumulatively considerable**.

## SCENIC RESOURCES

|                               |   |
|-------------------------------|---|
| IMPACT<br>18-6                | <b>Cumulative—Increased Light and Glare.</b> <i>The proposed project and related projects would introduce new sources of lighting to the immediate neighborhood and region, contributing to the skyglow produced by development around the north shore of Lake Tahoe. Given that the proposed project and related projects would adhere to the TRPA Design Review Guidelines and Placer County Design Review Guidelines (see Mitigation Measures 10.A-5a and 10.A-5b) that address light and glare, the project's contribution to increased light and glare would not be cumulatively considerable.</i> |
| Significance                  | <i>Less Than Significant</i>  |
| Mitigation                    | <i>No Mitigation is Required</i>  |
| Significance after Mitigation | <i>Less Than Significant</i>  |

Glare from nighttime lighting can be an annoyance to nearby residences and can reduce the quality of nighttime views. Nighttime lighting can also cause skyglow, a glow that extends beyond the light source and reduces views of the nighttime sky. Views of the nighttime sky around Lake Tahoe are a unique scenic resource. The proposed

project and related projects would introduce new sources of lighting to the immediate neighborhood and region, contributing to the skyglow produced by development around the north shore of Lake Tahoe. Construction of the proposed project and related projects would be required to adhere to TRPA Design Review Guidelines and Placer County Design Review Guidelines. The proposed project shall comply with TRPA Design Review Guidelines and Placer County Guidelines regarding lighting. Mitigation Measure 10.A-5a and 10.A-5b in Chapter 10, “Scenic Resources,” which would reduce the cumulative increase in light and glare would be implemented. Therefore, the mitigation required for the proposed project and related projects would eliminate any contribution to cumulative impacts. As such, the project’s contribution **would not be cumulatively considerable**.

## CULTURAL RESOURCES

**IMPACT 18-7** **Cumulative—Impacts on Undiscovered Cultural Resources.** *Implementation of the proposed project and related projects could potentially uncover previously unknown prehistoric or historic resources. Depending upon how such resources are classified according to California Register of Historic Resources (CRHR), TRPA, or CEQA criteria, identification of cultural resources during construction could be considered a significant cumulative impact. However, mitigation measures described in Chapter 11, “Cultural Resources,” would mitigate the project’s potential impacts on cultural resources to a less-than-significant level. Consequently, the project’s contribution would not be cumulatively considerable, and there would be no cumulative impact on undiscovered cultural resources.*

**Significance** *Less Than Significant*

**Mitigation** *No Mitigation is Required*

**Significance after Mitigation** *Less Than Significant*

None of the resources inventoried at the project site are significant according to CRHR, TRPA, or CEQA criteria. Although the systematic surface archaeological investigations have not identified any important cultural resources, it is possible that buried or concealed cultural resources could be present and detected during project ground-disturbing activities at the project site or at related project sites. Depending upon whether such resources are considered significant according to CRHR, TRPA, or CEQA criteria, there is potential for a cumulative impact. Mitigation Measure 11.A-2 (Chapter 11) would mitigate project-level impacts on cultural resources to a less-than-significant level. Implementation of this mitigation would also ensure that the project would not have a cumulatively considerable impact on important cultural resources in the region. It is anticipated that similar mitigation measures would be applied to related projects, as appropriate, based on accepted federal, state, and local project development standards. Therefore, the proposed project and related projects are **not expected to have a cumulative effect** on cultural resources.

**IMPACT 18-8** **Cumulative—Impacts on Undiscovered Burials.** *Implementation of the proposed project and related projects could potentially uncover unmarked previously unknown graves during ground-disturbing activities. If previously undiscovered human remains are disturbed during construction, this could be considered a significant cumulative impact. However, mitigation measures described in Chapter 11, “Cultural Resources,” would mitigate the project’s potential impacts on previously undiscovered human remains to a less-than-significant level and would ensure that the project’s contribution would not be cumulatively considerable.*

**Significance** *Less Than Significant*

**Mitigation** *No Mitigation is Required*

Significance after Mitigation *Less Than Significant*

Based on the Cultural Resources Assessment conducted for the project site, no evidence suggests that any prehistoric or historic-era marked or un-marked human interments are present on the project site (see Chapter 11, “Cultural Resources”). However, there is a possibility that un-marked previously unknown graves could be present on the project site. Potential disturbance of previously undiscovered human remains during project construction activities would be considered a significant impact and result in a cumulatively considerable impact from the proposed project. However, Mitigation Measure 11.A-3 would mitigate project-level impacts on previously undiscovered human remains to a less-than-significant level and eliminate any project-specific cumulative impacts on such resources in the region. The mitigation measure cited (11.A-3, Chapter 11) is standard for development projects, and it is anticipated that similar measures would be applied to related projects as appropriate. Therefore, it is unlikely there would be any cumulative effect on previously undiscovered human remains.

## VEGETATION AND WILDLIFE

**IMPACT 18-9** **Cumulative—Loss of Common Habitat (Vegetation and Tree Removal).** *Cumulative loss of Sierran mixed conifer forest resulting from significant vegetation and tree removal is a potentially significant impact of the proposed project and related projects based on TRPA, Placer County and California Department of Fire Protection and Forestry (CDF) criteria. However, implementation of the mitigation measures described in Chapter 12, “Vegetation and Wildlife,” would reduce the project’s contribution to cumulative impacts on habitat loss to a less-than-significant level through tree and vegetation replacement and management.*

Significance *Less Than Significant*

Mitigation *No Mitigation is Required*

Significance after Mitigation *Less Than Significant*

The project site consists of a single vegetation community, Sierran mixed conifer forest, and does not support any uncommon plant communities, sensitive plant species, late seral/old-growth forest habitat, wetlands, riparian habitats, waters of the state, waters of the United States, or SEZs. In addition, there are no sensitive habitats in the immediate vicinity of the project site. The Sierran mixed conifer forest habitat is abundant and widespread in the local area and region. It currently receives no direct protection from federal, state, or local agencies. The proposed project would result in the loss of approximately 6.2 acres of Sierran mixed conifer forest. Vegetation and tree removal are regulated by both local (TRPA, Placer County) and state (California Department of Forestry and Fire Protection [CDF]) agencies, and removal of a significant proportion of trees or vegetation from a site as proposed is a potentially significant impact under these regulations. This would contribute to the cumulative loss of this common habitat in the Tahoe Basin. However, because this habitat is locally and regionally abundant, the development of the project site would not threaten to eliminate this community from the region, nor would it cause a substantial reduction in habitat for fish, wildlife, or plants associated with this habitat in the project region. Therefore, with mitigation measures proposed in Chapter 12, “Vegetation and Wildlife,” the project would have a less-than-significant impact associated with the loss of common habitat in the project area.

