



COUNTY OF PLACER
Community Development Resource Agency

**ENVIRONMENTAL
COORDINATION
SERVICES**

Michael J. Johnson, AICP
Agency Director

Crystal Jacobsen, Coordinator

**NOTICE OF INTENT
TO ADOPT A MITIGATED NEGATIVE DECLARATION**

The project listed below was reviewed for environmental impact by the Placer County Environmental Review Committee and was determined to have no significant effect upon the environment. A proposed Mitigated Negative Declaration has been prepared for this project and has been filed with the County Clerk's office.

PROJECT: Peak 10 Multi-Family Residential Redevelopment (PLN15-00255)

PROJECT DESCRIPTION: The applicant proposes a Conditional Use Permit for a Planned Residential Development and Subdivision in order to construct up to ten (10) single-family Planned Residential condominium units within Lot A, a common area lot. Lot B will also be created as a common area lot, with no proposed improvements.

PROJECT LOCATION: 8308 North Lake Boulevard and 8298 Brockway Vista Avenue on the south side of North Lake Boulevard (Highway 28) Kings Beach, Placer County

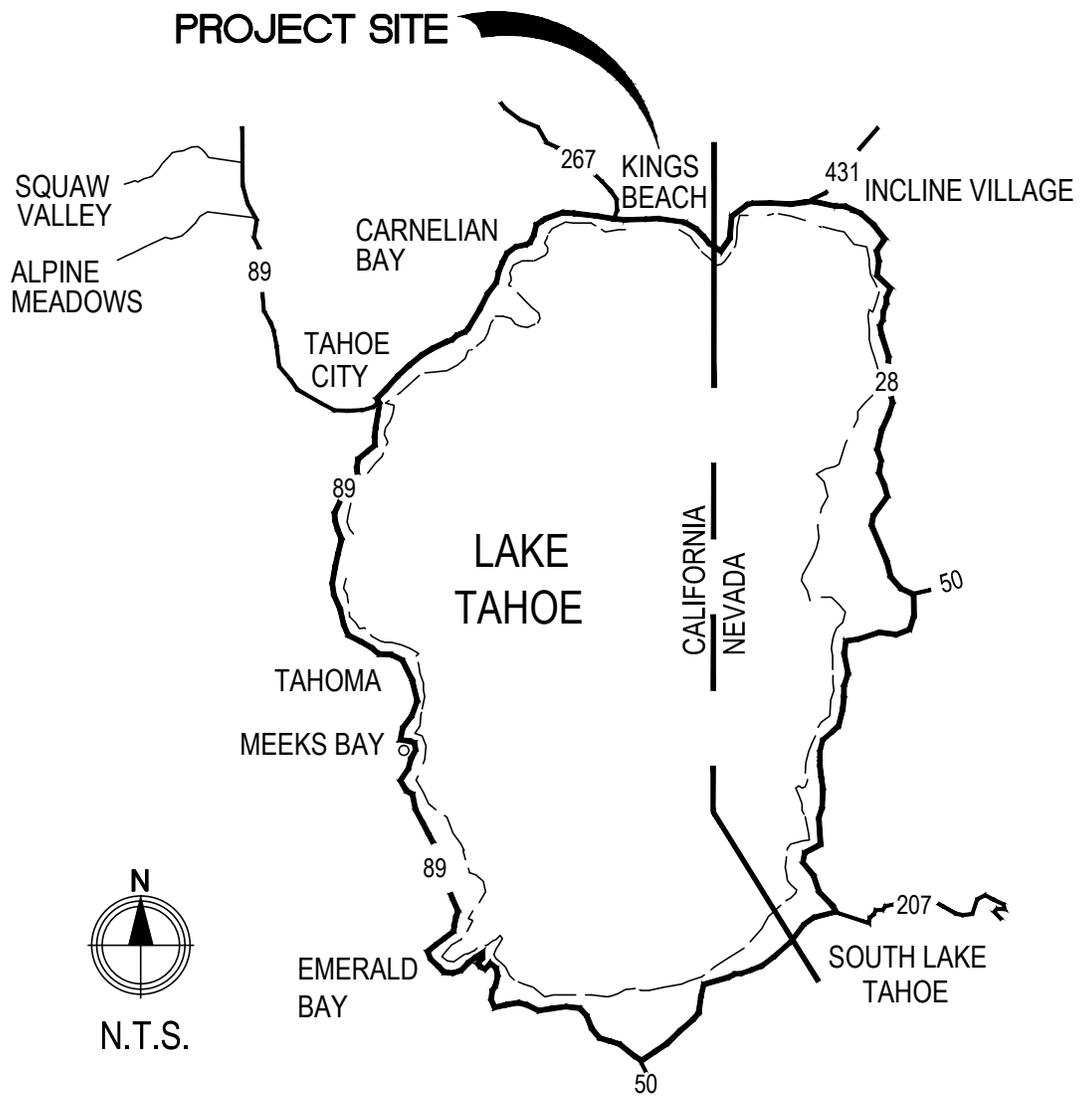
PROJECT OWNER: Peak 10, LP, 707 Cristina Drive, Incline Village, NV 89451

PROJECT APPLICANT: PR Design & Engineering Inc., PO Box 1847 Kings Beach, CA 96143

The comment period for this document closes on **September 15, 2015**. A copy of the Mitigated Negative Declaration is available for public review at the County's web site <http://www.placer.ca.gov/Departments/CommunityDevelopment/EnvCoordSvcs/NegDec.aspx> Community Development Resource Agency public counter, and at the Kings Beach Public Library. For Tahoe area projects, please visit our Tahoe Office, 775 North Lake Blvd., in Tahoe City. Property owners within 300 feet of the subject site shall be notified by mail of the upcoming hearing before the Planning Commission. Additional information may be obtained by contacting the Environmental Coordination Services, at (530)745-3132, between the hours of 8:00 am and 5:00 pm. Comments may be sent to cdraecs@placer.ca.gov or 3091 County Center Drive, Suite 190, Auburn, CA 95603.

Published in Sierra Sun, Wednesday, August 19, 2015

PEAK10, LC VICINITY MAP





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MITIGATED NEGATIVE DECLARATION

In accordance with Placer County ordinances regarding implementation of the California Environmental Quality Act, Placer County has conducted an Initial Study to determine whether the following project may have a significant adverse effect on the environment, and on the basis of that study hereby finds:

- The proposed project will not have a significant adverse effect on the environment; therefore, it does not require the preparation of an Environmental Impact Report and this **Negative Declaration** has been prepared.
- Although the proposed project could have a significant adverse effect on the environment, there will not be a significant adverse effect in this case because the project has incorporated specific provisions to reduce impacts to a less than significant level and/or the mitigation measures described herein have been added to the project. A **Mitigated Negative Declaration** has thus been prepared.

The environmental documents, which constitute the Initial Study and provide the basis and reasons for this determination are attached and/or referenced herein and are hereby made a part of this document.

PROJECT INFORMATION

Title: Peak 10 Multi-Family Residential Redevelopment	Project # PLN15-00255
Description: The applicant proposes a Conditional Use Permit for a Planned Residential Development and Subdivision in order to construct up to ten (10) single-family Planned Residential condominium units within Lot A, a common area lot. Lot B will also be created as a common area lot, with no proposed improvements.	
Location: 8308 North Lake Boulevard and 8298 Brockway Vista Avenue on the south side of North Lake Boulevard (Highway 28) Kings Beach, Placer County	
Project Owner: Peak 10, LP, 707 Cristina Drive, Incline Village, NV 89451	
Project Applicant: PR Design & Engineering Inc., PO Box 1847, Kings Beach, CA 96143	
County Contact Person: Allen Breuch	530-581-6284

PUBLIC NOTICE

The comment period for this document closes on **September 15, 2015**. A copy of the Negative Declaration is available for public review at the County's web site (<http://www.placer.ca.gov/Departments/CommunityDevelopment/EnvCoordSvcs/NegDec.aspx>), Community Development Resource Agency public counter, and at the Kings Beach Public Library. Property owners within 300 feet of the subject site shall be notified by mail of the upcoming hearing before the Planning Commission. Additional information may be obtained by contacting the Environmental Coordination Services, at (530)745-3132 between the hours of 8:00 am and 5:00 pm at 3091 County Center Drive, Auburn, CA 95603. For Tahoe projects, please visit our Tahoe Office, 775 North Lake Blvd., Tahoe City, CA 96146.

If you wish to appeal the appropriateness or adequacy of this document, address your written comments to our finding that the project will not have a significant adverse effect on the environment: (1) identify the environmental effect(s), why they would occur, and why they would be significant, and (2) suggest any mitigation measures which you believe would eliminate or reduce the effect to an acceptable level. Regarding item (1) above, explain the basis for your comments and submit any supporting data or references. Refer to Section 18.32 of the Placer County Code for important information regarding the timely filing of appeals.



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INITIAL STUDY & CHECKLIST

This Initial Study has been prepared to identify and assess the anticipated environmental impacts of the following described project application. The document may rely on previous environmental documents (see Section C) and site-specific studies (see Section I) prepared to address in detail the effects or impacts associated with the project.

This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Public Resources Code, Section 21000 et seq.) and the State CEQA Guidelines (14 CCR 15000 et seq.) CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects.

