



**COMMUNITY DEVELOPMENT/RESOURCE AGENCY
ENVIRONMENTAL COORDINATION SERVICES**
County of Placer

**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: TTAD Emergency Services Helipad (PLN16-00056)

PROJECT DESCRIPTION: Helipad on the 1.39 acre property to provide a safe landing zone for emergency helicopter service.

PROJECT LOCATION: 292 Fairway Drive, Tahoe City, Placer County

APPLICANT: Truckee Tahoe Airport District

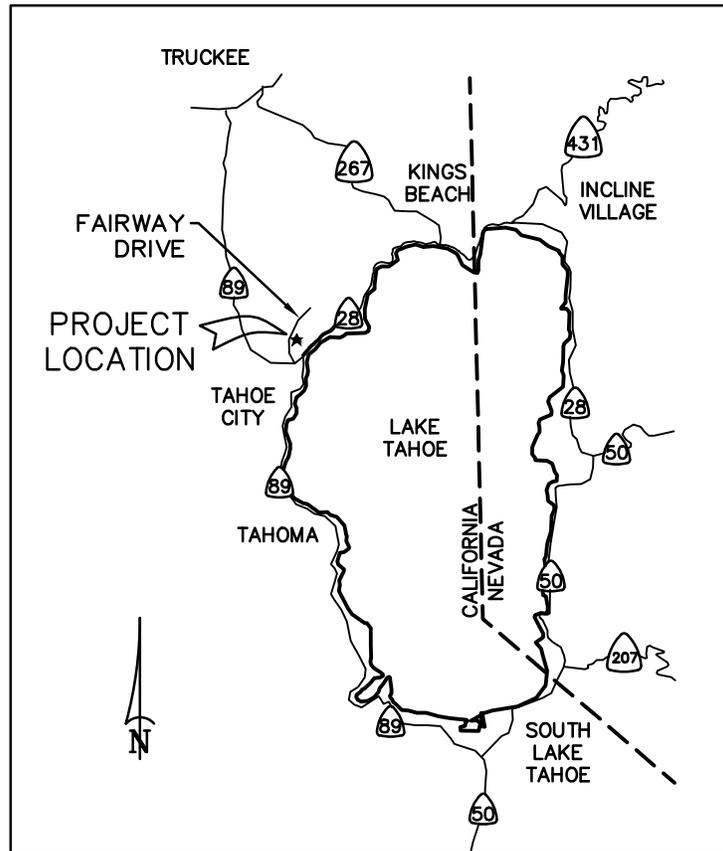
The comment period for this document closes on May 2, 2017. A copy of the Mitigated Negative Declaration is available for public review at the County's web site <http://www.placer.ca.gov/Departments/CommunityDevelopment/EnvCoordSvcs/NegDec.aspx> Community Development Resource Agency public counter, and at the Tahoe City Public Library. Property owners within 300 feet of the subject site shall be notified by mail of the upcoming hearing before the Design/Site Review Committee. 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 on April 5, 2017

TTAD TAHOE CITY HELIPAD

FAIRWAY DRIVE
TAHOE CITY, CALIFORNIA

PLACER COUNTY APN 094-540-012 AND 094-540-002



VICINITY MAP
NOT TO SCALE



COMMUNITY DEVELOPMENT/RESOURCE AGENCY
Environmental Coordination Services
County of Placer

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: TTAD Emergency Services Helipad	Project # PLN16-00056
Description: Design/Site Review to construct a helipad on the 1.39 acre property to provide a safe landing zone for emergency helicopter service.	
Location: 292 Fairway Drive, Tahoe City, approximately 400 feet north of the North Tahoe Fire Protection District building, Placer County	
Project Owner: Tahoe City Public Utility District	
Project Applicant: Truckee Tahoe Airport District, c/o Kevin Smith, General Manager	
County Contact Person: Shirlee I. Herrington	530-745-3132

PUBLIC NOTICE

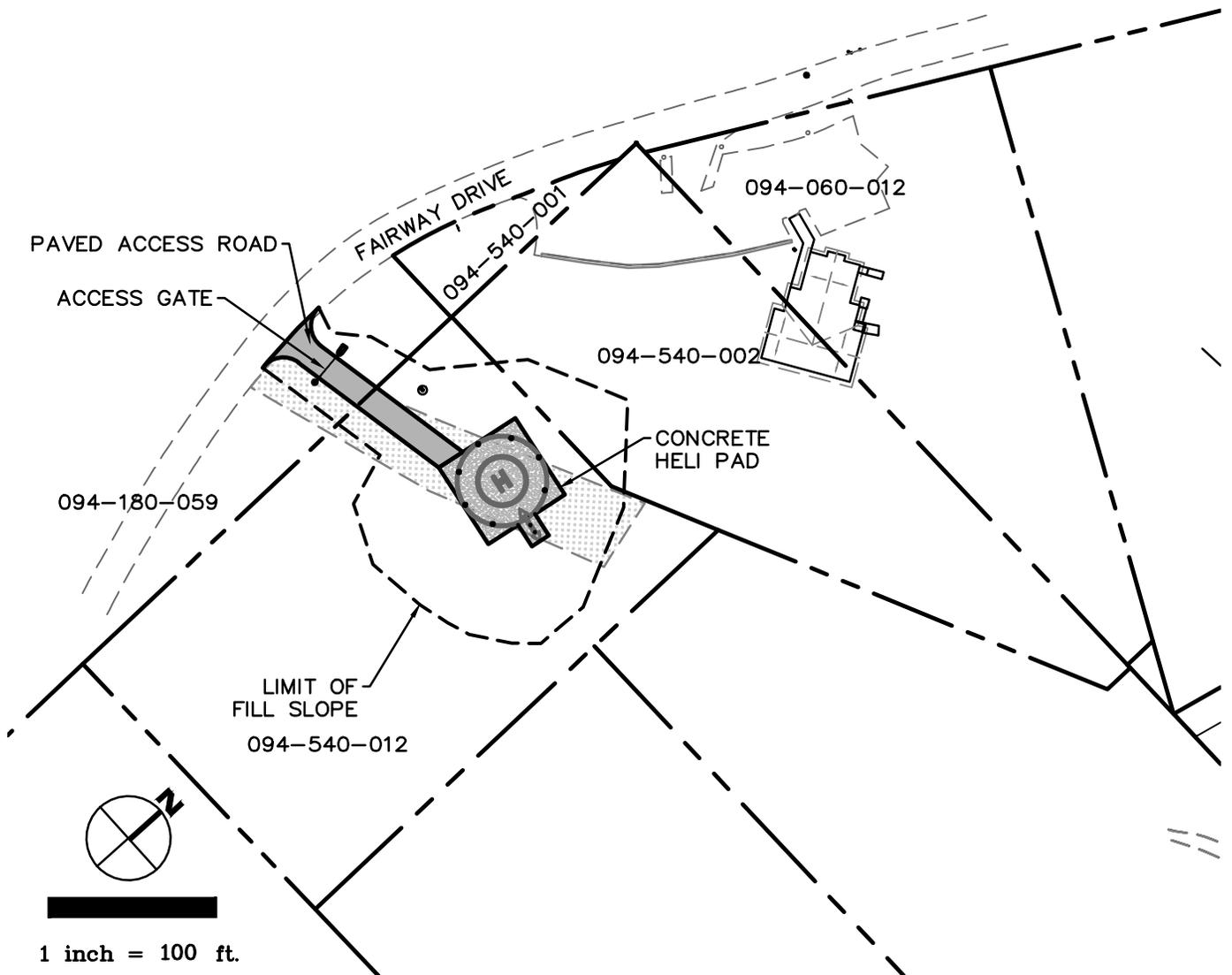
The comment period for this document closes on **May 2, 2017**. A copy of the Mitigated Negative Declaration is available for public review at the County's web site (<http://www.placer.ca.gov/Departments/CommunityDevelopment/EnvCoordSvcs/NegDec.aspx>), Community Development Resource Agency public counter, and at the Tahoe City Library. Property owners within 300 feet of the subject site shall be notified by mail of the upcoming hearing before the **Design/Site Review Committee**. 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.