Mitigation Measures 12.A-2 and 12.A-3 address the loss of vegetation and trees from the project site and require mitigation for that loss including preparation of a Timber Harvest Plan, concurrence with all relevant policies, and preparation of a tree replacement plan and vegetation management plan. Implementation of these mitigation measures would eliminate the project’s cumulatively considerable contribution on common habitat, and no cumulative impact would occur.

|                                      |  |
|--------------------------------------|--|
| <b>IMPACT</b><br>18-10               | <b>Cumulative—Impacts to Nesting Birds and Bats.</b> <i>Cumulative loss of potential nesting and roosting sites is a potential cumulative impact from the proposed project and related projects. Implementation of the mitigation measures described in Chapter 12, “Vegetation and Wildlife,” would reduce the project’s contribution to cumulative impacts on wildlife to a less-than-significant level.</i> |
| <b>Significance</b>                  | <i>Less Than Significant</i>   |
| <b>Mitigation</b>                    | <i>No Mitigation is Required</i>   |
| <b>Significance after Mitigation</b> | <i>Less Than Significant</i>   |

Project activities, including removal of vegetation, trees, and structures from the site, could have potentially significant impacts to nesting birds and bats. Loss of potential nesting and roosting sites would contribute to the cumulative impacts from development projects on local bird and bat populations within the Tahoe Basin.

Construction of the proposed project has the potential to occur concurrently with other development projects in the Tahoe Basin (e.g., such as those shown in Table 18-1), and the potential exists for additional Basin construction projects in the future. These projects have the potential for overlapping timing and could result in the cumulative loss of common habitats, potential nest sites for bird species, and potential roosting locations for bats within the Basin, resulting in a cumulative impact. However, Mitigation Measures 12.A-5 and 12.A-6 (Chapter 12) address the impacts to nesting birds and bats and require protection measures for these species, including pre-construction surveys and vegetation removal outside of the general breeding season for birds. Implementation of these mitigation measures would reduce the project’s contribution, resulting in **no cumulatively considerable** impacts on wildlife.

## **PUBLIC SERVICES AND UTILITIES**

|                                      |  |
|--------------------------------------|--|
| <b>IMPACT</b><br>18-11               | <b>Cumulative—Emergency Access During Construction.</b> <i>Construction activities could temporarily interfere with the ability of the Placer County Sheriff’s Department and the North Tahoe Fire Protection District to provide emergency access to the immediate surrounding area. If construction of related projects were to coincide with the proposed project construction, they could combine to result in temporary cumulative impacts related to emergency response. However, preparation and approval of emergency access plans (Mitigation Measure 13.A-7) would reduce the project’s contribution, resulting in no cumulatively considerable impacts.</i> |
| <b>Significance</b>                  | <i>Less Than Significant</i>   |
| <b>Mitigation</b>                    | <i>No Mitigation is Required</i>   |
| <b>Significance after Mitigation</b> | <i>Less Than Significant</i>   |

As discussed in Chapter 13, “Public Services and Utilities,” construction activities could temporarily interfere with the ability of the Placer County Sheriff’s Department and the North Tahoe Fire Protection District to provide emergency services to the project area, particularly those parcels adjacent to the project site. Currently, the primary emergency access route to the project site is via SR 28. Much of the construction work would not affect emergency access to the surrounding area, as construction activities would be primarily focused on the project site. However, during construction, vehicles and equipment may block and/or slow through traffic surrounding the area, especially along SR 28. If construction of related projects were to coincide with the proposed project construction, they could combine to result in temporary cumulative impacts related to emergency response.

However, the proposed project shall implement Mitigation Measure 13.A-7, which involves preparation and approval of an emergency access plan to ensure emergency access during construction. Implementation of Mitigation Measure 13.A-7 would reduce the project’s contribution to cumulative impacts and result in no cumulatively considerable impact. Furthermore, it is expected that related projects would also be required to prepare and implement emergency access plans to reduce their impacts on emergency response to less-than-significant levels. Therefore, **no cumulative impact** to emergency access is expected.

**IMPACT 18-12**      **Cumulative—Provision of Public Services and Utilities.** *Neither the proposed project nor related projects are expected to interrupt provision of non-emergency services and utilities during construction or during operations. All utility and public service providers, including those providing emergency services, would be expected to meet the additional demand for utilities and public services for these projects; therefore, the proposed project and related projects would not result in a cumulative impact to public services and utilities. As such, the project would not have a cumulatively considerable effect.*

**Significance**      *Less Than Significant*

**Mitigation**      *No Mitigation is Required*

**Significance after Mitigation**      *Less Than Significant*

Neither the proposed project nor related projects are expected to interrupt provision of non-emergency services and utilities during construction or during operations. During project operations, the proposed project would generate an increased demand for utilities and public services, including water supply, treatment, and distribution; wastewater treatment and disposal; solid waste collection and disposal; electricity; natural gas; and telecommunications; however, these impacts would be less-than-significant, or less-than-significant after mitigation, for the proposed project. In terms of cumulative impacts, the appropriate service providers, including those providing emergency services, are responsible for ensuring an adequate provision of utilities and public services within their jurisdictional boundaries, and it would be expected that all utilities and public services demands associated with any proposed project would be required to be met in order for the project to be approved. Therefore, the impact of the proposed project and related projects in regards to provision of public services and utilities would be less than significant, and **no cumulative impacts** on utilities and public services from development of the proposed project and related projects are expected. In addition, the proposed project **would not have a cumulatively considerable impact** on utilities and public services because the proposed project would be required to pay the NTPUD’s newly adopted water service connection fee (Base Connection Fee and Capacity/Demand Fee) and adjusted sewer connection fee, and because these fees were in part established to provide for the necessary improvements to the water and wastewater system to support the additional demand resulting from development such as the proposed project.

## **TRAFFIC, PARKING, AND CIRCULATION**

**IMPACT 18-13**      **Cumulative—Increased Vehicle Miles of Travel (VMT).** *The proposed project would generate approximately 299 and 522 net new daily trips in the North Lake Tahoe area during the peak summer months and winter months, respectively. This increase, as well as increases in VMT associated with related projects, is considered a potential cumulative impact. However, the proposed project would implement Mitigation Measures 14.A-1a (Contribute to TRPA Air Quality Mitigation Fund to Reduce VMT) and 14.A-1b (Contribute to Placer County Road Network Traffic Limitation Zone and Traffic Fee Program), and related projects would be required to implement similar mitigation to reduce cumulative VMT impacts. Therefore, the proposed project and related projects would not result in a cumulative VMT impact, and the proposed project would not have a cumulatively considerable effect on VMT.*

Significance *Less Than Significant*

Mitigation *No Mitigation is Required*

Significance after  
Mitigation *Less Than Significant*

VMT for the proposed project was calculated based on project trip generation, which was calculated using average trip generation rates and equations contained in the Institute of Transportation Engineers (ITE) Trip Generation, 7th Edition (ITE 2003) and the TRPA Trip Table (2004).

Because the Sandy Beach Campground is only operational between April and October, the proposed project would have a different effect on summer and winter traffic volumes given that it would be operational year round. During summer months, the addition of new project-related trips would be partially offset by the removal of the existing campground. During winter months, the proposed project would result in additional net new trips beyond those generated during the summer. As shown in Tables 14-4 and 14-5 in Chapter 14, “Traffic, Parking, and Circulation,” the proposed project would generate approximately 522 net new daily trips in winter and 299 net new daily trips during summer peak months.

TRPA’s methodology for determining the significance of VMT impacts is based on daily trip generation. Traffic volumes on Tahoe area roadways are typically higher during summer months, which is the reason the TRPA TRANPLAN model forecasts traffic volumes for a Friday in August. Therefore, while the proposed project trip generation would be greater during the winter, summer trip generation is used to determine the potential for VMT impacts. TRPA Code of Ordinances, Chapter 93, Traffic and Air Quality Mitigation Program, defines a significant traffic increase as 200 or more daily trips. For these reasons, the proposed project’s summer daily trip generation of 299 net new trips and related increase in VMT is considered significant.