The Initial Study is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to prepare an EIR, use a previously-prepared EIR and supplement that EIR, or prepare a Subsequent EIR to analyze the project at hand. If the agency finds no substantial evidence that the project or any of its aspects may cause a significant effect on the environment, a Negative Declaration shall be prepared. If in the course of analysis, the agency recognizes that the project may have a significant impact on the environment, but that by incorporating specific mitigation measures the impact will be reduced to a less than significant effect, a Mitigated Negative Declaration shall be prepared.

Project Title: Peak 10 Multi-Family Residential Redevelopment	File# PLN15-00255
Entitlement(s): Conditional Use Permit, Subdivision, Planned Residential Development, and Variance to the number of required on-site parking spaces	
Site Area 0.70 acres / 30,461 square feet	APNs: 090-072-026-000, 090-073-014-000
Location: 8308 North Lake Boulevard and 8298 Brockway Vista Avenue on the south side of North Lake Boulevard (Highway 28) Kings Beach, Placer County	

A. BACKGROUND:

Project Description:

The applicant requests approval of a Conditional Use Permit for a Planned Residential Development and Subdivision in order to construct up to ten (10) single-family Planned Residential condominium units within Lot A, a common area lot. Lot B will also be created as a common area lot, with no proposed improvements. The applicant is proposing a Variance to the number of parking spaces to allow 20 on-site parking spaces in lieu of the required 31 on-site parking spaces. Other improvements include new infrastructure, permanent water quality BMPs and undergrounding overhead utilities along Brockway Vista Avenue right-of-way.

As part of the project approval, the applicant is phasing the project to first construct a multi-family development before creating the ten airspace condominium units through recordation of a Final Map.

The project area includes two parcels, APN 090-072-026 (Highway 28 parcel) comprising 17,557 square feet (8308 North Lake Boulevard) and APN 090-073-014 (Beach parcel) comprising 12,904 square feet (8298 Brockway Vista Avenue). The Highway 28 parcel includes Lots 7, 8, 81, and portions of Lots 6, 9, 80, 82, and 83 and the Beach parcel includes Lots 29-31 and a portion of 32 that were recorded in February 1926, as part of the "Brockway Vista Subdivision", Book D of Maps at Page 16 Blocks "A and B".

The project includes the removal of the existing “Sun ‘n’ Sand” motel building and its on-site improvements and the construction of a three-story residential structure with up to ten (10) three bedroom condominium units ranging in size from 1,526 square feet to 2,273 square feet. The project includes a second parcel south of the unimproved Brockway Vista Avenue County right-of-way. The applicant is proposing to deed restrict this property as residential common area Lot B as part of the Planned Residential Development.

Following is a list of entitlements that are proposed:

1. Conditional Use Permit and Subdivision to create a Planned Residential Development for up to ten (10) residential condominium units;
2. Conditional Use Permit will specify the front southerly property line setback along the unimproved Brockway Vista Avenue right-of-way from 20 foot to zero foot in order to allow the construction of three levels of decking and a five foot tall retaining wall/fence;
3. A Variance to the number of required on-site parking spaces to allow 20 on-site parking spaces (two per residential unit) in lieu of 31 on-site required parking spaces.

The project has also been designed to construct the new building within the existing motel building foot print which allows and maintains the existing legal- non-conforming setbacks to be reconstructed per Placer County Code Section 17.60.120.B.1. The proposed building will maintain at least a four-foot setback with 18 inch eave adjacent to the easterly setback facing the North Tahoe Event Center property and a five-foot (18 inch eave) within the 20-foot front setback on North Lake Boulevard, and maintain the existing parking space locations, design and parking lot aisle widths such that they do not encroach any further into required development setback standards.

Project Site (Background/Existing Setting):

The project site is approximately 0.70 acres in area and is located on the south side of North Lake Boulevard (Highway 28) within the commercial core of the Kings Beach Community Plan (Plan Area Statement 029) and the north shore of Lake Tahoe. There are two parcels within the project area separated by a 40-foot unimproved County right-of-way “Brockway Vista Avenue” that runs in a west to east direction. Parcel 090-072-026-000, adjacent to North Lake Boulevard, is currently occupied by the “Sun ‘n’ Sand” motel that includes 27 Tourist Accommodation Units (TAU’s), one Existing Residential Unit (ERU) and 10,671 square feet of paved parking area. There are two five- foot wide sewer easements (590/OR/296) that cross the hotel property. One easement travels in a north to south direction while the second easement travels in a west to east direction. The west to east sewer easement is proposed to be abandoned through the process of North Tahoe Public Utility District as part of the project. The beach parcel (APN 090-073-014-000) fronting Lake Tahoe is currently unimproved with no on-site improvements proposed except for an existing 20-foot public sewer easement (1412/OR/309) that runs parallel with Lake Tahoe in an west to east direction. The project site is relatively flat, sloping gently south towards Lake Tahoe. The site has little to no vegetation other than three pines and two cedar trees on the highway parcel.

B. ENVIRONMENTAL SETTING:

Location	Zoning	General Plan/Community Plan Designations	Existing Conditions and Improvements
Site	090-072-026-000- Kings Beach Community Plan Special Area #2 “West Entry Commercial” 090-073-014-000 – Kings Beach Community Plan Special Area #3 “Recreation Area”	North Tahoe General Plan - Plan Area Statement 029 Kings Beach Community Plan	090-072-026-000- Sun “n” Sand motel consisting of 27 Tourist Accommodation Units (TAU’s), one Residential Unit of Use and paved parking 090-073-014-000 – unimproved beach area
North	“Kings Beach community Plan Special Area #1 “Downtown Commercial Area”	North Tahoe General Plan - Plan Area Statement 029 Kings Beach Community Plan	A mixture of residential and commercial businesses
South	“Kings Beach Community Plan Special Area #3 “Recreation Area”	North Tahoe General Plan - Plan Area Statement 029 Kings Beach Community Plan	Lake Tahoe
East	Kings Beach Community Plan Special Area #3 “Recreation Area”	North Tahoe General Plan - Plan Area Statement 029 Kings Beach Community Plan	North Tahoe Event Center and State Parks
West	Kings Beach Community Plan Special Area #2 “West Entry	North Tahoe General Plan - Plan Area Statement 029	A mixture of commercial businesses

	Commercial"	Kings Beach Community Plan	
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C. PREVIOUS ENVIRONMENTAL DOCUMENT:

The County has determined that an Initial Study shall be prepared in order to determine whether the potential exists for unmitigatable impacts resulting from the proposed project. Relevant analysis from the County-wide General Plan and Community Plan Certified EIRs, and other project-specific studies and reports that have been generated to date, were used as the database for the Initial Study. The decision to prepare the Initial Study utilizing the analysis contained in the General Plan and Specific Plan Certified EIRs, and project-specific analysis summarized herein, is sustained by Sections 15168 and 15183 of the CEQA Guidelines.

Section 15168 relating to Program EIRs indicates that where subsequent activities involve site-specific operations, the agency would use a written checklist or similar device to document the evaluation of the site and the activity, to determine whether the environmental effects of the operation were covered in the earlier Program EIR. A Program EIR is intended to provide the basis in an Initial Study for determining whether the later activity may have any significant effects. It will also be incorporated by reference to address regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole.

The following documents serve as Program-level EIRs from which incorporation by reference will occur:

- ➔ Placer County General Plan EIR
- ➔ Placer County North Shore Plan EIR
- ➔ North Tahoe Community Plan

Section 15183 states that "projects which are consistent with the development density established by existing zoning, community plan or general plan policies for which an EIR was certified shall not require additional environmental review, except as may be necessary to examine whether there are project-specific significant effects which are peculiar to the project or site." Thus, if an impact is not peculiar to the project or site, and it has been addressed as a significant effect in the prior EIR, or will be substantially mitigated by the imposition of uniformly applied development policies or standards, then additional environmental documentation need not be prepared for the project solely on the basis of that impact.

The above stated documents are available for review Monday through Friday, 8am to 5pm, at the Placer County Community Development Resource Agency, 3091 County Center Drive, Auburn, CA 95603. For Tahoe projects, the document will also be available in our Tahoe Division Office, 565 West Lake Blvd., Tahoe City, CA 96145.

D. EVALUATION OF ENVIRONMENTAL IMPACTS:

The Initial Study checklist recommended by the State of California Environmental Quality Act (CEQA) Guidelines is used to determine potential impacts of the proposed project on the physical environment. The checklist provides a list of questions concerning a comprehensive array of environmental issue areas potentially affected by the project (see CEQA Guidelines, Appendix G). Explanations to answers are provided in a discussion for each section of questions as follows:

- a) A brief explanation is required for all answers including "No Impact" answers.
- b) "Less Than Significant Impact" applies where the project's impacts are insubstantial and do not require any mitigation to reduce impacts.
- c) "Less Than Significant with Mitigation Measures" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The County, as lead agency, must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from earlier analyses may be cross-referenced).
- d) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- e) All answers must take account of the entire action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts [CEQA Guidelines, Section 15063(a)(1)].
- f) Earlier analyses may be used where, pursuant to the tiering, Program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration [CEQA Guidelines, Section 15063(c)(3)(D)]. A brief discussion should be attached addressing the following:
 - ➔ **Earlier analyses used** – Identify earlier analyses and state where they are available for review.

- ➔ **Impacts adequately addressed** – Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards. Also, state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - ➔ **Mitigation measures** – For effects that are checked as “Less Than Significant with Mitigation Measures,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- g) References to information sources for potential impacts (i.e. General Plans/Community Plans, zoning ordinances) should be incorporated into the checklist. Reference to a previously-prepared or outside document should include a reference to the pages or chapters where the statement is substantiated. A source list should be attached and other sources used, or individuals contacted, should be cited in the discussion.