TTAD TAHOE CITY HELIPAD

FAIRWAY DRIVE
TAHOE CITY, CALIFORNIA
PLACER COUNTY APN 094-540-012 AND 094-540-002

SITE PLAN





COMMUNITY DEVELOPMENT/RESOURCE AGENCY
Environmental Coordination Services
 County of Placer

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 Environmental Impact Report (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: TTAD Emergency Services Helipad	Project # PLN16-00056
Entitlement(s): Design Review	
Site Area: 1.39 acres / 60,548 square feet	APN: 094-540-012-000; 094-540-002-000; 094-180-059
Location: 292 Fairway Drive, Tahoe City, approximately 400 feet north of the North Tahoe Fire Protection District building, Placer County	

A. BACKGROUND:

Project Description:

The applicant is requesting approval of a Design/Site Review to construct a helipad on the 1.39 acre site/project area to provide a safe landing zone for emergency helicopter service. The project is primarily located on APN's 094-540-012 and 094-180-059 with some grading extending into APN 094-540-002. The helipad will be constructed by the Truckee Tahoe Airport District for sole use by local, state, and federal emergency service aviation assets. Most of the operations on the landing site will be medivac helicopters. The project objective is to enhance local emergency service access to the north and west shores of Lake Tahoe. The Heliport will be available 24 hours a day, seven days a week, year round for public health and safety including medical, fire, law enforcement, search and rescue and other emergency service providers. While EMS aircraft currently serves the area, access to the area and the quality and safety of landing zones varies by time of day, day of week, and the season of the year. With the construction of a helipad designed and constructed to Federal Aviation Administration (FAA) and Caltrans approved specifications, many variables affecting safety, access, staging, and emergency response times are greatly improved. Emergency service agencies that support this project and will likely utilize the site are as follows:

- o United States Coast Guard
- o Cal Star
- o Cal Fire
- o North Tahoe Fire Protection District
- o Meeks Bay Fire Protection District

- Tahoe Nordic Search and Rescue Team
- Placer County Sheriff
- California Highway Patrol

The Heliport design will include a 60-foot diameter concrete pad designed to accommodate aircraft no larger than a Sikorsky UH-60 Blackhawk helicopter. Much smaller Bell and A Star helicopters currently utilized in the region by Care Flight, CALSTAR, Placer County Sheriff, and the California Highway Patrol will primarily use the pad. The Truckee Tahoe Airport District (TTAD) does not anticipate more than a few operations per month from the site based on historical data. There will be no structures on the site taller than four (4) feet, with the exception of a windsock. The windsock will be a maximum height of 10 feet tall with the required LED obstruction light assembly on the top of new mast of the windsock. The pad will have in-ground pilot controlled lighting. Private recreational or business use will be strictly prohibited. Language restricting use to emergency services will be included in easement agreements as necessary.

Proposed Location (Alternative Sites): The project parcel was purchased by the TCPUD with a Memorandum of Understanding (MOU) between the TCPUD, County of Placer, Tahoe Truckee Airport District (TTAD) and the North Lake Tahoe Resort Association through acquisition of the TCGC. Recital D of the MOU states “WHEREAS, TTAD invests funds to provide and maintain public airports and landing places for aerial traffic.” In addition, the TTAD requires that the MOU accomplish the following:

- Provide an opportunity for a permanent easement for an emergency- services helipad available 24 hours a day, seven days a week, year-round for public health and safety including: medical, fire, law enforcement, search and rescue and other emergency service provider operations.
- Provide an opportunity for an emergency landing area for aircraft.

The MOU and subsequent purchase of the TCGC properties was subject to public hearings and approval by all involved parties. Considerations of these requirements of the MOU were the initial factors for the chosen site. Additional factors include proximity to the North Tahoe Fire Protection District (NTFPD) building, which is approximately 400 feet to the south of the project site. The NTFPD building houses the majority of the emergency vehicles that will most likely access the helipad. A clear approach that meets Federal Aviation Administration standards was another factor for this site. The existing golf course provides a clear approach path with few tall trees. A more forested site, which is the majority of the Tahoe Basin, would require substantial tree removal and earth disturbance to achieve a clear approach. These factors combined with the lack of existing improvements (i.e. structures) on this parcel make it an ideal site for the helipad. Any alternative site on the properties purchased under the MOU agreement would require disturbance of the existing golf course and would be closer to existing offsite buildings affecting the approach.

Fairway Drive and CTC Purchase: The project will be accessed via a new paved driveway off of the existing Fairway Drive. Fairway Drive does not currently have a dedicated right-of-way (R.O.W) where the project proposes to connect, however an easement(s) grant to Placer County for Fairway Drive has been authorized by the CTC and completion of the recordable documents to memorialize this legal access is actively and cooperatively being pursued by the CTC and Placer County. Fairway Drive is maintained by Placer County from Highway 89 to Grove Street. Records show that it was originally constructed in 1951 and reconstructed in 1984 and 1993 with a number of surface treatments over the years including fall of 2015. Historic photos show that Fairway Drive and the existing encroachment were constructed prior to the 1987 California Tahoe Conservancy (CTC) purchase of parcel 094-180-059.

Land Capability and Land Coverage: Based on a September 2, 2014 Tahoe Regional Planning Agency (TRPA) Verification of Uses (VBOC2013-0328) the property is within the Class 1b and 4 Land Capability Districts. These classifications allow for 1 percent and 20 percent land coverage respectively. Based on the land areas of each land capability district the property has a total of 3,800 square feet of bases allowable land coverage. The same verification verified 8,304 square feet of existing land coverage associated with dirt/gravel road, cart path, parking and walkway. The proposed project will utilize 4,626 square feet of land coverage and will remove and revegetate the remaining verified coverage on site, with the existing golf cart path to be retained and the remaining existing verified coverage to be banked to the TCGC properties.

Project Site (Background/Existing Setting):

The project site is currently undeveloped except for a gravel/dirt road, parking and cart path. It is owned by the Tahoe City Public Utility District (TCPUD) and connected with the Tahoe City Golf Course (TCGC). The site is sparsely forested with pine, fir and cedar trees in addition to understory willows. It is adjacent to other TCPUD

properties to the north and east which contain the Tahoe City Golf Course. Additionally there is a small portion of the existing golf cart path located on the project site but will not be disrupted with the construction of the helipad.

B. ENVIRONMENTAL SETTING:

Location	Zoning	General Plan/Community Plan Designations	Existing Conditions and Improvements
Site	Commercial and Industrial : Fairway Service Subdistrict	Tahoe Basin Area Plan/	Disturbed, graded driveway
North	Fairway Tract: Residential	Tahoe Basin Area Plan	Vacant, Community Center
South	Mixed-Use Service (MU-S) Transition Area	Tahoe Basin Area Plan	North Tahoe Fire Protection District Fire Station
East	Recreation Subdistrict: Tahoe City Golf Course	Tahoe Basin Area Plan	Tahoe City Golf Course
West	Recreation Subdistrict: Lower Truckee	Tahoe Basin Area Plan	Vacant, Mt. Watson Road

On January 25, 2017, the Tahoe Basin Area Plan was adopted and the listed zoning above, Commercial and Industrial: Fairway Service Subdistrict was accepted. However, when the project was originally submitted to Placer County on February 17, 2016 the zoning for the project was 001A Tahoe City Community Plan Special Area #2: Public Service / Industrial. The new zoning adopted with the Area Plan and the previous zoning and uses for this site remain the same.