Pursuant to Chapter 93.3.D of the TRPA Code of Ordinances, an air quality mitigation fee, assessed at a rate per daily vehicle trip, is required to offset the potential traffic and air quality impacts associated with a project. TRPA requires that the air quality impact mitigation fee be paid for any project that results in an increase of daily vehicle trips in the Tahoe Basin. Per TRPA Code of Ordinance Section 93.3.C, the Air Quality Mitigation Fund provides for regional and cumulative mitigation measures that may include, but are not limited to:

- ▶ transit facility construction;
- ▶ transportation systems management measures, including, but not limited to, bicycle facilities, pedestrian facilities, and use of alternative fuels in fleet vehicles; or
- ▶ transfer and retirement of off-site development rights.

The payment of the TRPA air quality mitigation fee, as well as the Placer County Road Network Traffic Limitation Zone and Traffic Fee, would reduce the project’s contribution below cumulatively considerable for VMT. Furthermore, all related projects would be required to analyze the potential increase in VMT and contribute to the TRPA Air Quality Mitigation Fund to mitigate the effects of any new trips associated with their projects. Therefore, the proposed project and related projects **would not result in a cumulative VMT impact**.

|                        |  |
|------------------------|--|
| <b>IMPACT</b><br>18-14 | <i>Cumulative—Level of Service. The proposed project would add a significant number of new trips to adjacent roadways during summer months. However, all of the study intersections are anticipated to operate at acceptable levels of service overall under cumulative no project and cumulative plus project conditions. Therefore, the project would not have a cumulatively considerable impact on level of service.</i> |
|------------------------|--|

Significance *Less Than Significant*

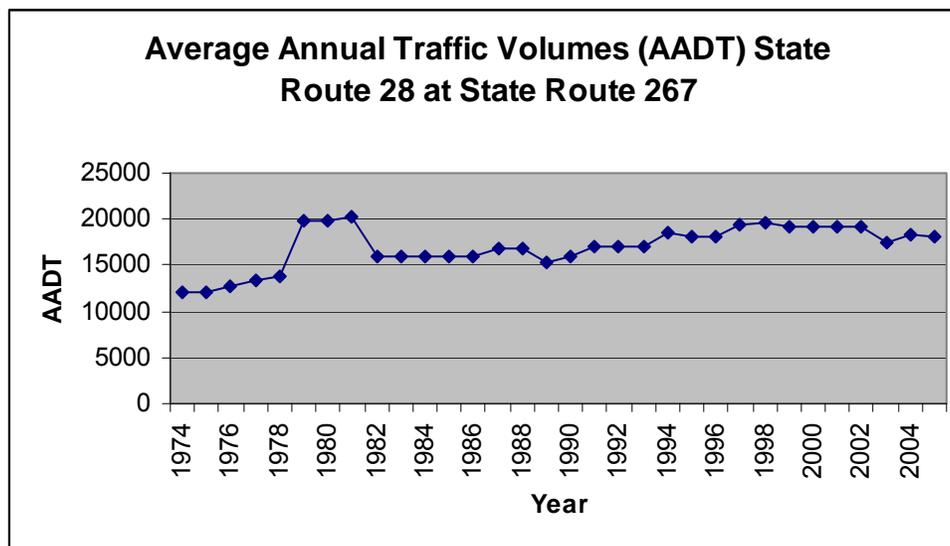
Mitigation *No Mitigation is Required*

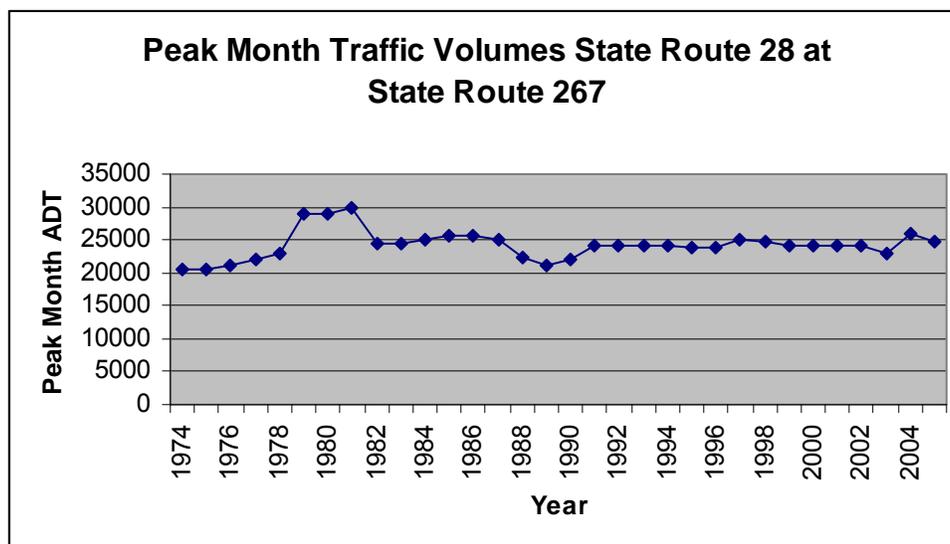
Significance after Mitigation *Less Than Significant*

## FUTURE BACKGROUND CONDITIONS AND METHODOLOGY

Several probable future projects in the project area would affect the cumulative environment from a transportation perspective. The probable future projects were accounted for in the following analysis using two steps. The first step was to apply a regional growth factor to the existing traffic volumes to account for background growth and future probable projects that would generate a small number of trips and are located farther away from the project site (i.e., Kings Beach and Tahoe City). The second step was to add trips generated by those probable future projects that could generate a large amount of traffic and are located in Tahoe Vista to the traffic volumes developed in step one. The growth rate and applicable probable future projects are described in the following paragraphs.

The growth rate was developed using historical traffic volumes published by Caltrans Traffic and Vehicle Data Systems Unit. Based on Caltrans data, AADT (average annual daily traffic) volumes on SR 28 and SR 267 have remained fairly constant for the past 4 years; however, over the past 10 years, traffic has grown approximately 1% per year as shown in the graph below (Caltrans Traffic and Vehicle Systems Unit Data, 1994–2004). As such, a 1% per year growth rate was applied to the existing traffic volumes for 20 years (through 2026 the horizon year) to develop background traffic volumes. Traffic associated with the following cumulative projects is assumed to be accounted for in this background growth factor: Tahoe City Marina, Highlands Village, Kings Beach Mixed Use Village, Tahoe Vista Chalets, Bigler Commercial Building, and the Everett Property Mixed Use Project, among others. It should be noted that peak month traffic volumes have remained relatively flat in the last 10 years as shown below.