I. AESTHETICS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect on a scenic vista? (PLN)			X	
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway? (PLN)			X	
3. Substantially degrade the existing visual character or quality of the site and its surroundings? (PLN)			X	
4. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (PLN)			X	

Discussion- Items I-1,2:

The development of the Peak 10 project will result in a change in the scenic vistas and visual character of both the site and the surrounding area by removing the Sun ‘n’ Sand motel structure and constructing a three story ten unit Planned Residential Development structure. The project will require Design Site Review approval through the Tahoe Design Site Review process which includes reviewing the form, mass and profile of the building and architectural features to be designed to blend and complement the natural terrain and preserve the character and profile of the site as much as possible. Therefore, the Design/Site Review process will ensure that the proposed development of the project site will result in impacts that are considered less than significant. No mitigation measures are required.

Discussion- Item I-3:

The project proposes construction of a new three story 16,154 square foot building which includes ten- three bedroom residential condominium units along with improved parking and landscaping throughout the site. These site improvements would be consistent with, and complementary to, surrounding commercial development in the vicinity. The project area is included in the Tahoe Basin which has a separate Tahoe Design Review process for new multi-family residential projects. Prior to approval of the improvement plans, the project design elements will be subject to review and approval of the Design/Site Review Committee to address the physical conversion of the site. Design/Site Review will include, but not be limited to, a review of onsite landscaping, exterior lighting, parking, circulation and signage.

The Design/Site Review process will ensure that the proposed development of the project site will result in a less than significant impact to the visual character of the site and its surroundings. No mitigation measures are required.

Discussion- Item I-4:

Exterior lighting is proposed and designed for the site and the residential building. As with all new residential projects in the Tahoe Basin, the exterior lighting sources will be screened and directed downward, not outward or upward. Additionally, the Design/Site Review process will ensure that there will be no rooftop lighting that could result in substantial sources of light or glare that could affect views in the area. The project impacts resulting in significant light or glare are considered to be less than significant and no mitigation measures are required.

II. AGRICULTURAL & FOREST RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and				X

Monitoring Program of the California Resources Agency, to non-agricultural use? (PLN)				
2. Conflict with General Plan or other policies regarding land use buffers for agricultural operations? (PLN)				X
3. Conflict with existing zoning for agricultural use, a Williamson Act contract or a Right-to-Farm Policy? (PLN)				X
4. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (PLN)				X
5. Involve other changes in the existing environment which, due to their location or nature, could result in the loss or conversion of Farmland (including livestock grazing) or forest land to non-agricultural or non-forest use? (PLN)				X

Discussion- Items II-1,2,3:

The proposed project will not convert any farmland that has been designated under the farmland mapping and monitoring program, conflict with the General Plan buffer requirements for agricultural operations or conflict with agricultural zoning or Williamson Act contracts. The project site is not currently used for agricultural purposes and the project will not introduce agricultural uses. The project will not involve any other changes that would result in conversion of farmland to non-agricultural uses. Therefore, there is no impact.

Discussion- Items II-4,5:

The project is consistent with existing zoning and will not result in a rezoning of forest land and the development of the project will not result in the conservation of forest land to non-forest use. There is no impact.

III. AIR QUALITY – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plan? (PLN, Air Quality)		X		
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (PLN, Air Quality)		X		
3. Result in a cumulatively considerable net increase of any criteria for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (PLN, Air Quality)		X		
4. Expose sensitive receptors to substantial pollutant concentrations? (PLN, Air Quality)			X	
5. Create objectionable odors affecting a substantial number of people? (PLN, Air Quality)			X	

Discussion- Items III-1,2,3:

The project is located within the Lake Tahoe Air Basin (LTAB) portion of Placer County within the jurisdiction of the Placer County Air Pollution Control District (District). The Tahoe Regional Planning Agency (TRPA) also reviews and regulates projects for air quality impacts and ensures compliance with State and District air quality standards for projects within the Lake Tahoe Basin. The LTAB is designated as nonattainment for the state ozone (O₃) standard, as well as nonattainment for the state particulate matter standard (PM₁₀).

The project proposes the demolition of a 27-room, 8,356 square-foot apartment/motel structure adjacent to North Lake Boulevard in Kings Beach. The structure would be replaced with 10-unit residential condominium building that would total approximately 16,154 square-feet in size. Although the structure would nearly double in square footage, there would be a 60% reduction in the total number of residential units.

OPERATIONAL EMISSIONS:

Upon completion of the project, the new condominium building will not function differently from the existing use, and the intensity of the use will not increase. As a result, there would be no significant increases in air quality emissions and the project impacts to air quality are considered less than significant. No mitigation measures are required.

CONSTRUCTION RELATED EMISSIONS:

The project consists of demolition of an existing motel and replacement of the structure with a condominium building in the same footprint. This activity will require grading and reconstruction of the site in Kings Beach. On-site improvements would result in short-term diesel exhaust emissions from on-site heavy-duty equipment and would generate diesel PM emissions from the use of off-road diesel equipment required for site grading. In order to reduce construction related air emissions, associated grading plans shall list the District's Rules and State Regulations. In order to mitigate potential temporary air quality impacts to neighboring residential and commercial land uses (sensitive receptors), a Dust Control Plan is required to be approved by TRPA prior to approval of the Grading/Improvement Plans. Implementation of Mitigation Measure III.1 will ensure consistency with this requirement and will reduce local, temporary construction impacts to a less than significant level.

Additionally, with the implementation of Mitigation Measure III.2, which includes notes on the grading/improvement plans to ensure compliance with PCAPCD Rules and Regulations, construction related emissions would not result in a cumulatively considerable net increase of any non-attainment criteria or violate air quality standards or substantially contribute to existing air quality violations.

Mitigation Measures- Items III-1,2,3:

MM III.1 Prior to approval of Grading/Improvement Plans, the applicant shall submit a Construction Emission / Dust Control Plan to the Placer County APCD. The applicant shall not break ground prior to receiving APCD approval and providing evidence of approval to the Develop Review Committee.

MM III.2 Include the following standard notes on the Grading Plan:

- a. During construction, the contractor shall utilize existing power sources (e.g. power poles) or clean fuel (e.g. gasoline, biodiesel, natural gas) generators rather than temporary diesel powered generators.
- b. Idling of construction related equipment and construction related vehicles should not occur within 1,000 feet of any sensitive receptor.
- c. The prime contractor shall suspend all grading operations when wind speeds (including instantaneous gusts) are excessive and dust is impacting adjacent properties.
- d. In order to minimize wind driven dust during construction, the prime contractor shall apply methods such as surface stabilization, establishment of a vegetative cover, paving, (or use another method to control dust as approved by the individual jurisdiction).
- e. The contractor shall suspend all grading operations when fugitive dust exceeds Placer County APCD Rule 228 (Fugitive Dust) limitations. The prime contractor shall be responsible for having an individual who is CARB-certified to perform Visible Emissions Evaluations (VEE). This individual shall evaluate compliance with Rule 228 on a weekly basis. It is to be noted that fugitive dust is not to exceed 40% opacity and not go beyond the property boundary at any time. Lime or other drying agents utilized to dry out wet grading areas shall not exceed Placer County APCD Rule 228 Fugitive Dust limitations. Operators of vehicles and equipment found to exceed opacity limits will be notified by APCD and the equipment must be repaired within 72 hours.
- f. Construction equipment exhaust emissions shall not exceed Placer County APCD Rule 202 Visible Emission limitations. Operators of vehicles and equipment found to exceed opacity limits are to be immediately notified by APCD to cease operations and the equipment must be repaired within 72 hours.
- g. A person shall not discharge into the atmosphere volatile organic compounds (VOC's) caused by the use or manufacture of Cutback or Emulsified asphalts for paving, road construction or road maintenance, unless such manufacture or use complies with the provisions of Rule 217.
- h. During construction the contractor shall utilize existing power sources (e.g., power poles) or clean fuel (i.e. gasoline, biodiesel, natural gas) generators rather than temporary diesel power generators.
- i. During construction, the contractor shall minimize idling time to a maximum of 5 minutes for all diesel powered equipment.

- j. During construction, no open burning of removed vegetation shall be allowed unless permitted by the PCAPCD. All removed vegetative material shall be either chipped on site or taken to an appropriate recycling site, or if a site is not available, a licensed disposal site.
- k. The contractor shall apply water or use other method to control dust impacts offsite. Construction vehicles leaving the site shall be cleaned to prevent dust, silt, mud, and dirt from being released or tracked off-site.

Discussion- Items III-4,5:

The project includes demolition of an existing structure, minor grading operations and reconstruction which would result in short-term diesel exhaust emissions from on-site heavy-duty equipment and would generate diesel particulate matter (PM) emissions from the use of off-road diesel equipment required for site grading. However, the site is less than one acre in size, and construction will be limited to one or two construction seasons. In addition, the project demolition will be subject to compliance with the Asbestos National Emission Standard for Hazardous Air Pollutants (Asbestos NESHAP), which is required of all demolition projects. Therefore, the project would not substantially contribute to pollution concentrations affecting sensitive receptors, nor would it create odors impacting substantial numbers of people. No mitigation measures are required.