C. NATIVE AMERICAN TRIBES: Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?

On April 11, 2016 Placer County Environmental Coordination Services provided the California Native American tribes the Emergency Service Helipad project description and supporting project documentation for review and consultation. On May 3, 2016, Placer County received a letter from Daniel Fonseca, the Tribal Historic Preservation Office Most Likely Descendant of the Shingle Springs Rancheria – Band of Miwok Indians stating that the tribe is not aware of any known cultural resources on the project site. Additionally, a letter was received from Darrel Cruz, Director of the Tribal Historic Preservation Office of the Washoe Tribe of Nevada and California stating that the Washoe Tribe has no interest in the project and deferred to the United Auburn Indian Community. The County did not receive any correspondence from the United Auburn Indian Community.

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

D. PREVIOUS ENVIRONMENTAL DOCUMENT:

The County has determined that an Initial Study shall be prepared in order to determine whether the potential exists for unmitigable 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
- ➔ Tahoe City Community Plan EIR

E. 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 Item I-1:

The proposed project is not located within a scenic vista and is not with a state scenic highway. No rock outcroppings or historic buildings are present onsite. There are no historic buildings or rock outcroppings on the project site that would be substantially damaged by project development. Therefore, there is no impact.

Discussion Item I-2, 3:

The property is adjacent to Fairway Drive, the Fairway Drive Community Center, the North Tahoe Fire Protection District Fire Station, and the Tahoe City Golf Course, and because the helipad is a paved surface on grade the visibility of the helipad will be limited from these uses. The proposed project is located on Fairway Drive, which is north of State Highway 89. All state highways which lie within the Tahoe Region are designated as a Scenic Highway. The project site is not within the scenic state highway corridor.

Majority of the grading for the helipad will be on Assessor's Parcel Number 094-540-012 with minimal grading on Assessor's Parcel Number 094-540-002, which is also owned by the TCPUD. Minor grading for the paved access road will be on Assessor's Parcel Number 094-180-059. This disturbance and grading will be addressed with the California Tahoe Conservancy based on the agreed upon method of access and with Placer County through the required grading and encroachment permit processes. Temporary Best Management Practices (BMPs) including vegetative protection fencing and sediment barriers will be installed to during construction and grading activates to mitigate potential sediment runoff. Infiltration trenches located along the downhill slope of the entrance driveway and helipad will serve as permanent BMPs to treat runoff from the impervious surfaces. These practices are in conformance with the current TRPA Handbook of Best Management Practices. To mitigate the ground disturbance created by the construction of the project, the areas disturbed around the helipad and existing disturbed areas, seed will be applied to those areas and vegetate any disturbed and barren areas around the helipad. The project will utilize a seed mix with native grasses and wildflowers to revegetate all disturbed areas. The low vegetation should stabilize and hold the soil during takeoff and landing. However, due to the temporary nature of these BMPs and the revegetation, there will be no visual impacts as a result of the project.

The site is currently undeveloped except for a gravel/dirt road, parking and cart path. The site is sparsely forested with pine, fir and cedar trees in addition to understory willows. It is adjacent to other Tahoe City Public Utility District (TCPUD) properties to the north and east which includes a community center owned and operated by the TCPUD and the Tahoe City Golf course. The project would remove 34 trees and disturb the existing natural vegetation and an access road would be constructed to provide access to the new helipad. Based on Federal Aviation Authority landing zone requirements for landscaping, the advisory circular states that nothing within the safety area can penetrate above the FATO (which would be the elevation of the concrete pad) except for lighting, which can penetrate by a max of two feet. To meet this requirement existing trees on the project parcel and two adjacent parcels will be removed. The follow table quantifies the size in diameter breast height (d.b.h) and amount of trees removed:

Tree Removal

Parcel	Owner	<14" d.b.h.	>14" d.b.h.	>30" d.b.h.	Total
094-540-012	TCPUD	15	6	1	22
094-540-002	TCPUD	3	3	0	2
094-540-003	TCPUD	0	2	0	6
094-180-059	State of California	2	2	0	4
	Total	20	13	1	34

The twenty (20) trees below 14" d.b.h. may be removed without TRPA permit. It is anticipated that the 14 trees above 14" d.b.h. will be permitted for removal by the TRPA Public Services permit. To mitigate the tree removal the project will revegetate and stabilize all area disturbed by tree removal and grading activities with a native seed mix. The proposed seed mix consists of native grasses and wildflowers that will not exceed the advised two feet maximum height.

The proposed project has the potential to significantly degrade the existing visual character and quality of the site. The project site is currently disturbed and a small amount of additional disturbance/grading is required for the helipad and the use of the helipad will require the removal of a number of trees. Although these modifications will potentially degrade the existing visual character of the property in the short-term, the project is subject to the requirements of design review and approval by the Tahoe Basin Design Review Committee. Such review shall be conducted prior to any disturbance and/or construction of the site for the project and shall include, but not be limited to: colors and materials and textures of the pad; landscaping, irrigation; signs (if any); exterior lighting; on-site circulation; snow storage areas; gates, entry features, etc. This review will ensure that any visual changes to the character of the property will be consistent with surrounding uses and will have no significant impact. No mitigation measures are required.

Discussion Item I-4:

Although the proposed helipad will introduce new lighting, the lighting will only be on when the helipad is being used. The helipad will have flush mounted landing lights and one obstruction light installed on the Savemart Shopping building due to its height and location with the helipad approach. The flush mounted landing lights are pilot controlled lighting and are on for 15 to 20 minutes after initial activation by a pilot; the lights are designed to be seen from the air by a pilot. Based on typical emergency landing and takeoff time the lights are anticipated to be on for approximately 30 minutes per event. However, if the lights are activated just prior to takeoff 20 minutes the lights would stay on for an additional 15 to 20 minutes after take-off. When not in use there will be no light emitted from the helipad. The timed shutoff will serve as mitigation to eliminate any additional light source from the project other than emergency and training events. The lighting is unique in that the lighting will be recessed into the ground and level with the ground as opposed to being elevated therefore the glare from the non-shielded light fixtures will be minimal and are necessary to assist the pilots from landing on the helipad. As the project is subject to design/site review (which requires exterior lighting review) and approval, the project will not have a significant impact. Potential impacts of the proposed lighting would be less than significant due to the limited use and time of which lights would be activated. Lighting standards and guidelines that will be implemented include lighting that is designed and maintained in a manner such that glare and reflections are contained within the boundaries of the parcel, the fixtures are appropriate to the use they are serving in scale, intensity, and location. The effects of lighting as a result of the project implementation shall be addressed with the completion of a Design/Site Review Agreement. 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 Monitoring Program of the California Resources Agency, to non-agricultural use? (PLN)				X

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 Item II-1, 2:

The project site is located within a Public Service/Industrial zone district. The proposed project site does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, Department of Conservation. As such, the proposed project will not convert any farmland designated as "Important" farmland to a non-agricultural use. In addition, the project site and surrounding properties do not contain agricultural operations and will not require land use buffers. The proposed project does not include the conversion of agricultural lands; nor does the project conflict with any General/Area Plan policy or zoning related to agricultural use. As such, the project will not conflict with any policies regarding land use buffers for agricultural operations and there is no environmental impact. The development of the proposed project will not have a negative impact to agricultural resources. Therefore, there is no impact.