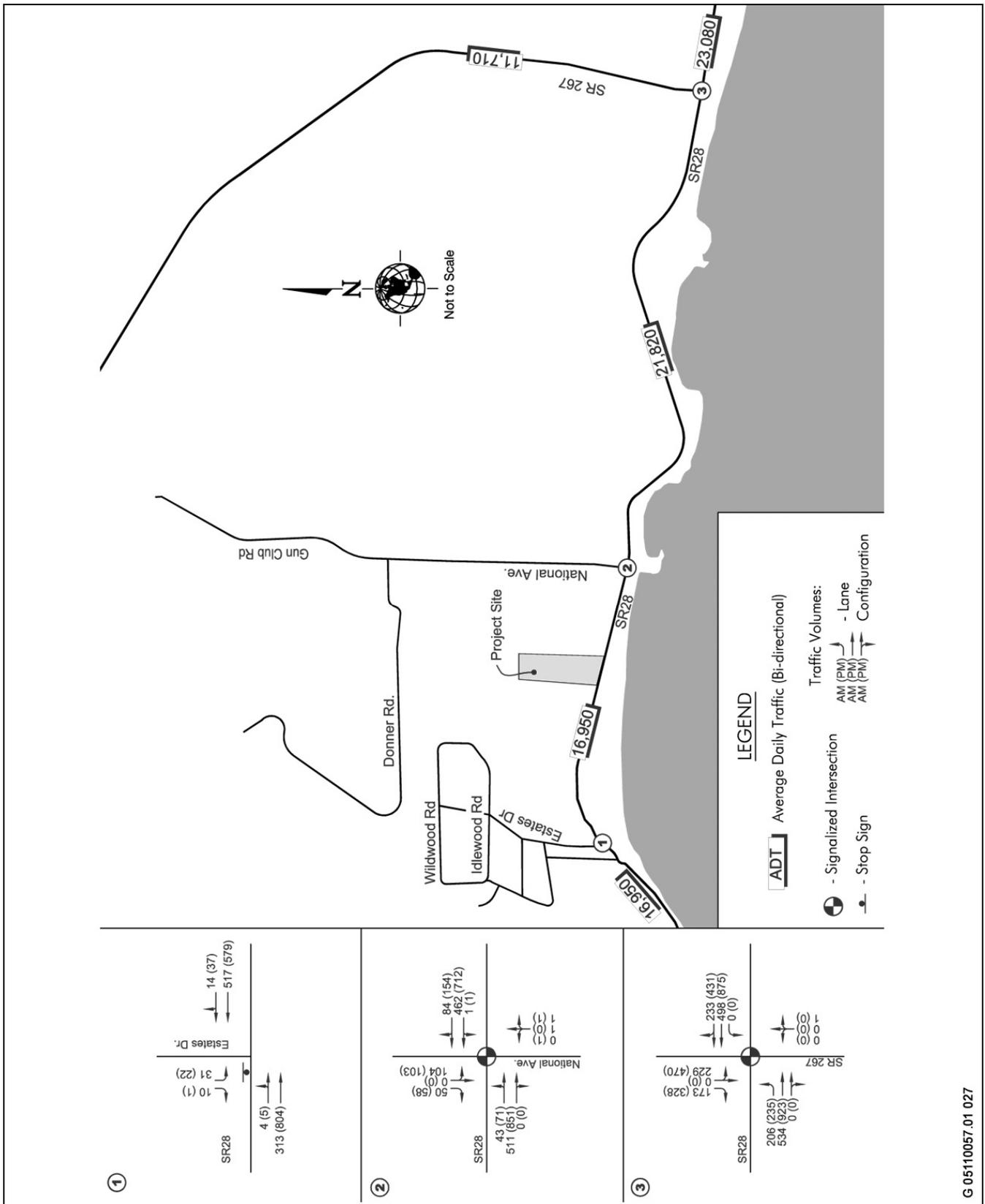
For the second step, the trip generation for three proposed projects in Tahoe Vista was directly added to the volumes developed in step one: Vista Village Workforce Housing Project, Tahoe Sands Resort Expansion, and North Tahoe Marina Expansion. Trips for these three projects are based on trip rates in the ITE Trip Generation Manual and the TRPA Trip Table. The analysis assumed 152 apartments as part of the Vista Village Project. The Tahoe Sands Resort was assumed to expand by 36 units. The North Tahoe Marina was assumed to expand by 200 boat slips with associated amenities. Trips were distributed to the study intersections using the same distribution methods developed for the proposed project and discussed in Impact 14.A-2 in Chapter 14, “Traffic, Parking, and Circulation.”

The background cumulative traffic volumes are shown on Exhibit 18-1.

Table 18-2 shows the levels of service at study intersections under cumulative no project conditions; the technical analysis is included in Appendix C.

| Intersection                                  | AM Peak Hour       |          | PM Peak Hour       |          |
|---|--------------------|----------|--------------------|----------|
|   | Delay <sup>3</sup> | LOS      | Delay <sup>3</sup> | LOS      |
| SR 28 / SR 267 <sup>2</sup>                   | 17.3               | B        | 51.3               | D        |
| SR 28 / National Ave. Signalized <sup>2</sup> | 10.9               | B        | 14.0               | B        |
| SR 28 / Estates Drive <sup>1</sup>            | 0.9<br>(17.4)      | A<br>(C) | 0.7<br>(38.7)      | A<br>(E) |

Notes: LOS= Level of Service  
<sup>1</sup> Side street stop controlled intersection – Level of Service reported for the intersection overall and worst approach (in parenthesis).  
<sup>2</sup> Signalized intersection – Level of Service for signalized intersections is typically reported for the intersection overall.  
<sup>3</sup> Delay is measured in seconds per vehicle.  
Source: Fehr & Peers 2006



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Source: Fehr & Peers 2006

**Cumulative (2026) Conditions Traffic Volumes**

**Exhibit 18-1**

All of the study intersections would operate at acceptable levels of service under cumulative no project conditions. However, during the PM peak hour, the southbound stop controlled movement at the SR 28/Estates Drive intersection would operate at LOS E. This movement accounts for only 1.5% of the traffic at the intersection, and would only operate at LOS E during the PM peak period. The TVCP allows LOS E during the peak period (up to four hours per day).