IV. BIOLOGICAL RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish & Game, U.S. Fish & Wildlife Service or National Oceanic and Atmospheric Administration Fisheries? (PLN)				X
2. Substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number of restrict the range of an endangered, rare, or threatened species? (PLN)				X
3. Have a substantial adverse effect on the environment by converting oak woodlands? (PLN)				X
4. Have a substantial adverse effect on any riparian habitat or other sensitive natural community, including oak woodlands, identified in local or regional plans, policies or regulations, or by the California Department of Fish & Game, U.S. Fish & Wildlife Service, U.S. Army Corps of Engineers or National Oceanic and Atmospheric Administration Fisheries? (PLN)				X
5. Have a substantial adverse effect on federal or state protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) or as defined by state statute, through direct removal, filling, hydrological interruption, or other means? (PLN)				X
6. Interfere substantially with the movement of any native resident or migratory wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nesting or breeding sites? (PLN)				X
7. Conflict with any local policies or ordinances that protect biological resources, including oak woodland resources? (PLN)				X
8. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (PLN)				X

Discussion- Items IV-1,2:

The project site does not contain suitable habitat and does not support any sensitive or special status plant or animal species. The proposed building, parking and landscaping will not conflict with local policies or ordinances protecting biological resources, habitat, or conservation plans. There is no impact.

Discussion- Item IV-3:

The project site does not support oak woodland habitat. There is no impact.

Discussion- Items IV-4,5:

The project site does not contain any riparian, stream zones or wetlands. There is no impact.

Discussion- Item IV-6:

The project will have no effect on the movement of any native resident or migratory fish or wildlife species since the site does not contain streams, ponds or vegetation to support fish or wildlife species. There is no impact.

Discussion- Item IV-7:

Approximately three pines and two cedar trees ranging in size between 22 inches to 41 inches in diameter are exist on the Sun “n” Sand property. The applicant is proposing to design around all five trees and incorporate temporary and permanent BMP’s around the tree drip lines. Therefore, there will be no impact related to removing tress from the site.

Discussion-Item IV-8:

Placer County does not have an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other such approval plans. There is no impact.

V. CULTURAL RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Substantially cause adverse change in the significance of a historical resource as defined in CEQA Guidelines, Section 15064.5? (PLN)				X
2. Substantially cause adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines, Section 15064.5? (PLN)				X
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (PLN)				X
4. Have the potential to cause a physical change, which would affect unique ethnic cultural values? (PLN)				X
5. Restrict existing religious or sacred uses within the potential impact area? (PLN)				X
6. Disturb any human remains, including these interred outside of formal cemeteries? (PLN)				X

Discussion- All Items:

The subject Sun ‘n’ Sand property is a developed site with a hotel motel structure built in 1953 with paved parking. The second site is unimproved with beach and open to the public and future home owners. The project only proposes development on the Sun ‘n’ Sand parcel by removing the existing structure and constructing of a three-story planned residential building in conjunction with paved parking and landscaping. There will be some trenching along the Brockway Vista right-of-way for undergrounding overhead utilities. The project will have no effect on cultural resources.

However, there may be resources that are buried on the site that could be unearthed during development activities. The following standard condition of approval will be included for the project and included as a condition on the Improvement Plans.

“If any archeological artifacts, exotic rock (on-native) or unusual amounts of shell or bone are uncovered during any on-site construction activities, all work must stop immediately in the area and a certified archeologist retained to evaluate the deposit in consultation with the Washoe Tribe. The Placer County Planning Department and Department of Museums must also be contacted for review of the archeological find(s).

If the discovery consists of human remains, the Placer County Corner, Native American Heritage Commission and the Washoe Tribe must also be contacted. Work in the area may only proceed after authorization is granted by the Placer County Planning Services. A note to this effect shall be provided on the Improvement Plans for the project. Following a review of the new find and consultation with appropriate experts, if necessary, the authority to proceed may be accompanied by the addition of development requirements, which provide protection of the site, and/or additional mitigation measures necessary to address the unique or sensitive nature of the site.”

VI. GEOLOGY & SOILS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Expose people or structures to unstable earth conditions or changes in geologic substructures? (ESD)		X		
2. Result in significant disruptions, displacements, compaction or overcrowding of the soil? (ESD)		X		
3. Result in substantial change in topography or ground surface relief features? (ESD)		X		
4. Result in the destruction, covering or modification of any unique geologic or physical features? (ESD)				X
5. Result in any significant increase in wind or water erosion of soils, either on or off the site? (ESD)		X		
6. Result in changes in deposition or erosion or changes in siltation which may modify the channel of a river, stream, or lake? (ESD)		X		
7. Result in exposure of people or property to geologic and geomorphological (i.e. Avalanches) hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards? (PLN, ESD)		X		
8. Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? (ESD)		X		
9. Be located on expansive soils, as defined in Chapter 18 of the California Building Code, creating substantial risks to life or property? (ESD)				X

Discussion- Items VI-1,2,3:

The project proposes to redevelop an existing motel property into a new multi-family residential building containing up to ten condominium units. The existing property includes two parcels, a 0.40 acre developed motel on a parcel adjacent to Caltrans’ Highway 28 (highway parcel) and a 0.30 acre beach parcel. The beach parcel allows for public access and recreational use with no improvements proposed. The existing motel, parking lot, deck, and associated improvements on the 0.40 acre highway parcel will be demolished with excavation of approximately two feet in depth. The site will be graded with the addition of up to 5.5 feet of engineered fill (finished grade at the south end to be raised 3.5 feet from existing grade) for the site to slope from the south to the existing grade at the northern Highway 28 property boundary. The project will export approximately 130 cubic yards of material during site demolition/preparation and import approximately 110 cubic yards of fill. The majority of fill will be native material generated from excavation of the future crawl space and building footings. Other imported construction materials such as aggregate base and utility trench bedding materials will most likely be hauled in from the Teichert Martis

plant in Truckee. The site topography and drainage patterns will be altered as a result of the project, as the site currently slopes gently south towards Lake Tahoe.

The Preliminary Geotechnical Investigation Report prepared by H.E.M. Consulting, LLC, dated July 10, 2015, identified potentially loose saturated soils with liquefaction potential across the upper 10 feet of the site. These soils can lead to potential settlements and lateral spreading for future structures, especially after a major seismic event. As a result, geotechnical engineering recommendations for the engineered fill, site compaction, and structure foundation system should be followed for new construction on this site. General site grading will be performed with conventional excavation equipment such as rubber tire backhoe, small excavator, or mid-size loader. Due to the granular nature of the on-site soils and the relative proximity to groundwater near saturated soils, there is potential for pumping or unstable subgrade conditions during construction activities. In addition, it is recommended that earthwork activities for foundation preparation and installation/construction of underground utilities be conducted in late summer or early fall and relatively light weight and non-vibratory equipment be used.

The proposed project's impacts associated with exposing people or structures to unstable earth conditions or changes in geologic substructures; disruptions, displacements, and compaction of soil; and change in topography will be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Items VI-1,2,3:

MM VI.1 The applicant shall prepare and submit Improvement Plans, specifications and cost estimates (per the requirements of Section II of the Land Development Manual [LDM] that are in effect at the time of submittal) to the Engineering and Surveying Division (ESD) for review and approval of each project phase. The plans shall show all physical improvements as required by the conditions for the project as well as pertinent topographical features both on and off site. All existing and proposed utilities and easements, on site and adjacent to the project, which may be affected by planned construction, shall be shown on the plans. All landscaping and irrigation facilities within the public right-of-way (or public easements), or landscaping within sight distance areas at intersections, shall be included in the Improvement Plans. The applicant shall pay plan check and inspection fees with the 1st Improvement Plan submittal. (NOTE: Prior to plan approval, all applicable recording and reproduction costs shall be paid). The cost of the above-noted landscape and irrigation facilities shall be included in the estimates used to determine these fees. It is the applicant's responsibility to obtain all required agency signatures on the plans and to secure department approvals. If the Design/Site Review process and/or Development Review Committee (DRC) review is required as a condition of approval for the project, said review process shall be completed prior to submittal of Improvement Plans. Record drawings shall be prepared and signed by a California Registered Civil Engineer at the applicant's expense and shall be submitted to the ESD in both hard copy and electronic versions in a format to be approved by the ESD prior to acceptance by the County of site improvements.

Conceptual landscape plans submitted prior to project approval may require modification during the Improvement Plan process to resolve issues of drainage and traffic safety.

MM VI.2 The Improvement Plans for each project phase shall show all proposed grading, drainage improvements, vegetation and tree removal and all work shall conform to provisions of the County Grading Ordinance (Ref. Article 15.48, Placer County Code) and Stormwater Quality Ordinance (Ref. Article 8.28, Placer County Code) that are in effect at the time of submittal. No grading, clearing, or tree disturbance shall occur until the Improvement Plans are approved and all temporary construction fencing has been installed and inspected by a member of the Development Review Committee (DRC). All cut/fill slopes shall be at a maximum of 2:1 (horizontal: vertical) unless a soils report supports a steeper slope and the Engineering and Surveying Division (ESD) concurs with said recommendation. Fill slopes shall not exceed 1.5:1 (horizontal: vertical).

The applicant shall revegetate all disturbed areas. Revegetation, undertaken from April 1 to October 1, shall include regular watering to ensure adequate growth. A winterization plan shall be provided with project Improvement Plans. It is the applicant's responsibility to ensure proper installation and maintenance of erosion control/winterization before, during, and after project construction. Soil stockpiling or borrow areas, shall have proper erosion control measures applied for the duration of the construction as specified in the Improvement Plans. Provide for erosion control where roadside drainage is off of the pavement, to the satisfaction of the Engineering and Surveying Division (ESD).