Discussion Item II-3, 4, 5:

The proposed project includes the construction of a new helipad for emergency purposes. The project site is located in a commercial and industrial zoning district, and surrounded by existing public service, commercial and residential uses. The project does not contain farmlands or timber resources or any agricultural uses on the site or around the project site and the project is not proposing any agricultural or timber uses. There are no agricultural or timber resource impacts associated with the project. The proposed use does not conflict with or cause rezoning of forest land or timberland. The proposed project will not have an impact to agricultural or timber uses. Therefore, 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 Item III-1, 2, 3:

The project is located within the Lake Tahoe Air Basin (LTAB) portion of Placer County and is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). The LTAB is designated non-attainment for the

federal and state ozone standards (ROG and NO_x), and nonattainment for the state particulate matter standard (PM₁₀). A project would not conflict with or obstruct the implementation of the regional air quality plan, if the project emissions were anticipated within the emission inventory contained in the regional air quality plan, referred to as the State Implementation Plan (SIP), and would not exceed the PCAPCD CEQA thresholds adopted October 13, 2016 as follows:

PCAPCD CEQA THRESHOLDS FOR CRITERIA POLLUTANT EMISSIONS

1. Construction Threshold of 82 pounds per day for Reactive Organic Gases (ROG), Oxides of Nitrogen (NO_x), and particulate matter smaller than 10 microns (PM₁₀);
2. Operational Threshold of 55 pounds per day for ROG, NO_x and 82 pounds per day for PM₁₀; and
3. Cumulative Threshold of 55 pounds per day for ROG, NO_x and 82 pounds per day for PM₁₀.

The daily maximum emission thresholds represent an emission level below which the project's contribution to criteria pollutant emissions would be deemed less than significant. The level of operational emissions would be equivalent to a project size of approximately 617 single-family dwelling units, or a 249,100 square feet commercial building.

During construction of the project, various types of equipment and vehicles would temporarily operate. Construction exhaust emissions would be generated from on-road and off-road construction equipment, vegetation clearing and earth movement activities, wind erosion, asphalt paving for the helipad, construction workers' commute, and construction material hauling. Project construction activities would generate air pollutant emissions of criteria pollutants, including ROG, NO_x, and PM₁₀. Given the minimal size of the area needed for improvements, construction activities would not exceed the PCAPCD Construction thresholds and therefore would result in a less-than-significant impact. No mitigation measures are necessary.

The project related long-term operational emissions would result from helicopter operations, ground support equipment (GSE), on-road motor vehicles used to transport helicopter air passengers (including entrained road dust), point sources (e.g., fuel tanks), and water/wastewater conveyance. Utilizing data from previous air quality analyses prepared for helicopter use¹ indicate that infrequent use of helicopters would likely not result in an increase in regional and local emissions beyond the PCAPCD's Project-level and Cumulative Thresholds of 55 pounds per day for ROG, NO_x, and 82 pounds per day for PM₁₀. No mitigation measures are required.

Discussion Item III-4:

The project includes grading operations which would result in short-term diesel exhaust emissions from on-site heavy-duty equipment and would generate diesel particulate matter (DPM) emissions from the use of off-road diesel equipment required for site grading.

Localized concentrations of Carbon Monoxide (CO) can be a Toxic Air Contaminant and are typically generated by traffic congestion at intersections. The proposed project would not increase traffic volumes and would not impact the nearby intersections ability to operate acceptably and would therefore not result in substantial concentration of CO emissions at any intersection.

Sensitive receptors would not be exposed to substantial pollutant concentrations given the dispersive properties of DPM and the temporary nature of the mobilized equipment use. Additionally, provided that the project would not result in substantial CO emissions at intersections, short-term construction and operationally-generated Toxic Air Contaminant emissions would not expose sensitive receptors to substantial pollutant concentrations and therefore would have a less than significant effect. No mitigation measures are required.

Discussion Item III-5:

The project would result in air pollutant emissions generated by diesel-powered construction equipment, as well as long-term operational emissions from vehicle exhaust that could create odors. However, these emissions would be minimal, and would have a less than significant impact to nearby facilities/structures. No mitigation measures are required.

¹ County of Napa. DEIR for the Palmaz Helipad, Appendix D & F (December 2008). Accessed via the web on October 27, 2016: <http://www.countyofnapa.org/Pages/DepartmentContent.aspx?id=4294985262>

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 Item IV-1:

The project site/area consists of 1.39 acres (60,548 square feet) and is located in a Public Service/Industrial zone district. Due to the minimal grading proposed for the project and the revegetation proposed for the project, and the number of trees to be removed, nesting raptors and special status migratory birds may occur onsite. The impacts associated with these resources will be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures Item IV-1:MM IV.1:

A pre-disturbance raptor survey shall be completed to determine if active raptor nests are present on or within 500 feet of the site. The survey shall be conducted by a qualified biologist no more than 30 days prior to the onset of site disturbance and/or tree removal. Survey results should then be submitted to the Placer County Planning Services Division and the California Department of Fish and Game. If active raptor nests are found on or immediately adjacent to the site, consultation should be initiated with California Department of Fish and Game to determine appropriate avoidance measures. If no nesting is found to occur, necessary tree removal could then

proceed. If raptor nests are found and determined to be active, disturbance activities should not occur within 500 feet of the active nest until the young have fledged.

If any vegetation removal is proposed to occur during the typical avian nesting season (April 1 – September 30), a pre-disturbance survey will be required to determine if active nests are present on the site. The survey shall be conducted by a qualified biologist no more than two weeks prior to the onset of vegetation removal and the survey shall be submitted to the Placer County Planning Services Division and the California Department of Fish and Game. If active nests are found onsite, disturbance or removal of the nests should be avoided until the young have fledged and the nest is no longer active. Consultation with the California Department of Fish and Game may be required to determine an appropriate course of action.

MMIV.2:

Special-status plant surveys shall be conducted prior to building and/or grading approval. Vegetation surveys would follow protocol guidelines issued by California Fish and Game. These guidelines state that surveys for special-status plants be done at the appropriate time of the year and all plants observed shall be identified to the extent necessary to determine where it is a special-status species. If special status plant species are identified on the project site, then consultation with California Fish and Game will be initiated and appropriate measures will be implemented as part of the project.

MM IV.3:

Tree removal activities should occur outside of the typical nesting season (February 1 through August 31). If tree removal must occur at any time during the typical nesting season, a pre-construction survey shall be conducted a qualified biologist no more than 30 days prior to initiation of proposed development activities. If active nests are found on or immediately adjacent to the site, the California Department of Fish and Wildlife should be contacted to determine appropriate avoidance measures. If no nesting is found to occur, necessary tree removal could then proceed.

Discussion Item IV-2:

The proposed project proposes minimal grading for the helipad and revegetation of previously disturbed areas. The tree removal for the project proposes minimum impacts, which will not reduce the habitat of a fish or wildlife species or 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. No mitigation measures are required.

Discussion Item IV-3:

The project will not result in the conversion of oak woodlands as oak woodland does not occur on or around the project site. Therefore, there is no impact.

Discussion Item IV-4:

The proposed project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies or regulations by the California Department of Fish and Game or US Fish and Wildlife Service. No mitigation measures are required.

Discussion Item IV-5:

There are no known federally protected wetlands, marsh, vernal pool, etc. located on the project site. Therefore, there is no impact.