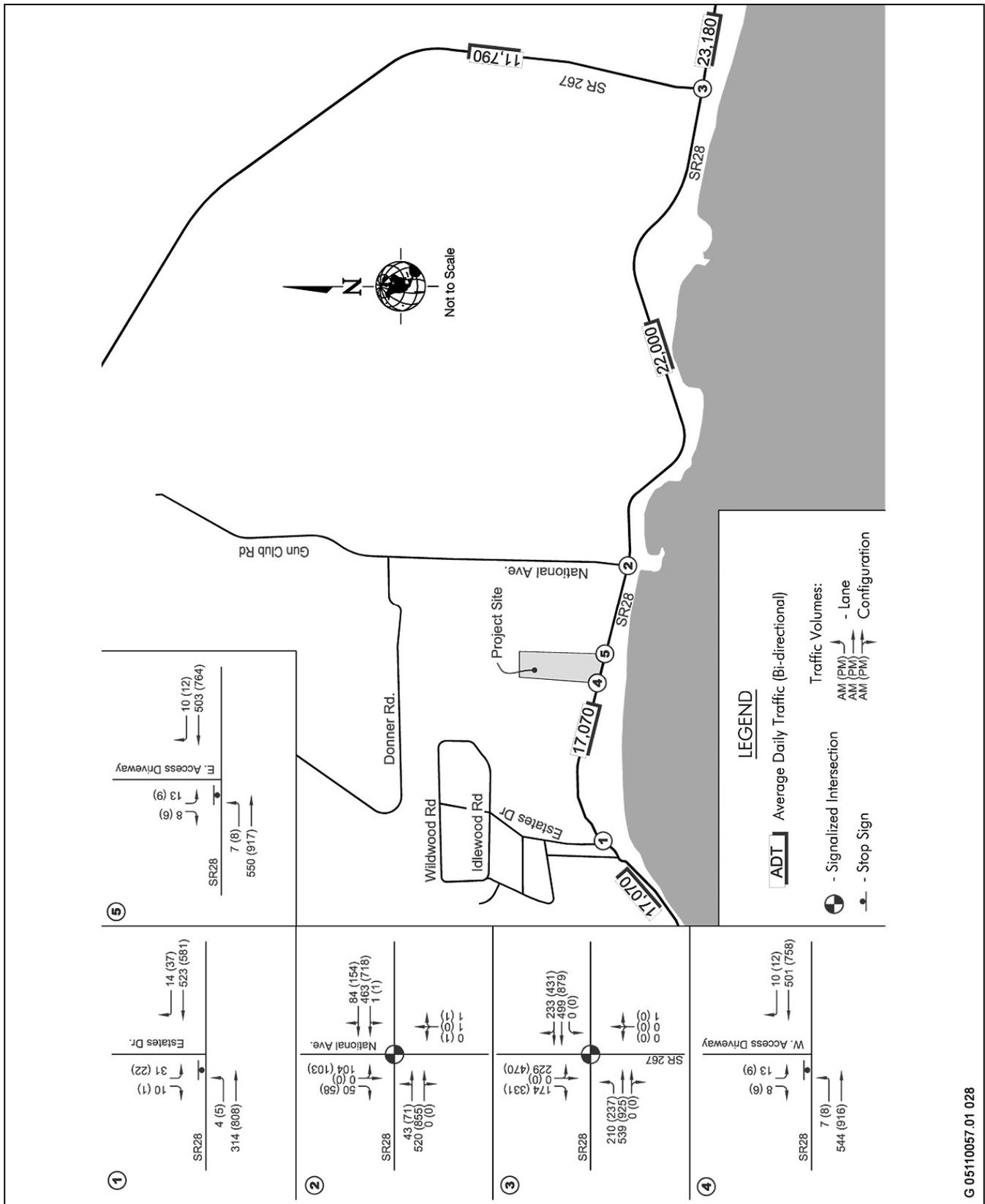
### Proposed Project

The Alternative A (proposed project) AM and PM peak hour trip generation and assignment under cumulative conditions are the same as described for existing plus project conditions (see Impact 14.A-2). Exhibit 18-2 illustrates the cumulative plus Alternative A traffic volumes. Table 18-3 shows the results of the cumulative plus Alternative A intersection level of service analysis; the technical analysis is included in Appendix C.

| Intersection                                  | AM Peak Hour       |          | PM Peak Hour       |          |
|---|--------------------|----------|--------------------|----------|
|   | Delay <sup>3</sup> | LOS      | Delay <sup>3</sup> | LOS      |
| SR 28 / SR 2672                               | 17.5               | B        | 52.2               | D        |
| SR 28 / National Ave. Signalized <sup>2</sup> | 11.0               | B        | 14.0               | B        |
| SR 28/ East Access Driveway                   | 0.4<br>(16.9)      | A<br>(C) | 0.3<br>(24.0)      | A<br>(C) |
| SR 28/ West Access Driveway                   | 0.4<br>(17.0)      | A<br>(C) | 0.3<br>(24.0)      | A<br>(C) |
| SR 28 / Estates Drive <sup>1</sup>            | 0.9<br>(17.5)      | A<br>(C) | 0.7<br>(39.1)      | A<br>(E) |

Notes: LOS= Level of Service  
<sup>1</sup> Side street stop controlled intersection – Level of Service reported for the intersection overall and worst approach (in parenthesis).  
<sup>2</sup> Signalized intersection – Level of Service for signalized intersections is typically reported for the intersection overall.  
<sup>3</sup> Delay is measured in seconds per vehicle.  
 Source: Fehr & Peers 2006

The analysis results indicate that under cumulative conditions plus Alternative A, overall, all of the study area intersections would be expected to operate acceptably during the AM and PM peak hours. During the PM peak hour, the southbound stop controlled movement at the SR 28/Estates Drive Intersection would operate at LOS E (as under cumulative no project conditions); however, this movement only accounts for 1.5% of the traffic at the intersection. The TVCP allows LOS E during the peak period (up to four hours per day). In addition, the proposed project would only increase the eastbound and westbound traffic volumes by eight trips and would not add any traffic to this southbound movement. Since the project would only incrementally add to the traffic at this intersection and not affect the movement that would operate at LOS E, the project’s contribution would not be considered cumulatively considerable and would result in a **less-than-significant impact** on level of service at the SR 28/Estates Drive Intersection.



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Source: Fehr & Peers 2006

**Cumulative Plus Proposed Project Traffic Volumes**

**Exhibit 18-2**

**IMPACT 18-15**      **Cumulative—Parking Supply.** *The proposed project would provide on-site parking that exceeds Placer County Code requirements. Therefore, the project would not have a cumulatively considerable impact on parking supply.*

**Significance**      *Less Than Significant*

**Mitigation**      *No Mitigation is Required*

**Significance after Mitigation**      *Less Than Significant*

The parking required to meet the Placer County Standards for Alternative A is shown in Table 14-8 in Chapter 14, “Traffic, Parking, and Circulation.” As shown in Table 14-8, a minimum of 116 parking spaces are required to meet the Placer County Standards for the proposed project. Some additional short-term spaces should also be provided in association with the TAU units to allow people to register and perform other quick errands. These spaces should be marked for short-term use only (e.g., 30-minute parking). In addition, guest parking spaces should be located throughout the TAU resort.

It should be noted that shared parking between the main commercial building and the proposed TAU units and affordable/ employee housing units would occur because it is likely that residents and visitors would walk from their unit to eat at the restaurant (as opposed to driving).

As shown in Exhibit 3-4 and discussed in Chapter 3, “Project Description,” 132 parking spaces would be constructed as part of Alternative A. Therefore, the proposed project would include sufficient on-site parking for the proposed TAU, affordable/employee housing units, and commercial uses and would not result in a cumulatively considerable impact. Related projects would be expected to meet standard parking requirements as well, and this **would not be considered a cumulative impact**.

**IMPACT 18-16**      **Cumulative—Construction Traffic.** *The proposed project would temporarily add construction traffic on SR 28 during the construction period; however, all of the study intersections would be expected to operate at acceptable levels of service with the addition of project-related construction traffic. Because the proposed project and related projects are required to manage construction impacts (including staging, construction vehicle ingress/egress, and emergency access) through preparation and implementation of a construction traffic management plan, the proposed project would not have a cumulatively considerable impact on traffic during construction, and no cumulative impact on traffic during construction would occur.*

**Significance**      *Less Than Significant*

**Mitigation**      *No Mitigation is Required*

**Significance after Mitigation**      *Less Than Significant*

Construction traffic would access the project site from SR 28. All study intersections would operate at acceptable levels of service with or without project-related traffic. The project would generate fewer construction trips than occupied resident and TAU trips. However, the character of the vehicles would be different. Construction trips would be dominated by trucks and heavy equipment, and resident and TAU trips would be dominated by passenger vehicles. On-site construction staging areas would be established to minimize heavy equipment trips on surrounding roadways.

The project applicants for the proposed project and related projects would be required to prepare a Traffic Control Plan (TCP) for review and approval by TRPA, Placer County Department of Public Works, and Caltrans prior to construction. The TCP would address project construction traffic and parking. At a minimum, these plans would address truck haul routes, truck turning movements at the project driveway(s), traffic control signage, bicycle and pedestrian traffic, restriction of hauling activities to off-peak periods, on-site circulation and staging areas, and monitoring of the in-place traffic control to implement traffic control revisions, as appropriate. Necessary encroachment and transportation permits would also be obtained prior to construction. Therefore, the proposed project **would not have a cumulatively considerable impact** on the study intersections, and no cumulative impacts would occur.