The applicant shall submit to the ESD a letter of credit or cash deposit in the amount of 110 percent of an approved engineer's estimate for winterization and permanent erosion control work prior to Improvement Plan approval to guarantee protection against erosion and improper grading practices. Upon the County's acceptance of improvements, and satisfactory completion of a one-year maintenance period, unused portions of said deposit shall be refunded to the project applicant or authorized agent.

If, at any time during construction, a field review by County personnel indicates a significant deviation from the proposed grading shown on the Improvement Plans, specifically with regard to slope heights, slope ratios, erosion control, winterization, tree disturbance, and/or pad elevations and configurations, the plans shall be reviewed by the DRC/ESD for a determination of substantial conformance to the project approvals prior to any further work proceeding. Failure of the DRC/ESD to make a determination of substantial conformance may serve as grounds for the revocation/modification of the project approval by the appropriate hearing body.

MM VI.3 The Improvement Plan submittal shall include a final geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer for Engineering and Surveying Division (ESD) review and approval. The report shall address and make recommendations on the following:

- A) Road, pavement, and parking area design;
- B) Structural foundations, including retaining wall design;
- C) Grading practices;
- D) Erosion/winterization;
- E) Special problems discovered on-site, (i.e., groundwater, liquefiable soils, etc.)
- F) Slope stability

Once approved by the ESD, two copies of the final report shall be provided to the ESD and one copy to the Building Services Division for its use. It is the responsibility of the developer to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report.

MM VI.4 Earthwork activities for foundation preparation and installation of underground utilities and infiltration chambers shall be conducted in late summer or early fall. Relatively light weight and non-vibratory equipment shall be used during construction to mitigate for potential pumping or unstable subgrade conditions.

Discussion- Item VI-4:

There are no improvements proposed on the 0.30 acre beach parcel. The 0.40 acre parcel has been fully disturbed and developed with an existing motel and paved parking lot. There are no unique geologic or physical features that will be destroyed, covered, or modified as a result of project construction. There is no impact.

Discussion- Items VI-5,6:

The existing structures and pavement on the 0.40 acre motel property will be demolished, with no more than two feet from existing grade excavated across the site as part of site demolition. The site will be raised a maximum of 3.5 feet near the south end so that positive drainage of 0.5 percent is provided towards the north end of the property (State Highway 28). Grading activities on this property increases the risk of erosion and creates a potential for contamination of stormwater runoff with disturbed soils or other pollutants introduced through typical grading practices. The project is approximately 140 feet from the high water line of Lake Tahoe, which is especially sensitive to the addition of sediment or dust from nearby development activities. The construction phase will create significant potential for erosion as disturbed soil may come in contact with wind or precipitation that could transport sediment to the air and/or directly to Lake Tahoe. Erosion and water quality impacts from site grading activities have the potential for causing a direct negative influence on local waterways such as Lake Tahoe. Discharge of concentrated runoff in the post-development condition could also contribute to the erosion potential impact in the long-term. Erosion potential and water quality impacts are always present and occur when protective site cover is removed and soils are disturbed. This disruption of soils on the site has the potential to result in significant increases in erosion of soils both on- and off-site. The proposed project's impacts associated with soil erosion will be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Items VI-5,6:

MM VI.1, MM VI.2, MM VI.3 See Items VI-1,2,3 for the text of these mitigation measures as well as the following:

MM VI.5 Staging Areas: The Improvement Plans shall identify the stockpiling and/or vehicle staging areas with locations as far as practical from existing dwellings and protected resources in the area.

MM VI.6 The Improvement Plans shall show that water quality treatment facilities/Best Management Practices (BMPs) shall be designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development and Redevelopment, and for Industrial and Commercial (or other similar source as approved by the Engineering and Surveying Division (ESD)).

Construction (temporary) BMPs for the project include, but are not limited to: Fiber Rolls (SE-5), Hydroseeding (EC-4), Stabilized Construction Entrance (LDM Plate C-4), Vehicle and Equipment Maintenance (NS-10), Wind Erosion

Control (WE-1), Material Delivery and Storage (WM-1), revegetation techniques, dust control measures, concrete truck washout areas, securing import loads with tarps to prevent offsite airborne contaminants, weekly street sweeping, and limiting the soil disturbance.

Discussion- Items VI-7,8:

The site is located within an area susceptible to seismic shaking during and shortly after a seismic event in northern California and western Nevada. The site may experience moderate ground shaking caused by earthquakes occurring along offsite faults. The project location and soils are not conducive to landslides or mudslides; however, the Preliminary Geotechnical Investigation Report by H.E.M. Consulting, LLC, dated July 10, 2015, analyzed potentially liquefiable soils within the upper 10 feet of the soil profile at the site. In order to mitigate the potential for differential vertical settlements of the proposed improvements due to liquefiable subsurface soils at the site, a reinforced gravel pad combined with a conventional spread foundation system is recommended at a minimum by the geotechnical engineer. The structures will be constructed according to the current edition of the California Building Code, which includes seismic design criteria, and with professional geotechnical engineer oversight, so the likelihood of severe damage due to ground shaking is minimal. However, the project’s impacts related to geologic and geomorphological hazards such as earthquakes, ground failure, or similar hazards, as well as the project’s impacts related to soil instability and potential off-site landslide, lateral spreading, subsidence, liquefaction, or collapse can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Items VI-7,8:

MM VI.3 See Items VI-1,2,3 for the text of this mitigation measure.

Discussion- Item VI-9:

The soils testing performed at this site by H.E.M. Consulting LLC did not identify any expansive soils. There is no impact.

VII. GREENHOUSE GAS EMISSIONS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant and/or cumulative impact on the environment? (PLN, Air Quality)			X	
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (PLN, Air Quality)			X	

Discussion- All Items:

Greenhouse gas (GHG) emissions of primary concern from land use projects include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Construction related activities resulting in exhaust emissions may come from fuel combustion for heavy-duty diesel and gasoline-powered equipment, portable auxiliary equipment, material delivery trucks, and worker commuter trips. Operational GHG emissions would result from motor vehicle transportation to and from the project site, as well as off-site emissions generated by utility providers associated with the project’s electricity demands.

As proposed, the project would double the square footage of the building, but would result in a 60% reduction in actual units. While the GHG emissions associated with heating and cooling the additional conditioned space and providing utilities to the new units could increase, the increase would not be substantial because the existing building was constructed in 1953 and has not been upgraded substantially over the years. Therefore, the existing building is not as efficient as the new building will be required to be under the most current Title 24 construction standards. In addition, there would be a reduction in traffic trips, based on fewer units and a corresponding reduction in associated GHG emissions.

The construction and operational related GHG emissions resulting from the project would not substantially hinder the State’s ability to attain the goals identified in AB 32 (i.e., reduction of statewide GHG emissions to 1990 levels by 2020; approximately a 21 percent reduction from projected 2020 emissions), because the project would result in reduced overall emissions that would be below the PCPACD recommended threshold to achieve the goals

identified in AB32. Thus, the construction and operation of the project would not generate substantial greenhouse gas emissions, either directly or indirectly, which may be considered to have a significant impact on the environment, nor conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases and is therefore considered to have a less than significant impact. No mitigation measures are required.

VIII. HAZARDS & HAZARDOUS MATERIALS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine handling, transport, use, or disposal of hazardous or acutely hazardous materials? (EHS)			X	
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (EHS)			X	
3. Emit hazardous emissions, substances, or waste within one-quarter mile of an existing or proposed school? (PLN, Air Quality)			X	
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (EHS)				X
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (PLN)				X
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing in the project area? (PLN)				X
7. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (PLN)			X	
8. Create any health hazard or potential health hazard? (EHS)				X
9. Expose people to existing sources of potential health hazards? (EHS)				X

Discussion- Items VIII-1,2:

The use of hazardous substances during normal construction activities is expected to be limited in nature, and will be subject to standard handling and storage requirements. Accordingly, impacts related to the release of hazardous substances are considered less than significant. No mitigation measures are proposed.

Discussion- Item VIII-3:

The project does not propose a use that would typically emit hazardous substances or waste that would affect a substantial number of people and is therefore considered to have a less than significant impact. No mitigation measures are required.

Discussion- Item VIII-4:

The project site is not included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5. Therefore, there is no impact

Discussion- Items VIII-5,6:

The closest airport or airstrip to the project site is the Truckee Airport, approximately ten miles north of the project site and no safety hazard will occur as a result of the proposed project. There is no impact.

Discussion- Item VIII-7:

The proposed project will develop a ten unit condominium project in an urban area of Kings Beach that contains the potential for wildfire danger. The California Department of Fire and Forestry Protection (2007), designates the project site as being located in the High Fire Hazard Severity Zone of the State Responsibility Area (SRA). The project will be required to conform to the current fire safe building codes, including the Placer County Fire Safe ordinance and section 4290 of the California Public Resource Code and a “will serve” letter from the North Tahoe Fire Protection District will be required. As the new structures will be constructed to be consistent with Fire and Building Code, the potential risk from wild land fires will be reduced to less than significant levels. No mitigation measures are required.

Discussion- Items VIII-8,9:

The project will not create a health hazard, potential health hazard or expose people to existing sources of potential health hazards. Therefore, there is no impact.