Discussion Item IV-6:

The proposed project is located in a developed area of Tahoe City on a previously disturbed site. Because of the minimal grading proposed for the site, the developed nature of the site and the revegetation proposed, it is unlikely that the project will cause a substantial effect to the movement of any native fish or wildlife species. Therefore, impacts to such species by the proposed project are less than significant. No mitigation measures are required.

Discussion Item IV-7:

Based on Federal Aviation Authority landing zone requirements for landscaping, the advisory circular states that nothing within the safety area can penetrate above the FATO (which would be the elevation of the concrete pad) except for lighting, which can penetrate by a max of two feet. To meet this requirement existing trees on the project parcel and two adjacent parcels will be removed. The follow table quantifies the size in diameter breast height (d.b.h) and amount of trees removed:

Tree Removal

Parcel	Owner	<14" d.b.h.	>14" d.b.h.	>30" d.b.h.	Total
094-540-012	TCPUD	15	6	1	22
094-540-002	TCPUD	3	3	0	2
094-540-003	TCPUD	0	2	0	6
094-180-059	State of California	2	2	0	4
	Total	20	13	1	34

The 20 trees below 14 inches d.b.h. may be removed without TRPA permit. It is anticipated that the 14 tree above 14 inches d.b.h. will be permitted for removal by the TRPA Public Services permit. To mitigate the tree removal the project will revegetate and stabilize all area disturbed by tree removal and grading activities with a native seed mix. The proposed seed mix consists of native grasses and wildflowers that will not exceed the advised two feet maximum height.

For the trees proposed for removal for this project and due to their sizes, the existing number of trees and the natural environmental of the surrounding properties, i.e. the golf course, the trees within the Tahoe Basin; will provide for their replacement. No mitigation measures are required.

Discussion Item IV-8:

The proposed project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan as there are no such plans in place in the project area. Therefore, 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. Have the potential to cause a physical change, which would affect unique ethnic cultural values? (PLN)				X
4. Restrict existing religious or sacred uses within the potential impact area? (PLN)				X
5. Disturb any human remains, including those interred outside of dedicated cemeteries? (PLN)		X		

Discussion Item V-1, 2, 3:

A complete records search for this project was conducted in May of 2016, by the North Central Information Center. This report notes that the site does not contain recorded Native American or historic-period archaeological resources listed with the California Historical Resources Information System. The report notes that given the environment of the project area, there is a low potential of discovering Native American sites within the area. The project would not substantially cause adverse change in the significance of a historic resource as defined by CEQA nor would the project substantially cause adverse change in the significance of a unique archaeological resource pursuant to CEQA. Therefore, there is no impact.

Discussion Item V-4:

Development of the project site would not cause a physical change that would affect unique cultural values because no resources that would result in such an affect are located on or around the subject property. Therefore, there is no impact.

Discussion Item V-5:

No human remains are known to be buried at the project site nor were there any indications of human remains found

during the field survey. However, there is always the possibility that subsurface construction activities associated with the proposed project, such as trenching and grading, could potentially damage or destroy previously undiscovered human remains. Accordingly, this is a potentially significant impact. Implementation of the following standard mitigation measure would reduce this impact to less than significant:

Mitigation Measures Item V-5:

MM V-5:

If human remains are encountered, these remains shall be treated in accordance with Health and Safety Code Section 7050.5, PRC Section 5097.98, and CEQA Guidelines Section 15064.5(e).

The Grading Plans shall include a note stating that if any archaeological artifacts, exotic rock (non-native), or unusual amounts of shell or bone are uncovered during any onsite construction activities, all work must stop immediately in the area and a qualified archaeologist retained to evaluate the deposit. The Placer County Planning Services Division and Department of Museums must also be contacted for review of the archaeological find(s).

If the discovery consists of human remains, the Placer County Coroner and Native American Heritage Commission must also be contacted. Work in the area may only proceed after authorization is granted by the Placer County Planning Services Division. 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 that 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 Item VI-1, 4, 9:

According to the United States Department of Agriculture (USDA) Soil Survey of Placer County and the United States Department of Agriculture ~ Natural Resources Conservation Service Web Soil Survey, the proposed project is located on soils classified as Tahoe complex, zero to five percent slopes, gravelly. The Tahoe soil series consists of very deep, very poorly drained soils that formed in alluvium derived from mixed sources. The identified

soil constraints for building site development and shallow excavations are ponding, flooding, caving potential, frost, and saturation. Expansive soils are not listed as a soil constraint. The Soil Survey does not identify any unique geologic or physical features for the existing soil types. No known unique geologic or physical features exist on the site that will be destroyed or modified. Construction of the proposed helipad and associated improvements will not create any unstable earth conditions or change any geologic substructure. The project will be constructed in compliance with the appropriate Codes to address soil issues and will obtain grading permits as necessary to address grading issues. Therefore, these impacts are less than significant. No mitigation measures are required.

Discussion Item VI-2, 3:

To construct the improvements proposed, potentially significant disruption of soils on-site will occur, including excavation/compaction for the helipad, circulation improvements, and various utilities. Approximately 0.5 acres of the site will be disturbed by grading activities. The earthwork is proposed to include approximately 1,850 cubic yards of material moved on the site. The project proposes approximately 1,750 cubic yards of import and no export. In addition, there are potentially significant impacts that may occur from the proposed changes to the existing topography. The project proposes maximum soil cuts/fills of up to approximately 8 feet as shown on the preliminary grading plan and project description. The project's site specific impacts associated with soil disruptions and topography changes can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures Item VI-2, 3:

MM VI.1:

Prior to any grading activity for the construction of the proposed project and/or Building Permit issuance, the applicant shall obtain a Grading Permit from the Engineering and Surveying Division (ESD) per the requirements of Section II of the Land Development Manual (LDM) that are in effect at the time of submittal for the construction of the helipad and circulation improvements. A grading plan showing limits of all proposed grading shall be submitted with the grading permit application and shall demonstrate Water Quality Best Management Practices (BMPs) designed according to the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction

Discussion Item VI-5, 6:

The disruption of the soil discussed in Items 2 and 3 above increases the risk of erosion and creates a potential for contamination of storm runoff with disturbed sediment or other pollutants introduced through typical grading practices. In addition, this soil disruption has the potential to modify any existing on site drainageways by transporting erosion from the disturbed area into local drainageways. Discharge of concentrated runoff after construction could also contribute to these impacts in the long-term. Erosion potential and water quality impacts are always present and occur when soils are disturbed and protective vegetative cover is removed. It is primarily the shaping of building pads, grading for transportation systems and construction for utilities that are responsible for accelerating erosion and degrading water quality. The project would increase the potential for erosion impacts without appropriate mitigation measures. The project's site specific impacts associated with erosion can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures Item VI-5, 6:

Refer to MM VI.1

Discussion Item VI-7, 8:

The California Department of Mines and Geology classifies the project site as a low severity earthquake zone. The project site is considered to have low seismic risk with respect to faulting, ground shaking, seismically related ground failure and liquefaction. The site is located in a relatively quiet seismic area when compared to other more active areas of California. The project site is considered to have low seismic risk with respect to faulting, ground shaking, seismically related ground failure and liquefaction. There are no structures proposed with the construction of this helipad project. Therefore, these impacts are less than significant. No mitigation measures are required.

