

2 CORRECTIONS AND REVISIONS TO THE DRAFT EIR/EIS

This chapter describes minor modifications to the Placer County Tahoe Basin Area Plan and the Tahoe City Lodge project as a result of ongoing planning refinements since publication of the Draft EIR/EIS. Also, this chapter presents revisions to the Draft EIR/EIS text made in response to comments, or to amplify, clarify, or make minor modifications or corrections to information in the Draft EIR/EIS. Changes in the text are signified by ~~strikeout~~ where text is removed and by underline where text is added. The information contained within this chapter clarifies and expands on information in the Draft EIR/EIS and does not constitute “significant new information” requiring recirculation.

2.1 PROJECT MODIFICATIONS

Since the release of the Draft EIR/EIS, minor changes to both the Area Plan and the Tahoe City Lodge project description have been made in response to comments received on the draft environmental document and new information received by the applicant. This section describes and evaluates those changes.

2.1.1 Description of Area Plan Changes

Since publication of the Draft EIR/EIS, Placer County has made modifications to the Area Plan in response to comments received on the Draft EIR/EIS. The revised Area Plan:

- ▲ includes language regarding the prioritization of SEZ restoration projects;
- ▲ corrects language related to the Sierra Nevada Yellow-legged frog to show it as an endangered species;
- ▲ adds or modifies policies, including:
 - a new policy related to the Public Trust (Policy R-P-11);
 - a new policy to support protection of the Tahoe yellow cress (Policy VEG-P-4);
 - a new policy related to eradication of non-native terrestrial plants (Policy VEG-P-5);
 - a new policy related to adaptive traffic management for highways (Policy T-P-10);
 - a new policy requiring development projects to submit a transportation demand management plan (Policy T-P-12);
 - a new policy related to parking management strategies (Policy T-P-18);
 - a modification to Policy T-P-34 related to pedestrian and bicycle safety;
 - a new policy related to wayfinding signage (Policy T-P-37);
 - a new policy related to future modifications to the county’s Trip Reduction Ordinance (Policy T-P-11);
 - a new policy requiring that all new development projects within the Plan area prepare and implement an Emergency Preparedness and Evacuation Plan (EPEP) consistent with Government Code Section 65302(g) (Policy N-H-P-6); and
 - a new policy that incorporates the Placer Operational Area East Side Emergency Evacuation Plan (Policy N-H-P-7);

- ▲ adds language to the Area Plan Implementing Regulations Chapter 2 (standards related to non-contiguous project sites) and suggested language provided in comment letter 13 (page 265 of the Implementing Regulations);
- ▲ modifies language and exhibits (Figures 5-3, 5-5, 6-3, and the Tahoe City Town Center Pedestrian and Shared-Use Path Improvement exhibit in the Area Plan Implementing Regulations Chapter 3) regarding the “missing link” of the lakeside trail in Tahoe City (page 124 of the Area Plan);
- ▲ deletes the “Undeveloped Campground” use from the Mixed-Use Recreation zone district in the Greater Tahoe City subarea;
- ▲ deletes “Recreation Center” and “Developed Campgrounds” uses from the Mixed-Use Waterfront Recreation zone district in the North Tahoe East subarea;
- ▲ deletes “Laundries and Dry Cleaning Plants” use from the Mixed-Use Service zone district in the Greater Tahoe City subarea and changes the use permit requirement from a minor use permit (MUP) to a conditional use permit (CUP) for the same use in the Mixed-Use Town Center zone district;
- ▲ revises language related secondary residential unit program;
- ▲ modifies the CFA to TAU conversion program to reduce the cap for the number of TAU units to 200 from 400; and
- ▲ provides various minor corrections where needed.

Both a redline/strikeout version and a clean version of the revised Area Plan will be released concurrent with this Final EIR/EIS.