IX. HYDROLOGY & WATER QUALITY – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Violate any federal, state or county potable water quality standards? (EHS)				X
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lessening of local groundwater supplies (i.e. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (EHS)			X	
3. Substantially alter the existing drainage pattern of the site or area? (ESD)		X		
4. Increase the rate or amount of surface runoff? (ESD)		X		
5. Create or contribute runoff water which would include substantial additional sources of polluted water? (ESD)		X		
6. Otherwise substantially degrade surface water quality?(ESD)		X		
7. Otherwise substantially degrade ground water quality? (EHS)			X	
8. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard boundary or Flood Insurance Rate Map or other flood hazard delineation map? (ESD)				X
9. Place within a 100-year flood hazard area improvements which would impede or redirect flood flows? (ESD)				X
10. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (ESD)				X
11. Alter the direction or rate of flow of groundwater? (EHS)				X
12. Impact the watershed of important surface water resources, including but not limited to Lake Tahoe, Folsom Lake, Hell Hole		X		

Reservoir, Rock Creek Reservoir, Sugar Pine Reservoir, French Meadows Reservoir, Combie Lake, and Rollins Lake? (EHS, ESD)				
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Discussion- Item IX-1:

The project will not violate any potable water quality standards as it will utilize existing publicly treated potable water supply from North Tahoe Public Utility District. Therefore, there is no impact.

Discussion- Item IX-2:

This project will not substantially deplete groundwater supplies; interfere substantially with groundwater recharge as the project is utilizing a public water supply for its domestic water supply. Thus, there is a less than significant impact. No mitigation measures are required.

Discussion- Items IX-3,4:

The project proposal would result in the redevelopment of an existing motel site into a ten-unit multi-family residential condominium project. The project will result in a 13 percent reduction in impervious surface area from the previous motel use; however, the drainage pattern will be altered as a result of the proposed project grading. The property is currently lower than surrounding parcels and slopes at very slight grade gently south away from Highway 28 towards Lake Tahoe, but also ponds on-site due to the nearly flat nature of the site. Site drainage problems are exacerbated by accumulated beach sand to the south of the parcel that blocks site drainage. The existing on-site ponding issues create slip and fall hazards due to ice forming during winter months. The project proposes to regrade the site and place up to 3.5 feet of fill material at the south end of the property to allow the site to drain from south to north across the parcel with a 5 percent slope towards the northern property boundary at Caltrans' Highway 28 right-of-way. This will alleviate existing flooding issues and allow for positive drainage towards an underground infiltration gallery for water quality treatment of the TRPA 20-year one hour storm event before discharge from the site. Post-project drainage flows that exceed the 20-year 1 hour design storm will be directed north towards Caltran's right-of-way, rather than the existing condition where site drainage flows south from the parcel towards Lake Tahoe. Flows will be conveyed from on an on-site storm drainage inlet to tie into a Caltrans' storm drain drop inlet to be constructed as part of the Kings Beach Commercial Core Improvement Project (KKCCIP). According to the preliminary drainage report prepared by the PR Design & Engineering, Inc., dated August 12, 2015, the 24-inch storm drain being placed as part of the KBCCIP improvements has capacity to convey the project's 0.67 cfs increase in flow during the 100-year storm event. Storm water will be conveyed east within the new public storm water system for approximately 120 feet to the KBCCIP water quality treatment area within the North Tahoe Event Center prior to discharge to Lake Tahoe.

The 0.40 acre project site is currently developed with a motel, parking lot, and associated improvements. Existing total impervious surface area is 16,743 square feet. The proposed project will reduce the impervious surface area to 14,490 square feet, for a reduction of 13 percent. According to the preliminary drainage report prepared by the PR Design & Engineering, Inc., dated August 12, 2015, the site post-development peak flows will decrease from the pre-development peak flows for the both the ten and 100-year events. However, flows will be concentrated towards the northern property boundary in the post-development condition, where they previously were not conveyed, so the rate and amount of surface runoff is increasing towards the northern site boundary towards Caltrans' right-of-way. The project will be required to show that there are no detrimental impacts to the Caltrans' right-of-way during Improvement Plan review. A final drainage report will be required with submittal of the improvement plans for County review and approval to substantiate the preliminary drainage report calculations.

The proposed project's impacts associated with altering the drainage pattern of the site and increasing the rate or amount of surface runoff will be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Items IX-3,4:

MM VI.1, MM VI.2 See Items VI-1,2,3 for the text of these mitigation measures as well as the following:

MM IX.1 The Improvement Plan submittal shall include a Final Drainage Report in conformance with the requirements of Section 5 of the Land Development Manual and the Placer County Storm Water Management Manual that are in effect at the time of submittal, to the Engineering and Surveying Division for review and approval. The report shall be prepared by a Registered Civil Engineer and shall, at a minimum, include: A written text addressing existing conditions, the effects of the improvements, all appropriate calculations, a watershed map, increases in downstream flows, proposed on- and off-site improvements and drainage easements to accommodate flows from this project. With the Final Drainage Report, the applicant shall demonstrate that the project does not

negatively impact neighboring properties or Caltrans' facilities by causing ponding of stormwater during storm events that exceed the capacity of the underground storm drainage system and/or infiltration galleries. The report shall identify water quality protection features and methods to be used both during construction and for long-term post-construction water quality protection. "Best Management Practice" measures shall be provided to reduce erosion, water quality degradation, and prevent the discharge of pollutants to stormwater to the maximum extent practicable.

MM IX.2 Prior to Improvement Plan approval, obtain an Encroachment Permit from Caltrans for any work proposed within the State Highway right-of-way (tie-in to storm water drop inlet). A copy of said Permit shall be provided to the Engineering and Surveying Division prior to the approval of the Improvement Plans.

Discussion- Items IX-5,6,12:

Contaminated runoff from the site has the potential for causing negative direct influence on the water quality of Lake Tahoe, an important surface water resource. Potential water quality impacts are present both during project construction and after project development. Construction activities will disturb soils and cause potential introduction of sediment into stormwater during rain events. Through the implementation of Best Management Practices (BMPs) for minimizing contact with potential stormwater pollutants at the source and erosion control methods, this potentially significant impact will be reduced to less than significant levels.

The project will construct 14,490 square feet of impervious surfaces for the building, decks, stairs, a gas fire fit, paved parking area, and concrete walkways. This is a reduction of 13 percent of impervious surface area from the previous motel use, which did not have any water quality BMPs installed to treat the runoff from impervious surfaces. The multi-family residential project proposes fill and grading in order to drain the new impervious surfaces towards an underground infiltration gallery to treat the runoff from the 20-year one hour storm event. In the post-development condition, the project could potentially introduce contaminants such as oil and grease, sediment, nutrients, metals, organics, surfactants from vehicle washing activities, pesticides, and trash from activities such as pavement runoff, outdoor storage, and refuse collection. However, the project proposes permanent BMPs designed in accordance with TRPA requirements including disconnection of roof gutters and downspouts, a rock-lined infiltration trench, and impervious area drainage collection to a sub-surface storage and infiltration facility. A final drainage report will be required with submittal of the improvement plans for County review and approval to substantiate the preliminary report drainage and BMP sizing calculations. The proposed project's impacts associated with water quality degradation will be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures- Items IX-5,6,12:

MM VI.1, MM VI.2, MM VI.5, MM VI.6, MM IX.1 See Items VI-1,2,3, VI-5,6, and IX-3,4 for the text of these mitigation measures as well as the following:

MM IX.3 The Improvement Plans shall show that water quality treatment facilities/Best Management Practices (BMPs) shall be designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment, and for Industrial and Commercial (or other similar source as approved by the Engineering and Surveying Division (ESD)).

Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed catch basins, vegetated swales, vaults, infiltration basins, water quality basins, filters, etc. for entrapment of sediment, debris and oils/greases or other identified pollutants, as approved by the Engineering and Surveying Division (ESD). Post-development (permanent) BMPs for the project include, but are not limited to: multi-chambered stormwater storage and infiltration system and rock-lined infiltration trench. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.

All BMPs shall be maintained as required to insure effectiveness. The applicant shall provide for the establishment of vegetation, where specified, by means of proper irrigation. Proof of on-going maintenance, such as contractual evidence, shall be provided to ESD upon request. Maintenance of these facilities shall be provided by the project owners/permittees.

MM IX.4 Prior to Improvement Plan approval, provide the Engineering and Surveying Division with permits/comments from the Tahoe Regional Planning Agency (TRPA) and/or the Lahontan Regional Water Quality Control Board indicating its approval.

Discussion- Item IX-7:

The project could result in urban stormwater runoff. Standard Best Management Practices (BMPs) will be used and as such, the potential for this project to violate any water quality standards is considered to be less than significant. No mitigation measures are required.

Discussion- Items IX-8,9,10:

The project site is not located within a Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) area and no housing is proposed to be placed within a 100-year flood hazard area as mapped on a federal Flood Hazard boundary or Flood Insurance Rate Map or other flood hazard delineation map. Improvements will not be placed within a 100-year flood hazard area which would impede or redirect flood flows. People or structures will not be exposed to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. There is no impact.