## AIR QUALITY

**IMPACT 18-17** Cumulative—Short-Term Construction Emissions of ROG, NO<sub>x</sub>, and PM<sub>10</sub>. *Unmitigated, reactive organic gases (ROG) and NO<sub>x</sub> emissions (the combined emissions of nitric oxide and nitrogen dioxide) from construction of the proposed project and related projects would exceed the PCAPCD significance threshold of 82 lbs/day; therefore, construction-generated criteria air pollutant and precursor emissions could violate or contribute substantially to an existing or projected air quality violation, and/or expose sensitive receptors to substantial pollutant concentrations, especially considering the nonattainment status of the Lake Tahoe Air Basin (LTAB) with respect to the TRPA standards. However, the proposed project would implement Mitigation Measure 15.A-1 to reduce construction-generated emissions of ROG, NO<sub>x</sub> and respirable particulate matter with an aerodynamic diameter of 10 micrometers or less (PM<sub>10</sub>). It is, therefore, anticipated that the proposed project would not make a cumulatively considerable contribution to cumulative air impacts.*

**Significance** *Less Than Significant*

**Mitigation** *No Mitigation is Required*

**Significance after Mitigation** *Less Than Significant*

As discussed in Impact 15.A-1, emissions of pollutants generated during construction are temporary in nature, but can contribute substantially to air quality violations and nonattainment conditions. Emissions are primarily associated with heavy-duty construction equipment and fugitive emissions from ground disturbance and earth-moving activities. Unmitigated construction emissions of ROG and NO<sub>x</sub> associated with the construction of the proposed project and other related projects would exceed the PCAPCD significance thresholds (82 lbs/day of ROG, NO<sub>x</sub> or PM<sub>10</sub>). In addition, when taken together, the project-generated emissions would have the potential to result in violations of or substantial contributions to ambient air quality standards. However, the proposed project would implement Mitigation Measure 15.A-1 to reduce construction-generated emissions of ROG, NO<sub>x</sub> and PM<sub>10</sub>. This mitigation includes measures such as submitting a construction Emission/Dust Control Plan to PCAPCD and TRPA for approval, ensuring that construction equipment does not exceed limitations established by PCAPCD Rule 202, no open burning of removed vegetation, prohibiting the use of heavy duty off-road diesel equipment on Spare-the-Air days forecasted by PCAPCD, and dust control measures. Therefore, the proposed project would not have a considerably cumulative effect on air quality. Furthermore, it is anticipated that related projects in the Basin would also be required to implement similar mitigation measures to reduce their emissions of ROG, NO<sub>x</sub>, or PM<sub>10</sub> to a less-than-significant level and, together, the proposed project and related projects **would not have a cumulative impact** on air quality.

**IMPACT 18-18** **Cumulative—Increases in Regional Emissions of ROG, NO<sub>x</sub>, or PM<sub>10</sub>.** *The total of stationary, area, and mobile vehicle source emissions associated with the long-term operation of the proposed project would not exceed the PCAPCD's project-level significance threshold of 82 lbs/day. In addition, emissions from stationary sources associated with the project would not exceed the TRPA thresholds for stationary sources. However, PCAPCD maintains a 10 lbs/day cumulative threshold for ROG and NO<sub>x</sub> and the project would exceed the NO<sub>x</sub> threshold. The proposed project would implement Mitigation Measure 15.A-2, which includes a contribution to TRPA's Air Quality Mitigation Fund. When taken in conjunction with other related projects throughout the region, the proposed project's emissions would not be substantial, and would not affect TRPA's attainment designations. Therefore, the proposed project would not have a cumulatively considerable impact on regional air emissions, and no cumulative impacts would result.*

**Significance** *Less Than Significant*

**Mitigation** *No Mitigation is Required*

**Significance after Mitigation** *Less Than Significant*

Regional area and mobile vehicle source emissions of ROG, NO<sub>x</sub>, PM<sub>10</sub>, carbon monoxide (CO), and sulfur dioxide (SO<sub>x</sub>) associated with the long-term operation of the project were estimated using the ARB-approved URBEMIS2002 computer program. Total emissions for ROG, NO<sub>x</sub>, and PM<sub>10</sub> would not exceed the PCAPCD project-level threshold (82 lbs/day) in winter or summer (refer to Appendix E). In addition, emissions from stationary sources associated with the project would not exceed the TRPA thresholds for stationary sources.

PCAPCD maintains a 10 lbs/day cumulative threshold for ROG and NO<sub>x</sub> and the project would exceed the NO<sub>x</sub> threshold. However, the proposed project would implement Mitigation Measure 15.A-2, which includes a contribution to TRPA's Air Quality Mitigation Fund. Projects that would be implemented under the TRPA program would reduce NO<sub>x</sub> emissions by greater than 1.6 lbs/day, the amount necessary to reduce the project's contribution to cumulative air quality impacts to a less-than-significant level.

The LTAB is currently designated as nonattainment with respect to the state standards for ozone and PM<sub>10</sub>. However, the proposed project's emissions would not be substantial and would not affect TRPA's attainment designations. The proposed project would not have a cumulatively considerable impact on regional emissions. In addition, this project in combination with related projects **would not have a cumulative impact** on regional emissions.

**IMPACT 18-19** **Cumulative—Local Mobile Source Carbon Monoxide Emissions.** *The proposed project and related projects are not anticipated to result in or contribute to CO concentrations that exceed the California 1-hour CO ambient air quality standard of 20 ppm or the TRPA 8-hour CO ambient air quality standard of 6 ppm. Therefore, the proposed project would not have a cumulatively considerable impact on CO concentrations and no cumulative impacts are expected as a result of the proposed project and related projects.*

**Significance** *Less Than Significant*

**Mitigation** *No Mitigation is Required*

**Significance after Mitigation** *Less Than Significant*

Cumulative traffic data (project plus foreseeable future development) were used to specifically evaluate local mobile-source CO concentrations for existing-plus-project and future-plus-project conditions. No signalized intersections currently operating at LOS E or F would be affected by the project, and no signalized intersections are anticipated to operate at LOS E or F as a result of the project buildout plus traffic resulting from regional development. The proposed project is not anticipated to result in or contribute to CO concentrations that exceed the California 1-hour CO ambient air quality standard of 20 ppm or the TRPA 8-hour CO ambient air quality standard of 6 ppm. Consequently, the proposed project would not make a cumulatively considerable contribution to any potential CO emissions impact and **no cumulative CO emissions impact** is expected.