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 Item VII-1, 2:

The California Global Warming Solutions Act (AB32) signed into law in September 2006, required statewide GHG emissions to be reduced to 1990 levels by 2020. AB32 established regulatory, reporting, and market mechanisms to achieve this goal and provides guidance to help attain quantifiable reductions in emissions efficiently, without limiting population and economic growth. In September of 2016, Senate Bill (SB) 32 was signed by Governor, to establish a California GHG reduction target of 40 percent below 1990 levels by 2030.

On October 13, 2016, the Placer County Air Pollution Control District (PCAPCD) adopted CEQA significance thresholds for GHG emissions as shown below. The Brightline Threshold of 10,000 MT CO₂e/yr threshold for construction and operational phases, and the De Minimis level of 1,100 MT CO₂e/yr for operational, were used to determine significance. GHG emissions from projects that exceed 10,000 MT CO₂e/yr would be deemed to have a cumulatively considerable contribution to global climate change. For a land use project, this level of emissions is equivalent to a project size of approximately 646 single-family dwelling units, or a 323,955 square feet commercial building.

The De Minimis Level for the operational phases of 1,100 MT CO₂e/yr represents an emissions level which can be considered as less than cumulatively considerable and be excluded from the further GHG impact analysis. This level of emissions is equivalent to a project size of approximately 71 single-family units, or a 35,635 square feet commercial building.

PCAPCD CEQA THRESHOLDS FOR GHG EMISSIONS

1. Bright-line Threshold of 10,000 metric tons of CO₂e per year for the construction and operational phases of land use projects as well as the stationary source projects
2. Efficiency Matrix for the operational phase of land use development projects when emissions exceed the De Minimis Level, and
3. De Minimis Level for the operational phases of 1,100 metric tons of CO₂e per year.

Construction-Related GHGs

Short-term construction-generated GHG emissions anticipated to occur include construction of the helipad, use of construction equipment (i.e., excavators, scrapers, and dump trucks are assumed to be used for the majority of the helipad, hangar, pipeline, and water tank construction), with an anticipated construction schedule for a three month period.

Operational GHGs

Long-term operational GHG emissions would occur from jet fuel usage for helicopter operations, anticipated electricity usage required to operate the proposed helipad, such as for lighting, exhaust fans, and aviation equipment, as well as mobile emissions from trips to the helipad.

Both project construction and operation would generate GHG emissions, but would not exceed the PCAPCD construction and operational Brightline threshold, or De Minimis level for operational, and therefore would not substantially hinder the State's ability to attain the goals identified in SB 32. 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 Item 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 handling, use, disposal, or release of hazardous substances are considered to be less than significant. No mitigation measures are required.

Discussion Item VIII-3:

The project includes grading operations which would result in short-term diesel exhaust emissions from on-site heavy-duty equipment and would generate diesel particulate matter (DPM) emissions from the use of off-road diesel equipment required for site grading. However, because of the dispersive properties of DPM, and the distance from any sensitive receptors to the project site, the impacts on those receptors would be less than significant. Further, operation of the project does not propose a use that involves activities that would 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, 9:

The project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and will not create a significant hazard to the public or the environment. Therefore, there is no impact.

Discussion Item VIII-5, 6, 7:

The proposed project is for a helipad to be used for emergency purposes. The proposed project site is not located within an airport land use plan, or within the vicinity of a private airstrip. The proposed project will not expose people or structures to a significant risk of loss, injury or death involving wildfires. Therefore, there is no impact.

Discussion Item VIII-8:

The project will not create a health hazard or potential health hazard. 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 Reservoir, Rock Creek Reservoir, Sugar Pine Reservoir, French Meadows Reservoir, Combie Lake, and Rollins Lake? (EHS, ESD)			X	

Discussion Item IX-1:

Potable water will not be required or used by this project, so this project will not rely on groundwater wells as a potable water source. Therefore, the project will not violate water quality standards with respect to potable water. Therefore, there is no impact.

Discussion Item IX-2:

This project will not utilize groundwater, therefore, the project will not substantially deplete groundwater supplies or interfere with groundwater recharge. Therefore, there is no impact.

Discussion Item IX-3:

The proposed project will ultimately include the construction of improvements for a helipad and driveway access. The helipad and driveway improvements will modify the existing runoff patterns on the site; however, the overall drainage patterns from the proposed ultimate construction will not be significantly changed from the current drainage patterns. Therefore, this impact is less than significant. No mitigation measures are required.

Discussion Item IX-4:

The proposed project will ultimately include the construction of improvements for a helipad and driveway access. These improvements will add only a small amount of impervious surfaces (approximately 4,626 square feet) and additional runoff as compared to the entire project area, approximately 60,822 square feet. No downstream drainage facility or property owner will be significantly impacted. Therefore, this impact is less than significant. No mitigation measures are required.

Discussion Item IX-5, 6:

The area of disturbance for the ultimate project improvements is approximately 22,200 square feet as compared to the entire project area, approximately 60,548 square feet. The impervious surfaces proposed are approximately 4,626 square feet. The project is not proposed to be utilized very frequently. The proposed development does not have the potential to result in the significant generation of new dry-weather runoff containing pollutants and does not have the potential to significantly increase the concentration and/or total load of pollutants in wet weather stormwater runoff. The proposed improvements will not create runoff water that will substantially increase pollutants or degrade long term surface water quality beyond the existing conditions. Therefore, this impact is less than significant. No mitigation measures are required.

Discussion Item IX-7:

This project is not likely to otherwise degrade groundwater quality. No mitigation measures required.

Discussion Item IX-8, 9, 10:

The project development area is not located within a 100-year flood hazard area as defined and mapped by the Federal Emergency Management Agency (FEMA). The project improvements are not proposed within a local 100-year flood hazard area and no flood flows would be redirected after construction of the improvements. The project development area is not located within any levee or dam failure inundation area. The proposed project does not include any permanent housing product. Therefore, these impacts are less than significant. No mitigation measures are required.

Discussion Item IX-11:

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

Discussion Item IX-12:

The ultimate proposed improvements of the helipad and driveway will not create runoff water that will substantially increase pollutants or degrade long term surface water quality beyond the existing conditions of any watershed. Therefore, this impact is less than significant. No mitigation measures are required.

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 Item X-1, 2, 4, 5, 6, 7, 8:

The proposed project is for the construction of a new helipad for emergency purposes. The project site is located in a developed public service area of Tahoe City, bordering existing public service uses such as the North Tahoe Fire Protection District and the Tahoe City Golf Course and Winter Sports Park, near the Tahoe City Public Utility District and residential uses to the east and the south, and existing commercial uses to the southwest. The project site is zoned Commercial and Industrial Subdistrict: Fairway Industrial of the Tahoe Basin Area Plan and the proposed project is consistent with the uses allowed under this zoning designation. The properties surrounding the site are zoned recreation and mixed-use service and are also developed with uses consistent with the zonings and the proposed use. The proposed project will not negatively impact these land uses. The project does not conflict with General Plan designations or zoning, or Plan policies adopted for the purpose of avoiding or mitigating an environmental effect. Because of this, the proposed project will not result in the substantial alteration of the present or planned land use in the area, cause economic or social changes to the surrounding area, or disrupt or divide the physical arrangement of an established community. Additionally, the proposed project does not include development that would conflict with any applicable habitat conservation plan, affect agricultural or timber resources or operations, or result in the substantial alteration of the present or planned use of the area. Therefore, there is no impact.

Discussion Item X-3:

The project site is within Area 2 of the Placer County Tree Preservation Ordinance and is subject to the requirements indicated in this tree preservation zone. The applicant will be required to implement this ordinance as applicable to prevent significant impacts prior to project approval. The project is not within an area covered by a natural community conservation plan or habitat conservation plan. Therefore, potential impacts would be less than significant. No mitigation measures are required.