Discussion- Item IX-11:

The project will not utilize groundwater; therefore it will not alter the direction or rate of flow of groundwater. Therefore, there is no impact

X. LAND USE & PLANNING – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Physically divide an established community? (PLN)				X
2. Conflict with General Plan/Community Plan/Specific Plan designations or zoning, or Plan policies adopted for the purpose of avoiding or mitigating an environmental effect? (EHS, ESD, PLN)			X	
3. Conflict with any applicable habitat conservation plan or natural community conservation plan or other County policies, plans, or regulations adopted for purposes of avoiding or mitigating environmental effects? (PLN)				X
4. Result in the development of incompatible uses and/or the creation of land use conflicts? (PLN)				X
5. Affect agricultural and timber resources or operations (i.e. impacts to soils or farmlands and timber harvest plans, or impacts from incompatible land uses)? (PLN)				X
6. Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)? (PLN)				X
7. Result in a substantial alteration of the present or planned land use of an area? (PLN)			X	
8. Cause economic or social changes that would result in significant adverse physical changes to the environment such as urban decay or deterioration? (PLN)				X

Discussion- Items X-1,6,8:

The site is within the Kings Beach Community Plan zoning district. The Kings Beach Community Plan for the area allows residential development and the project is consistent with surrounding land uses and designations and will not disrupt or divide a community or cause an economic or social change that would result in significant adverse physical changes to the environment such as urban decay. This is an infill project that will improve the residential needs for the Kings Beach area. There is no impact.

Discussion- Items X-2,7:

The Community Plan and Land Use Ordinance Land Use Designation for the project site is “Kings Beach community Plan Special Area #1 “Downtown Commercial Area.” The proposed construction of a Planned

Residential Development of up to 10 units with common open space is consistent with the Kings Beach land use designation identified in the Kings Beach Community Plan. As described, the project requests a Conditional Use Permit, Major Subdivision, Planned Residential Development, and Variance to the number of required on-site parking spaces. These entitlements will be considered by the Planning Commission. The development of the site as proposed does not conflict with the land use policies or designations of the Kings Beach Community Plan, North Tahoe General Plan and Land Use Ordinance and does not represent an alteration of the present or planned land use of the area. No mitigation measures are required.

Discussion- Item X-3:

The project site is not located within any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved conservation plan area. Therefore, there is no impact.

Discussion- Item X-4:

As described, the Peak 10 multi-family residential project is an infill project that proposes to improve the area by providing ten residential units for sale and installation of permanent water quality measures. The project will not result in the development of incompatible uses and/or the creation of land use conflicts. The proposed residential building is consistent with surrounding land uses and with the Kings Beach Community Plan. There is no impact.

Discussion- Item X-5:

There are no agricultural or lumber resources on the project site and the project does not propose any such activities. Therefore, there is no impact.

XI. MINERAL RESOURCES – Would the project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. The loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (PLN)				X
2. The loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (PLN)				X

Discussion- All Items:

There are no known mineral resources of state or local significance at this site. There is no impact.

XII. NOISE – Would the project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan, Community Plan or noise ordinance, or applicable standards of other agencies? (PLN)			X	
2. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (PLN)			X	
3. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (PLN)		X		
4. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose				X

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

Discussion- Items XII-1,2:

The project would result in the addition of a new residential use of up to ten residential units on a site that is currently surrounded by commercial, hotel/motels, institutional, and residential uses. The only sensitive receptors (i.e. residences.) that exist in the vicinity are the residents that are found intermediately on North Lake Boulevard and in the Kings Beach residential “grid” that is located approximately 300 feet directly to the north along Rainbow Avenue. The proposed building is oriented to the west, towards the “Steamers” restaurant and is designed to direct sound outward in the direction of the commercially zoned properties. The site is also designed to have the parking area facing commercially zoned areas. Additionally, the residential project would not generate noise during normal business hours and would not generate noise that could exceed any County standards after hours, when the sound thresholds are lower. Therefore, the project does not have the potential to expose people to noise levels in excess of standards contained in the Kings Beach Community Plan. The proposed residences through the building permit phase will be designed with sound buffering windows and insulation to make any existing noise less than significant. No mitigation measures are required.

At present, the most significant contributor to ambient noise in the vicinity is the highway traffic on North Lake Boulevard. The development of ten residential units with associated traffic will not have an effect on ambient noise levels in the vicinity or have a substantial permanent increase in ambient noise levels that is normally found in a commercial neighborhood. Future residences at the project site shall be required to adhere to the County noise ordinance standards for land uses. There is no impact.

Discussion- Item XII-3:

The noise generated by construction activities associated with the proposed project may result in a temporary increase in ambient noise levels in the area. The movement of construction equipment, site excavation, concrete work, wood framing and other normal building construction activities will create noise levels that may exceed the Placer County Noise Ordinance standards. Although these activities will be temporary in nature, they represent a potentially significant impact on the surrounding area.

The following mitigation measures will be incorporated into the project in order to reduce these impacts to less than significant.

Mitigation Measures- Item XII-3:

MM XII.1 In order to mitigate the impacts of construction noise noted above, construction noise emanating from any construction activities for which a building permit or grading permit is required is prohibited on Sundays and Federal Holiday and shall only occur:

- Monday through Friday, 6:00 am to 8:00 pm (during daylight savings)
- Monday through Friday, 7:00 am to 8:00 pm (during standard time)
- Saturdays, 8:00 am to 6:00 pm

Essentially, quiet activities, which do not involve heavy equipment or machinery, may occur at other times and work occurring within an enclosed building, such as a structure under construction with the roof and siding completed, may occur at other times as well.

Discussion- Items XII-4,5:

The proposed project is not located within the vicinity of a public or private airport. There is no impact.

XIII. POPULATION & HOUSING – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Induce substantial population growth in an area, either directly (i.e. by proposing new homes and businesses) or indirectly (i.e. through extension of roads or other infrastructure)? (PLN)			X	
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (PLN)			X	

Discussion- Item XIII-1:

Since the project includes the development of ten residential units, it will result in a slight increase in population. However, the development is consistent with the development anticipated in the Kings Beach Community Plan since the proposed dwellings are an allowed use.. This impact is less than significant and no mitigation measures are required.

Discussion- Item XIII-2:

The proposed project site is an existing Hotel Motel parcel with one care taker unit existing on-site. Even though a caretaker unit will be removed, there will be ten additional units added to increase a net gain of nine residential units on-site, which is a less than significant impact. No mitigation measures are required.

XIV. PUBLIC SERVICES – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental services and/or facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Fire protection? (ESD, PLN)				X
2. Sheriff protection? (ESD, PLN)				X
3. Schools? (ESD, PLN)				X
4. Maintenance of public facilities, including roads? (ESD, PLN)			X	
5. Other governmental services? (ESD, PLN)				X

Discussion- Items XIV-1,2,3,5:

The project results in the development of a Planned Residential Development with ten residential units and is located within several established services districts include the North Tahoe Fire Protection District and North Tahoe Public Service District, Placer County Sheriff Office, Tahoe-Truckee School District as well as other governmental services that currently serve the project site and surrounding area. As a condition of approval for the project, "Will-serve" letters will be required from the appropriate public services providers indicating they have the services needed to construct the project. There is no impact.

Discussion- Item XIV-4:

The proposed project would result in the removal of 27 Tourist accommodation units and one care taker unit with parking and associated infrastructure. The ten residential-unit project does not generate the need for more maintenance of public facilities that what was anticipated with the build out of the Kings Beach Community Plan and Land Use Ordinance. This is a less than significant impact and no mitigation measures are required.

XV. RECREATION – Would the project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (PLN)				X
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (PLN)				X

Discussion- All Items:

The project results in the development of a three story residential building with ten residential units on one parcel and common open space on the second parcel. Since the project is proposing to provide on-site housing near a public beach, there will be no significant increase in demand on neighborhood or regional parks or other recreational facilities. There is no impact.

XVI. TRANSPORTATION & TRAFFIC – Would the project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. An increase in traffic which may be substantial in relation to the existing and/or planned future year traffic load and capacity of the roadway system (i.e. result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? (ESD)				X
2. Exceeding, either individually or cumulatively, a level of service standard established by the County General Plan and/or Community Plan for roads affected by project traffic? (ESD)				X
3. Increased impacts to vehicle safety due to roadway design features (i.e. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (ESD)				X
4. Inadequate emergency access or access to nearby uses? (ESD)				X
5. Insufficient parking capacity on-site or off-site? (ESD, PLN)			X	
6. Hazards or barriers for pedestrians or bicyclists? (ESD)				X
7. Conflicts with adopted policies, plans, or programs supporting alternative transportation (i.e. bus turnouts, bicycle lanes, bicycle racks, public transit, pedestrian facilities, etc.) or otherwise decrease the performance or safety of such facilities? (ESD)				X

8. Change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (PLN)				X
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Discussion- Items XVI-1,2:

The project will redevelop an existing motel that operates with 27 Tourist Accommodation Units (TAUs) and one residential unit. The existing 8,356 square foot motel creates more trips than the proposed 16,154 square foot multi-family residential building that will contain up to ten airspace condominium units. Since there is a reduction in trips associated with the redevelopment of this parcel, there is no impact to the capacity of the local and regional roadway system. The project will not exceed, either individually or cumulatively, a level of service standard established by the County for roads affected by project traffic. There is no impact.

Discussion- Item XVI-3:

The proposed project will not increase impacts to vehicle safety due to roadway design features or incompatible uses. The driveway encroachment off of Caltrans' Highway 28 has been designed to County standards and is part of a phased construction project, currently underway, that should be completed either before or concurrently with this multi-family residential redevelopment project. There is no impact.

Discussion- Item XVI-4:

The North Tahoe Fire Protection District (NTFPD) has reviewed access and egress for the proposed project and has provided a will serve letter. NTFPD stated that access for fire apparatus and emergency services is adequate and the emergency egress is compliant with state and local fire codes. A fire district representative's signature will be required on the project Improvement Plans. There is no impact.