**IMPACT**                      **Cumulative—Generation of Toxic Air Contaminant Emissions.** *Because the project would not be a source of toxic air contaminants (TACs), and there are no sources of TACs near the proposed project site, implementation of the proposed project and related projects would not combine to expose sensitive receptors to concentrations of TACs that exceed recommended thresholds.*

**Significance**              *Less Than Significant*

**Mitigation**              *No Mitigation is Required*

**Significance after Mitigation**      *Less Than Significant*

The proposed project proposes a mix of TAUs, affordable/employee housing units, and commercial land uses which typically do not draw a considerable number of diesel-fueled vehicles and are generally not considered a source of TACs. The project’s contribution to long-term cumulative increases in TAC concentrations would be considered less than significant. In addition, there are no existing sources of toxic air emissions near the proposed project site. Therefore, the proposed project would not have a cumulatively considerable TAC impact. Like the proposed project, related projects would involve residential, commercial, utility, or recreational land uses, which would not be sources of TACs, and would be required to comply with applicable rules and PCAPCD regulations. Therefore, related projects are not anticipated to expose sensitive receptors to toxic air emissions that exceed the recommended thresholds. The proposed project and related projects **would not result in a cumulative TAC impact.**

## NOISE

**IMPACT**                      **Cumulative—Short-Term Construction-Generated Noise Levels.** *Construction of the proposed project and project alternatives could result in noise levels in excess of local standards. Construction of related cumulative projects could also result in the exceedance of local noise standards. However, construction noise occurring during daytime hours is exempt from applicable standards, provided that construction equipment is properly fitted with feasible noise control devices. Because the project would adhere to the requirements of the exemption for construction noise, the project would not contribute to a substantial increase in noise levels and would not have a cumulatively considerable impact. In addition, noise is a localized occurrence and attenuates with distance. Therefore, only cumulative development projects in the direct vicinity of the project site would have the potential to add anticipated project-generated noise. Because the proposed project and other nearby projects would be required to implement measures to reduce construction noise and because construction schedules may or may not overlap and this would be a less-than-significant cumulative impact.*

**Significance**              *Less Than Significant*

**Mitigation**              *No Mitigation is Required*

Significance after Mitigation *Less Than Significant*

As discussed in Impact 16.A-1 in Chapter 16, “Noise,” depending on the operations conducted for the proposed project’s construction, individual equipment noise levels could range from 78 to 91 dBA at distance of 50 feet. Residences adjacent to the western and eastern boundaries of the site and in the surrounding areas could be adversely affected by construction noise. Construction operations that occur between the hours of 8:00 AM and 6:30 PM are exempt from the applicable standards. However, increases in ambient noise levels caused by construction activities may result in speech interference and increased sleep disruption to occupants of the nearby residences. Noise is a localized occurrence and attenuates with distance. Therefore, only cumulative development projects in the direct vicinity of the project site would have the potential to add to anticipated project-generated noise. If other nearby projects, such as the proposed Vista Village Workforce Housing Project, were to be constructed at the same time as the proposed project, the project and related projects could combine to result in a short-term, significant cumulative impact.

For the proposed project, implementation of Mitigation Measure 16.A-1 would reduce construction noise levels at sensitive receptors near the project site and the project would comply with both the thresholds of the TRPA and the Placer County Planning Commission’s resolution regarding construction. Therefore, no considerably cumulative impact is expected. Although it is unknown if the adjacent Vista Village Workforce Housing Project or other nearby related projects would have overlapping construction schedules, it is expected that they would also be required to implement similar construction noise mitigation as that described in Mitigation Measure 16.A-1. As a result, the proposed project and related projects would result in a **less-than-significant** cumulative impact.

**IMPACT 18-22** **Cumulative—Off-site Construction Traffic Noise Levels.** *Project construction and related project construction would result in a short-term increase in traffic noise levels at sensitive receptors along the local area network. However, heavy trucks accessing the proposed project would be restricted to daytime hours as mitigation. Construction schedules of related projects may or may not overlap with those of the proposed project, but it is anticipated that construction traffic for related projects would also be restricted to daytime hours. Thus, noise generated by construction-related trips for the proposed project is not cumulatively considerable and noise generated by construction-related trips for the proposed project and related projects is considered to be a less-than-significant cumulative impact.*

Significance *Less Than Significant*

Mitigation *No Mitigation is Required*

Significance after Mitigation *Less Than Significant*

Construction of the proposed project and nearby related projects, such as the Vista Village Workforce Housing Project, could result in a short-term increase in traffic on the local area roadway network assuming construction schedules are coincident. Residences along these roadways would be most affected by construction traffic noise because these roads provide immediate access to the proposed project site. Daily off-site construction traffic would include approximately 20 trips associated with material delivery (i.e., trucks) and up to 150 employee commute trips (i.e., autos and light duty vehicles).

Construction-related vehicle trips that occur between the hours of 8:00 AM and 6:30 PM are exempt from the applicable standards; however, noise from truck pass-bys that occur during other times of day could adversely affect sensitive receptors.

The proposed project would restrict construction-related heavy truck trips and material haul trips on SR 28 to the hours between 8:00 AM and 6:30 PM and prohibit such trips on Sundays and federal holidays per Mitigation Measure 16.A-2. Therefore, the project would reduce its contribution to off-site construction traffic noise levels along affected roadways and have no cumulatively considerable effect. Furthermore, it is anticipated that related projects would also restrict construction-related heavy truck and haul trips to daytime hours. Therefore, the proposed project and related projects would result in a **less-than-significant** cumulative construction traffic noise impact.

**IMPACT 18-23**      **Cumulative—Increases in Stationary- and Area-Source Noise.** *The proposed project would include two new stationary on-site noise sources: HVAC equipment and trash collection activities. Nearby land uses do not include stationary and area sources that would generate a substantial amount of operational noise. However, the Lake Tahoe region is currently in nonattainment for community noise equivalent levels. The proposed project shall implement Mitigation Measure 16.A-3, which would reduce the project's contribution to cumulative area-source noise to a less-than-significant level.*

**Significance**      *Less Than Significant*

**Mitigation**      *No Mitigation is Required*

**Significance after Mitigation**      *Less Than Significant*

The proposed project would include two new stationary on-site noise sources, HVAC equipment and trash collection activities. Noise levels generated by these stationary sources range from 55 to 90 dBA at three feet from the source. Single-event noise levels generated by trash collection activities could adversely affect nearby off-site residences. Noise levels generated by garbage collection reach as high as 89 dBA  $L_{max}$  from a distance of 50 feet with frequent occurrence of single-event noise levels exceeding 80 dBA. Nearby land uses do not include stationary and area sources that would generate a substantial amount of operational noise. However, the Lake Tahoe region is currently in nonattainment for community noise equivalent levels. Therefore, any long-term increase in ambient noise levels is considered a significant cumulative impact.

The proposed project shall implement Mitigation Measure 16.A-3, which includes locating mechanical building equipment at the farthest distance from nearby existing and proposed noise-sensitive land uses and locating garbage dumpsters as far as possible from existing and proposed noise-sensitive receptors. Implementation of these measures would ensure that the proposed project **would not make a cumulatively considerable contribution** to area source noise.

**IMPACT 18-24**      **Cumulative—Off-site Operational Traffic Noise Levels.** *Traffic generated by the proposed project, in combination with other planned projects and projected growth, would not result in a perceptible increase in ambient noise levels on nearby local roadways or highways.*

**Significance**      *Less Than Significant*

**Mitigation**      *No Mitigation is Required*

**Significance After Mitigation**      *Less Than Significant*

The FHWA Traffic Noise Prediction Model was used to calculate traffic noise levels along affected roadways for traffic conditions in the year 2026 with implementation of the proposed project and its alternatives (refer to Tables 18-4 and 18-5). The modeling is based on the trip distribution estimates presented in Chapter 14, “Traffic,

Parking, and Circulation.” Input data used in the model included average daily traffic levels for nearby area roadways, fleet mixes (percentages of automobiles, medium-duty trucks, and heavy-duty trucks during daytime, evening, and nighttime hours), vehicle speeds, ground attenuation factors, roadway grades, and roadway widths.