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 Item XI-1, 2:

The project includes the construction of a helipad for emergency purposes on a site that has been previously

disturbed. There are no known mineral resources on the site, or delineated in the general area of the site in the Tahoe City Community Plan and the project will not cause a loss of availability of a known mineral resource. Therefore, 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 people residing or working in the project area to excessive noise levels? (PLN)				X
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 Item XII-1:

The proposed project will not expose persons to noise levels in excess of standards established in the Placer County General Plan and the Tahoe Basin Area Plan. The project site is located within a previously developed area, and the use of the project site does not deviate from that of the surrounding uses. Periodic noise in the form of a helicopter, consistent with the use of the project may exceed noise level standards, however, such noise is similar to the emergency sirens of the adjacent North Tahoe Fire Protection District Fire Station, and is exempt from the Placer County Noise Ordinance. No mitigation measures are required.

Discussion Item XII-2:

The project may cause an increase in ambient noise levels in the project vicinity above levels existing without the project. This increase will be the result of have a new use in the vicinity that will function as an emergency landing pad for helicopters to transport victims to the needed emergency services, i.e. hospital. However, the proposed project will not cause a significant impact to noise levels in the project vicinity due to the similar nature of the projects use and the development of the surrounding area. No mitigation measures are required.

Discussion Item XII-3:

The proposed project will create a periodic noise increase above levels existing without the project due to the operation of a helicopter and construction of the helipad. Based on the emergency only use of the helipad any noise impacts will be temporary and infrequent. Noise from the helicopters will only be during times of landing, staging and takeoff, which are typically brief due to the emergency nature of the event. The project will not generate any noise other than times of emergency use. BridgeNet International completed a Helipad Noise Information Report to illustrate anticipated single event operations, expressed as either maximum noise level on the A-weighted scale (Lamax) or sound exposure level (SEL). Lamax represents the loudest noise caused by an operation; SEL represents the loudest noise during an event as well as the duration of an event.

According to Mike Cooke, the Aviation and Community Manager of the Truckee Tahoe Airport District (TTAD) and historical data, the average flight duration is as follows:

- Time from cruise (about 500 agl) to landing: one (1) minute. Shut down: 30 seconds. Idle generally would not exceed 5-10 minutes.

- Time for start-up/run-up: Two (2) minutes. Time to climb to 500' = feet: one (1) minute.

The TTAD contacted both the California Highway Patrol (CHP) and Careflight, two users of the helipad, to determine anticipated usage and amount of service calls. The CHP stated that all of their emergency responses are to backcountry situations and would not likely use the helipad. Careflight estimated a maximum of two (2) flights per month and noted that they had a total of 13 total responses to the Tahoe City area in 2015, which is less than two (2) per month. The North Tahoe Fire Protection District (NTFPD) anticipated the amount of service calls based on standard use will be less than six (6) calls per month averaged over any twelve-month period.

Noise levels associated with emergency response vehicles are exempt from the Placer County Noise Ordinance, and because of this, no mitigation measures are required.

Noise generated from construction activities may noticeably increase noise levels above existing ambient noise level. Construction activities are exempt from the provisions of the Noise Ordinance as they are temporary in nature. However, the project is required to adhere to limited working hours as indicated below:

- 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. A note to this effect will be included on the grading plans for the project. The Planning Director is authorized to waive the time frames based on special circumstances, such as adverse weather conditions. No mitigation measures are required.

Discussion Item XII-4:

The proposed project is for a helipad that would be used by emergency personnel only. Helicopters would only use the helipad in the event of an emergency for transport by helicopter. The use of the helipad only during emergencies will not expose people residing or working in the project area to excessive noise levels as the adjacent use of the North Tahoe Fire District is associated with the use of the helipad for emergency personnel. Therefore, there is no impact.

Discussion Item XII-5:

The proposed project is for a helipad to be used only by emergency personnel and for helicopters. The proposed helipad is not located within the vicinity of a private air strip and would not expose people residing or working in the project area to excessive noise levels as adjacent users are associated with the use and operations of the helipad and are also emergency personnel. Therefore, there is no impact.

XIII. PALEONTOLOGICAL RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (PLN)				X

Discussion Item XIII-1:

The project site has been disturbed and the project area is primarily located within disturbed areas. There are no permanent structures within the project site. The project proposes to revegetate existing disturbed areas to their natural state. The project will have no effect on unique paleontological resources. Therefore, there is no impact.

XIV. 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 XIV-1, 2:

The construction of a helipad will not induce substantial population growth in the area either directly or indirectly in that the helipad will provide services to the existing residences within the area of which the helipad will serve. The helipad will be constructed on a portion of a previously disturbed parcel and no residential uses exist onsite that will be displaced as a result of the proposed project. Therefore, there is no impact.

XV. 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 Item XV-1, 2:

The proposed helipad will be essentially an accessory and/or addition emergency use and/or option for emergency purposes. The helipad will be used in conjunction with the emergency personnel of the Sheriff's Office, the California Highway Patrol and surrounding Fire Protection Districts. The construction of a helipad will assist in their operations during emergency situations. The project will not result in substantial adverse physical impacts associated with the existing operations of emergency personnel, and will maintain, assist and potentially improve service ratios, response times and other performance objectives for all of the public services. No mitigation measures are required.

Discussion Item XV-3:

The proposed project does not generate the need for the construction of a new school facility as a part of this project. Therefore, there is no impact.

Discussion Item XV-4:

The parcel to the east (094-180-059) is owned by the State of California represented by the CTC where Fairway

Drive is located. There is no public right-of-way on this portion of Fairway Driveway and therefore an access easement agreement, dedication of the Fairway Drive R.O.W. to Placer County or a Minor Boundary Line Adjustment will be required. These options are being evaluated by the CTC in coordination with Placer County. The project will create approximately 982 square feet of off-site land coverage for the paved driveway access on this parcel.

The access rights required for the project will be secured through agreement with the CTC prior to construction. The access will be accomplished by one of three methods. The first method would involve a simple access easement between the CTC and the TCPUD. The legal description of the easement would encompass the proposed improvements between the TCPUD parcel and Fairway Drive. The second method would include a formal right-of-way dedication for Fairway Drive from the CTC to Placer County. The legal description of the R.O.W. could include the standard 50 foot wide roadway R.O.W. in addition to the remaining land between the 50 foot R.O.W. and the subject parcel. The third method could be a land swap between the CTC and the TCPUD with the land between a future Fairway Drive R.O.W. and the project parcel being incorporated into the project parcel via a Minor Boundary Line Adjustment. The final method to provide guaranteed access to the property will be decided upon by the CTC, Placer County and the TCPUD. All of these methods are feasible and would provide sufficient access to the proposed helipad.

The proposed project will result in the construction of a helipad with associated infrastructure that will, ultimately, be accessed from a County maintained road. The project does not generate the need for significantly more maintenance of public facilities than what was expected with the build out of the General Plan/Community Plan. Therefore, this is a less than significant impact. No mitigation measures are required.

Discussion Item XV-5:

The proposed project is not expected to significantly impact any other governmental services. Therefore, there is no impact.

XVI. 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 Item XVI-1, 2

The project would not result in an increase of existing neighborhood and regional parks or other recreational facilities. The project is a public service and does not include recreational facilities nor require the construction or expansion of recreational facilities that might have an adverse effect on the environment. Therefore, there is no impact.