Discussion- Item XVI-5:

The project proposes 20 parking spaces, two for each residential condominium unit. The Zoning Ordinance required parking for this project is 31 parking spaces. The project is requesting a Variance to the number of required parking spaces. This entitlement will be considered by the Planning Commission. No mitigation measures are required.

Discussion- Item XVI-6:

The proposed project will not cause hazards or barriers for pedestrians or bicyclists. There is no impact.

Discussion- Item XVI-7:

The project will not conflict with any adopted policies, plans, or programs supporting alternative transportation (i.e. bus turnouts, bicycle lanes, bicycle racks, public transit, pedestrian facilities, etc.) or otherwise decrease the performance or safety of such facilities. There is no impact.

Discussion-Item XVI-8:

The project construction and related site improvements will not change air traffic patterns or increase traffic levels that result in substantial safety risks. No impact

XVII. UTILITIES & SERVICE SYSTEMS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (ESD)				X
2. Require or result in the construction of new water or wastewater delivery, collection or treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (EHS, ESD)			X	
3. Require or result in the construction of new on-site sewage systems? (EHS)				X

4. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (ESD)			X	
5. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (EHS)			X	
6. Require sewer service that may not be available by the area's waste water treatment provider? (EHS, ESD)			X	
7. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs in compliance with all applicable laws? (EHS)			X	

Discussion- Item XVII-1:

The type of wastewater to be produced by this new ten-unit multi-family residential condominium project is typical of wastewater already collected and treated by North Tahoe Public Utility District (NTPUD). A public gravity sewer system is proposed to be constructed with the project to connect to NTPUD's existing conveyance system at an on-site sewer connection point. The treatment facility is capable of handling and treating this type of wastewater to the treatment requirements of the Regional Water Quality Control Board. A will-serve letter for sewer and water services will be required from NTPUD prior to Improvement Plan approval. There is no impact. No mitigation measures are required.

Discussion- Item XVII-2:

Treated water will be provided by North Tahoe PUD and will not require or result in the construction of new water delivery, collection or treatment facilities or expansion of existing facilities. Therefore, impacts related to the construction of new water delivery, collection or treatment facilities or expansion of existing facilities are considered to be less than significant. No mitigation measures are required.

Discussion- Item XVII-3:

The project will not result in the construction of new on-site sewage systems. Therefore, there is no impact.

Discussion- Item XVII-4:

The storm water runoff will be collected in the proposed on-site drainage facilities and conveyed to either an infiltration trench for the roof runoff behind the residential condominium building or to an underground infiltration gallery for the portion of the roofs and decks that drain west in combination with the runoff from the parking lot and other impervious areas. The project will collect and treat the runoff from all impervious areas from the 20-year one-hour storm event in accordance TRPA requirements. The treated runoff will either infiltrate or flow north towards Caltrans' right-of-way to tie into a drop inlet being constructed with the KBCCIP. The KBCCIP storm drainage system conveys flows to a water quality treatment area prior to discharge to Lake Tahoe. The construction of these off-site drainage facilities has been analyzed with the KBCCIP EIR and will not cause significant environmental effects. No mitigation measures are necessary.

Discussion- Item XVII-5:

Treated water will be provided by North Tahoe PUD, there is a current connection to the treated water line. A standard condition of approval will require that prior to building permit approval a will serve letter will be required from the North Tahoe PUD. No mitigation measures are required.

Discussion- Item XVII-6:

The property is currently served by North Tahoe PUD for sewer service. A standard condition of approval will require that prior to building permit approval a will serve letter will be required from the North Tahoe PUD. No mitigation measures are required.

Discussion- Item XVII-7:

The project will be served by Tahoe Truckee Sierra Disposal. A will serve letter was received from Tahoe Truckee Sierra Disposal indicating their willingness to serve the project; this is considered a less than significant impact. No mitigation measures are required.

E. MANDATORY FINDINGS OF SIGNIFICANCE:

Environmental Issue	Yes	No
1. Does the project have the potential to degrade the quality of the environment, substantially impact biological resources, or eliminate important examples of the major periods of California history or prehistory?		X
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)		X
3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?		X

F. OTHER RESPONSIBLE AND TRUSTEE AGENCIES whose approval is required:

<input type="checkbox"/> California Department of Fish and Wildlife	<input type="checkbox"/> Local Agency Formation Commission (LAFCO)
<input type="checkbox"/> California Department of Forestry	<input type="checkbox"/> National Marine Fisheries Service
<input type="checkbox"/> California Department of Health Services	<input checked="" type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> California Department of Toxic Substances	<input type="checkbox"/> U.S. Army Corp of Engineers
<input checked="" type="checkbox"/> California Department of Transportation	<input type="checkbox"/> U.S. Fish and Wildlife Service
<input type="checkbox"/> California Integrated Waste Management Board	<input checked="" type="checkbox"/> North Tahoe Public Service District
<input checked="" type="checkbox"/> California Regional Water Quality Control Board	<input type="checkbox"/> _____

G. DETERMINATION – The Environmental Review Committee finds that:

Although the proposed project **COULD** have a significant effect on the environment, there **WILL NOT** be a significant effect in this case because the mitigation measures described herein have been added to the project. A **MITIGATED NEGATIVE DECLARATION** will be prepared.

H. ENVIRONMENTAL REVIEW COMMITTEE (Persons/Departments consulted):

Planning Services Division, Allen Breuch, Chairperson
 Planning Services Division, Air Quality, Gerry Haas
 Engineering and Surveying Division, Rebecca Taber
 Environmental Engineering Division, Heather Knutson
 Department of Public Works, Transportation
 Environmental Health Services, Laura Rath
 Flood Control Districts, Andrew Darrow
 Facility Services, Parks, Andy Fisher
 North Tahoe Fire Protection District

Signature  Date August 14, 2015
 Crystal Jacobsen, Environmental Coordinator

I. SUPPORTING INFORMATION SOURCES: The following public documents were utilized and site-specific studies prepared to evaluate in detail the effects or impacts associated with the project. This information is available for public review, Monday through Friday, 8am to 5pm, at the Placer County Community Development Resource Agency, Environmental Coordination Services, 3091 County Center Drive, Auburn, CA 95603. For Tahoe projects, the document will also be available in our Tahoe Division office, 775 North Lake Blvd., Tahoe City, CA 96145.

County Documents	<input checked="" type="checkbox"/> Air Pollution Control District Rules & Regulations	
	<input checked="" type="checkbox"/> Community Plan	
	<input checked="" type="checkbox"/> Environmental Review Ordinance	
	<input checked="" type="checkbox"/> General Plan	
	<input checked="" type="checkbox"/> Grading Ordinance	
	<input checked="" type="checkbox"/> Land Development Manual	
	<input checked="" type="checkbox"/> Land Division Ordinance	
	<input checked="" type="checkbox"/> Stormwater Management Manual	
	<input type="checkbox"/> Tree Ordinance	
	<input type="checkbox"/> _____	
Trustee Agency Documents	<input type="checkbox"/> Department of Toxic Substances Control	
	<input type="checkbox"/> _____	
Site-Specific Studies	Planning Services Division	<input type="checkbox"/> Biological Study
		<input type="checkbox"/> Cultural Resources Pedestrian Survey
		<input type="checkbox"/> Cultural Resources Records Search
		<input type="checkbox"/> Lighting & Photometric Plan
		<input type="checkbox"/> Paleontological Survey
		<input type="checkbox"/> Tree Survey & Arborist Report
		<input type="checkbox"/> Visual Impact Analysis
		<input type="checkbox"/> Wetland Delineation
		<input type="checkbox"/> Acoustical Analysis
		<input checked="" type="checkbox"/> Kings Beach Core project PEIR 20060810
	Engineering & Surveying Division, Flood Control District	<input type="checkbox"/> Phasing Plan
		<input checked="" type="checkbox"/> Preliminary Grading Plan
		<input checked="" type="checkbox"/> Preliminary Geotechnical Report
		<input checked="" type="checkbox"/> Preliminary Drainage Report
		<input checked="" type="checkbox"/> Stormwater & Surface Water Quality BMP Plan
		<input type="checkbox"/> Traffic Study
		<input type="checkbox"/> Sewer Pipeline Capacity Analysis
		<input type="checkbox"/> Placer County Commercial/Industrial Waste Survey (where public sewer is available)
		<input type="checkbox"/> Sewer Master Plan
		<input checked="" type="checkbox"/> Utility Plan
	<input checked="" type="checkbox"/> Tentative Map	
	Environmental Health Services	<input type="checkbox"/> Groundwater Contamination Report
		<input type="checkbox"/> Hydro-Geological Study
		<input type="checkbox"/> Phase I Environmental Site Assessment
		<input type="checkbox"/> Soils Screening
		<input type="checkbox"/> Preliminary Endangerment Assessment
	<input type="checkbox"/> _____	
	Planning	<input type="checkbox"/> CALINE4 Carbon Monoxide Analysis

	Services Division, Air Quality	<input type="checkbox"/> Construction Emission & Dust Control Plan
		<input type="checkbox"/> Geotechnical Report (for naturally occurring asbestos)
		<input type="checkbox"/> Health Risk Assessment
		<input type="checkbox"/> CalEEMod Model Output
		<input type="checkbox"/> _____
	Fire Department	<input type="checkbox"/> Emergency Response and/or Evacuation Plan
		<input type="checkbox"/> Traffic & Circulation Plan
<input type="checkbox"/> _____		