Table 18-4 summarizes the net change in average daily traffic volumes and in modeled traffic noise levels from cumulative no project to plus project conditions to determine the proposed project’s contribution. Table 18-5 summarizes the net change in average daily traffic volumes and in modeled traffic noise levels from existing no project to cumulative plus project conditions to determine the total contribution from proposed project and other planned projects. (Refer to Table 16-3 in Chapter 16, “Noise,” for the speed, grade, and traffic distribution parameters for each roadway segment shown in Tables 18-4 and 18-5.) Implementation of Alternatives A and B/C would result in noise level increases of less than 0.1 dBA along SR 28 and SR 267 (refer to Table 18-4), which would be imperceptible to the human ear. Thus, traffic associated with the long-term operation of Alternative A or Alternative B/C would not result in a perceptible (e.g., 3 dBA or greater) increase in noise levels along affected local roadways or highways. In addition, implementation of Alternatives A and B/C along with other planned projects and projected growth would result in noise levels increases of less than 1.2 dBA along SR 28 and SR 267 (refer to Table 18-5) relative to existing conditions. Thus, traffic associated with the long-term operation of Alternative A or Alternative B/C along with other planned projects would not result in a perceptible (e.g., 3 dBA or greater) increase in noise levels along affected local roadways or highways. Therefore, the proposed project and related projects **would not contribute significantly** to cumulative traffic noise.

| Roadway Segment             | Alternative A                |                               |                                  |  | Alternative B/C                    |                                    |   |
|-----------------------------|------------------------------|-------------------------------|----------------------------------|--|------------------------------------|------------------------------------|---|
|                             | Average Daily Traffic Volume |                               |                                  | Net Change<br>in Traffic<br>Noise Levels<br>(CNEL [dBA]) | Average Daily Traffic Volume       |                                    | Net Change<br>in Traffic<br>Noise Levels<br>(CNEL<br>[dBA]) |
|                             | Cumulative                   | Cumulative +<br>Alternative A | Net Change<br>(Alternative<br>A) |  | Cumulative +<br>Alternative<br>B/C | Net Change<br>(Alternative<br>B/C) |   |
| SR 28 West of National Ave. | 16,950                       | 17,070                        | +120                             | +0.1   | 17,050                             | +100                               | +0.1  |
| SR 28 East of National Ave. | 21,820                       | 22,000                        | +180                             | +0.1   | 21,960                             | +140                               | +0.1  |
| SR 28 East of SR 267        | 23,080                       | 23,180                        | +100                             | +0.1   | 23,160                             | +80                                | +0.1  |
| SR 267 North of SR 28       | 11,710                       | 11,790                        | +80                              | +0.1   | 11,770                             | +60                                | +0.1  |

Notes: Traffic noise levels were modeled using the FHWA Traffic Noise Prediction Model based on traffic information (e.g., average daily traffic, vehicle speeds, roadway width) obtained from the data generated by Fehr and Peers used to prepare the traffic chapter for this Draft EA/EIR and assuming no natural or human-made shielding (e.g., vegetation, berms, walls, buildings). Refer to Appendix F for modeling input assumptions and output results.

Source: Modeling performed by EDAW in 2007.

**Table 18-5  
Summary of Net Change in Average Daily Traffic Volumes and Modeled Traffic Noise Levels for  
from Existing to Cumulative Plus Project Conditions**

| Roadway Segment             | Alternative A                |                               |                                  |  | Alternative B/C                 |                                    |  |
|-----------------------------|------------------------------|-------------------------------|----------------------------------|--|---------------------------------|------------------------------------|--|
|                             | Average Daily Traffic Volume |                               |                                  | Net Change<br>in Traffic<br>Noise Levels<br>(CNEL [dBA]) | Average Daily Traffic Volume    |                                    | Net Change<br>in Traffic<br>Noise<br>Levels<br>(CNEL<br>[dBA]) |
|                             | Existing                     | Cumulative +<br>Alternative A | Net Change<br>(Alternative<br>A) |  | Cumulative +<br>Alternative B/C | Net Change<br>(Alternative<br>B/C) |  |
| SR 28 West of National Ave. | 13,330                       | 17,070                        | +3,740                           | +1.1   | 17,050                          | +3,720                             | +1.1   |
| SR 28 East of National Ave. | 16,800                       | 22,000                        | +5,200                           | +1.2   | 21,960                          | +5,160                             | +1.2   |
| SR 28 East of SR 267        | 18,400                       | 23,180                        | +4,780                           | +1.1   | 23,160                          | +4,760                             | +1.1   |
| SR 267 North of SR 28       | 9,300                        | 11,790                        | +2,490                           | +1.1   | 11,770                          | +2,470                             | +1.1   |

Notes: Traffic noise levels were modeled using the FHWA Traffic Noise Prediction Model based on traffic information (e.g., average daily traffic, vehicle speeds, roadway width) obtained from the data generated by Fehr and Peers used to prepare the traffic chapter for this Draft EA/EIR and assuming no natural or human-made shielding (e.g., vegetation, berms, walls, buildings). Refer to Appendix F for modeling input assumptions and output results.  
Source: Modeling performed by EDAW in 2007.

## HAZARDS AND HAZARDOUS MATERIALS

**IMPACT 18-25**      *Cumulative—Hazardous Materials. The activities of demolition, construction, and transportation of hazardous materials associated with the proposed project and related residential, tourist accommodation, and commercial projects are subject to the applicable governmental safety regulations thereby reducing the cumulative impacts related to hazards and hazardous materials to a less-than-significant impact.*

**Significance**      *Less Than Significant*

**Mitigation**      *No Mitigation is Required*

**Significance after Mitigation**      *Less Than Significant*

Other development projects in the Tahoe Basin where older structures would be demolished have a similar potential to result in health hazards related to exposure of construction workers to asbestos and lead-based paint. However, as with the proposed project, asbestos-containing materials and lead must be removed by an accredited inspector in accordance with EPA and Cal-OSHA standards, and therefore impacts would be expected to be less than significant and no cumulatively considerable contribution is expected. Other residential and commercial development projects would also have a similar less-than-significant impact related to routine use and transport of hazardous materials, because they would be subject to the same government regulations: transportation of hazardous materials on area roadways is regulated by the CHP and Caltrans, and the use of these materials is regulated by the DTSC, as outlined in Title 22 of the CCR. Therefore, **no cumulative impact** is expected.

**IMPACT**            **Cumulative—Increased Mosquito-borne Illness and Wildland Fire Hazards Risks.** *Project 18-26* *development would not result in increased risk of health hazards from vector-borne diseases or mosquito abatement techniques nor would it result in increased exposure of people or structures to significant risk of loss or injury involving wildland fires. For these reasons, the proposed project would not make a cumulatively considerable contribution to increased risks in these areas.*

**Significance**    *Less Than Significant*

**Mitigation**    *No Mitigation is Required*

**Significance after Mitigation**    *Less Than Significant*

Although development in the region could bring in additional residents and workers, which would increase the number of people exposed to mosquito-borne diseases and health hazards associated with vector control, additional development would not contribute to an increase in the mosquito population (the source of the problem). Finally, the risk of hazard from wildland fire is the same (moderate fire hazard zone) for any new development in North Lake Tahoe. Therefore, the project **would not result in cumulatively considerable** impacts related to mosquito exposure or to wildfire.

## **18.5 MITIGATION MEASURES**

No mitigation is required.