XVII. 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

Discussion Item XVII-1, 2:

The proposed project will result in the construction of a helipad and associated infrastructure. The helipad will be used solely by local, State, and Federal emergency services. There will be no commercial or private use of the facility. The project analyzes approximately 6 helicopter operations per month averaged over a 12 month period. With each helicopter operation it is anticipated that approximately four vehicles would access the project site generating approximately eight trips. Therefore, approximately 48 trips will occur per month or an averaged per day trips of 1.6. The proposed helipad project will not generate a significant amount of new vehicle trips for the existing plus project or cumulative traffic scenarios. Based upon the Placer County methodology of assessment, the construction of the helipad and associated improvements will not result in a Level of Service in excess of the Level of Service standards identified by Placer County for area roadway segments or intersections for the existing plus project and cumulative traffic scenarios. Therefore, this impact is less than significant. No mitigation measures are required.

Discussion Item XVII-3:

The proposed project consists of the construction of helipad and driveway encroachment onto the existing Fairway Drive, a County maintained roadway. The project will include the construction of a driveway encroachment that will be constructed to Placer County standards. Therefore, this impact is less than significant. No mitigation measures are required.

Discussion Item XVII-4:

The proposed project is a helipad and associated circulation infrastructure that is accessed off a County Maintained road, Fairway Drive. The servicing fire district has reviewed the proposed project and has not identified any impacts to emergency access. The proposed project will enhance local emergency service access for public health and safety including medical, fire, law enforcement, search and rescue and other emergency services. The helipad does not create any significant impacts to emergency access or access to nearby uses that would result in any physical change to the environment. Therefore, there is no impact.

Discussion Item XVII-5:

The project consists of the construction of a helipad to be used by emergency personnel only. There are no onsite parking spaces required for the use of the helipad. Therefore, there is no impact.

Discussion Item XVII-6:

The proposed project will be constructing site improvements that do not create any hazards or barriers for pedestrians or bicyclists. The proposed driveway encroachment will be constructed to Placer County standards. Therefore, this impact is less than significant. No mitigation measures are required.

Discussion Item XVII-7:

The proposed project will not conflict with any existing policies or preclude anticipated future policies, plans, or programs supporting alternative transportation. Therefore, there is no impact.

Discussion Item XVII-8:

The project would cause a change in air traffic patterns including an increase in traffic levels or a change in location however, these increases and changes will not result in substantial safety risks in that the helipad will provide a public emergency service that is not provided currently. The helipad will only be used in the event of an emergency. Currently, helicopters fly into the area however, there is no established location for their safe landing. Helicopters have landed on the golf course or in parking lots in an emergency to transport victims to a hospital. The use will continue however, there will now be an established location for the landing of a helicopter. Therefore, there is no impact.

XVIII. TRIBAL CULTURAL RESOURCES – Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or (PLN)				X
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. (PLN)				X

Discussion Item XVIII-1, 2:

On April 11, 2016 Placer County Environmental Coordination Services provided the California Native American tribes the Emergency Service Helipad project description and supporting project documentation for review and consultation. On May 3, 2016, Placer County received a letter from Daniel Fonseca, the Tribal Historic Preservation Office Most Likely Descendant of the Shingle Springs Rancheria – Band of Miwok Indians stating that they are not aware of any known cultural resources on the project site. Additionally, a letter was received from Darrel Cruz, Director of the Tribal Historic Preservation Office of the Washoe Tribe of Nevada and California stating that the Washoe Tribe has no interest in the project and deferred to the United Auburn Indian Community. The County did not receive any correspondence from the United Auburn Indian Community.

The project would not cause a substantial adverse changing in the significance of a tribal cultural resource nor are their known resources determined to be significant pursuant to the criteria set forth in the Public Resources Code Section 5024.1. Therefore, there is no impact.

XIX. 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 XIX-1, 2, 6:

The proposed project will result in the construction of a helipad and associated circulation improvements. The proposed project does not create any wastewater and will not exceed any wastewater requirements of the Regional Water Quality Control Board and will not require any new or expanded wastewater services. Therefore, there is no impact.

Discussion Item XIX-3:

The project will not require sewage disposal and will not require or result in the construction of a new septic system. Therefore, there is no impact.

Discussion Item XIX-4:

Storm water will be collected and conveyed in the existing drainage facilities. The existing system has the capacity to accept flows from the proposed project since the proposed project will only generate a minor increase in flows from the pre development condition. No new storm water drainage facilities or expansion of existing facilities is required. Therefore, this impact is less than significant. No mitigation measures are required.

Discussion Item XIX-5, 7:

This project will not require water, sewer, or solid waste disposal services, as the project will not generate wastewater, solid waste or require treated water. Therefore, this project will not result in impacts associated with the provision of water, sewer, or solid waste disposal services. Therefore, there is no impact.

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

<input checked="" type="checkbox"/> California Department of Fish and Wildlife	<input checked="" type="checkbox"/> Local Agency Formation Commission (LAFCO)
<input checked="" 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 checked="" type="checkbox"/> U.S. Army Corp of Engineers
<input checked="" type="checkbox"/> California Department of Transportation	<input checked="" type="checkbox"/> U.S. Fish and Wildlife Service
<input type="checkbox"/> California Integrated Waste Management Board	<input type="checkbox"/> _____
<input checked="" type="checkbox"/> California Regional Water Quality Control Board	<input type="checkbox"/> _____

H. DETERMINATION – The Environmental Review Committee finds that:

<input checked="" type="checkbox"/>	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.
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I. ENVIRONMENTAL REVIEW COMMITTEE (Persons/Departments consulted):

Planning Services Division, Stacy Wydra, Chairperson
 Planning Services Division, Air Quality, Angel Green
 Engineering and Surveying Division, Phillip A. Frantz
 Environmental Engineering Division, Huey Nham
 Department of Public Works, Transportation
 Environmental Health Services, Justin Hansen
 Flood Control Districts, Brad Brewer
 Facility Services, Parks, Andy Fisher
 Placer County Fire/CDF, Mike DiMaggio

Signature  Date March 31, 2017
 Crystal Jacobsen, Environmental Coordinator

J. 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 type="checkbox"/> Air Pollution Control District Rules & Regulations
	<input checked="" type="checkbox"/> Tahoe City Community Plan
	<input checked="" type="checkbox"/> Environmental Review Ordinance
	<input checked="" type="checkbox"/> Tahoe City General Plan
	<input checked="" type="checkbox"/> Grading Ordinance
	<input checked="" type="checkbox"/> Land Development Manual
	<input type="checkbox"/> Land Division Ordinance
	<input checked="" type="checkbox"/> Stormwater Management Manual
	<input checked="" type="checkbox"/> Tree Ordinance
	<input type="checkbox"/>
Trustee Agency	<input type="checkbox"/> Department of Toxic Substances Control

Documents	<input type="checkbox"/>	
Site-Specific Studies	Planning Services Division	<input type="checkbox"/> Biological Study
		<input type="checkbox"/> Cultural Resources Pedestrian Survey
		<input checked="" 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 checked="" type="checkbox"/> Noise / Acoustical Analysis
		<input type="checkbox"/>
	Engineering & Surveying Division, Flood Control District	<input type="checkbox"/> Phasing Plan
		<input checked="" type="checkbox"/> Preliminary Grading Plan
		<input type="checkbox"/> Preliminary Geotechnical Report
		<input type="checkbox"/> Preliminary Drainage Report
		<input 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 type="checkbox"/> Utility Plan
		<input type="checkbox"/> Tentative Map
		Environmental Health Services
	<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 Services Division, Air Quality	<input type="checkbox"/> CALINE4 Carbon Monoxide Analysis
		<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"/>