2.1.2 Evaluation of the Area Plan Modifications

Revisions to the Area Plan are minor and are discussed in responses to the comments that initiated the change. The policy changes related to affordable housing and secondary residential units (discussed in Master Response 3, Affordable Housing, in Section 3.1.3 of this Final EIR/EIS) serve to strengthen the original Area Plan policies and do not affect the relevant findings included in the Draft EIR/EIS. An additional policy that prioritizes projects for SEZ restoration has also been added which would further bolster the existing SEZ restoration policies in the Area Plan. Similarly, as discussed in Master Response 1, VMT and LOS (see Section 3.1.1), the revised Area Plan includes new mitigation measures that would reduce traffic congestion and reduce Vehicle Miles Traveled (VMT), however these mitigation measures would not alter the impact findings related to VMT and Level of Service (LOS) described in the Draft EIR/EIS. The modification to CFA to TAU conversion program to reduce the cap for the number of TAU units to 200 from 400 was made in response to comments received on the Draft EIR/EIS. This change is consistent with the analysis of Alternative 3 in the Draft EIR/EIS and would not change the impact findings described in the Draft EIR/EIS. This program would be periodically monitored for efficacy, possible extension, and future consideration of program adjustments. The remainder of the Area Plan revisions (such as added or modified policies and permissible use changes) are limited to minor textual and editorial changes that also do not change the impact findings described in the Draft EIR/EIS.

2.1.3 Description of Tahoe City Lodge Changes

Since publication of the Draft EIR/EIS, the project applicant has proposed minor refinements to the schematic site plan and engineering drawings included as Exhibits 3-11 and 3-12 and Appendix D of the Draft EIR/EIS. The revised exhibits are included below, and the revised appendix is included as Appendix A of this Final EIR/EIS. The refinements include the following:

- ▲ Property boundaries are clearly delineated in the revised site plan (see Sheet C3.1 in revised Appendix D).
- ▲ Proposed parking is revised to include 132 spaces and to remove parking from the Bechdolt property easement.
- ▲ An exception to Chapter 3, Section 3.07 Parking and Access Standards of the Area Plan Implementing Regulations to allow an increase in the maximum number of compact parking spaces from 20 percent (26 parking spaces) to 38 percent (49 parking spaces), where a total of 132 parking spaces would be provided.
- ▲ A variance to Placer County Zoning Code Section 17.54.070.A.2.d to reduce the number of landscaped islands required within parking areas to allow four segments to contain more than the maximum allowable number of consecutive parking spaces (up to 27 consecutive parking spaces) without a landscaped island.
- ▲ Access to restoration area #1 has been revised to align with the Tahoe City Golf Course property.
- ▲ The footprint of the Tahoe City Golf Course clubhouse has been reoriented to fit within the project area.
- ▲ The site plan has been modified to avoid disturbance and structures shown on adjacent properties.
- ▲ One potential snow storage area previously shown within LCD 1b has been relocated.
- ▲ Some of the proposed golf course improvements (such as putting greens and tee boxes) have been reoriented.
- ▲ A water treatment area near the driveway entrance in the easement is to be relocated onto the lodge site in the final improvement plans.

2.1.4 Evaluation of the Area Plan Modifications

The revisions to the Tahoe City Lodge are minor adjustments made in response to concerns raised by public comments. No changes would be made to the size or uses of proposed structures. The revised site plan shows minor changes to the location and extent of impervious land coverage and these changes are discussed in the revised Tahoe City Lodge Alternative 1 project level analysis shown in Section 2.2.12 below. These changes do not affect the impact findings for any resources analyzed in the Draft EIR/EIS.

2.2 CORRECTIONS AND REVISIONS TO THE DRAFT EIR/EIS

This section presents specific text changes made to the Draft EIR/EIS since its publication and public review. The changes are presented in the order in which they appear in the original Draft EIR/EIS and are identified by the Draft EIR/EIS page number. Text deletions are shown in ~~striketrough~~, and text additions are shown in underline. The following revisions do not change the intent or content of the analysis or effectiveness of mitigation measures presented in the Draft EIR/EIS.

2.2.1 Corrections and Revisions to Chapter 1, “Introduction”

In response to comment 13-1, the third paragraph of Draft EIR/EIS Section 1.1, on page 1-1 has been revised as follows:

The proposed Area Plan was prepared and initiated by Placer County as an update to its land use regulations in the Tahoe Basin. Placer County began soliciting public input for the development of the Area Plan in May of 2012, and facilitated a series of information meetings, public workshops, and focused working group sessions. Stakeholders included private residents, businesses, community and advocacy organizations, and local agencies. The Area Plan also incorporated the Tahoe City and Kings Beach Town Center visioning documents, which were developed in 2012 and 2013 through a separate public process in anticipation of the Area Plan. Through this multi-year process, the Area Plan was revised numerous times to reflect the opportunity for both economic redevelopment incentive and environmental restoration. The Area Plan as proposed, is intended to implement and achieve the environmental improvement and redevelopment goals of the Lake Tahoe Regional Plan and the TRPA/Tahoe Metropolitan Planning Organization (TMPO) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The Area Plan would also satisfy California’s comprehensive long-term general plan requirements, and would serve as the General Plan for the Tahoe Basin portion of Placer County (California Government Code Section 65300 et seq.). Adoption of the Area Plan would supersede the following general plans, community plans, PASs, and related planning documents adopted to implement the 1987 Regional Plan, and relevant sections of the Placer County Zoning Ordinance:

Per response to comment 9-1, Table 1-2 on page 1-7 is revised to read as follows:

Table 1-2 Permits and Approvals for the Tahoe City Lodge Project

Permitting Agency	Permit Name	Purpose of Permit
Placer County	Conditional Use Permit	Required for land uses that are consistent with zoning to ensure compatibility with surrounding land uses
	Design Site Review	Review the design elements of the project for consistency with the design standards and guidelines for the area
	Improvement Permit	Grading and engineering work
	Building Permit	Building design compliance with Uniform Building Code
	<u>Variance to the Placer County Zoning Code</u>	<u>A variance to the parking standards relative to landscape island requirements</u>
Tahoe Regional Planning Agency	TRPA Project Permit	TRPA Code compliance
Caltrans	Encroachment Permit	Required for any utility or other improvements that would occur within the SR 28 right-of-way
Tahoe City Public Utility District	Sewer Permit	Authorization for sewer connections
	Water Permit	Authorization for water connections
<u>Tahoe-Truckee Sanitation Agency</u>	<u>Sewer Connection Permit</u>	<u>Authorization for sewer connections</u>
Reviewing Agency		Issue/Authority
Placer County Sheriff		Public safety
North Tahoe Fire Protection District		Fire safety
Franchise Utilities		
Southwest Gas Company, Liberty Utilities, Charter Business, and Tahoe Truckee Sanitation Agency		Public services
Source: Data compiled by Ascent Environmental in 2016		

2.2.2 Corrections and Revisions to Chapter 2, “Executive Summary”

Per response to comment 13-7, the “Mitigation Measures” column in Table 2-1 for Impact 9-1 beginning on page 2-14 is revised to read as follows:

Mitigation Measure 9-1: Limit visible mass near Lake Tahoe within non-contiguous project areas

This mitigation measure applies to Area Plan Alternatives 1 and 3.

Prior to approving a project that would use a non-contiguous project area, the county and TRPA shall revise the implementing ordinance to prevent a project from increasing visible mass between SR 28 or SR 89 and Lake Tahoe beyond what would be possible without the use of a non-contiguous project area. The revision to the implementing ordinance shall prohibit a project that uses a non-contiguous project area from locating land coverage or density on the lake side of SR 28 or SR 89 that would otherwise be allowed on the mountain side of SR 28 or SR 89. This mitigation measure could be implemented by revising Section 2.09.A.3 of the Area Plan implementing ordinances to include a version of the following text:

Projects using a non-contiguous project area shall not increase the density or land coverage in any portions of the project area that are between SR 28 or SR 89 and Lake Tahoe, beyond the limits that would apply to those portions of the project area without the use of a non-contiguous project area. All non-contiguous project areas shall comply with the setbacks within town centers.

Per response to comment 12-37, the “Resource Topics/Impacts” column in Table 2-1 for Impact 10-1 beginning on page 2-17 is revised to read as follows:

Impact 10-1: Roadway level of service. Under all Area Plan alternatives (Alternatives 1, 2, 3, and 4), future development and redevelopment would occur in the Plan area that would cause the level of service (LOS) on SR 28 between the Tahoe City Wye and Grove Street to continue to operate at an unacceptable level. This impact would be significant for all alternatives. Implementation of Mitigation Measure 10-1a, 10-1b, and 10-1c would reduce LOS effects of Alternatives 1, 2, and 3 by providing a pedestrian hybrid beacon crossing at the SR 28 and Grove Street intersection, which would reduce the influence of pedestrian crossings on LOS; by establishing a County Service Area Zone of Benefit to fund expansion of transit capacity, which would reduce traffic volumes; and by having development projects pay Tahoe area traffic mitigation fees to Placer County to fund identified regional Capital Improvement Projects. While Mitigation Measures 10-1a, 10-1b, and 10-1c would reduce LOS deterioration, the roadway LOS after implementation of the mitigation measures would remain unacceptable and no additional mitigation is feasible. In recognition of the LOS conditions in the Tahoe City Town Center, Area Plan Alternatives 1 through 3 would revise the LOS standards to allow LOS F during peak periods in town centers (Area Plan Policy T-P-6). The future LOS conditions would not exceed the proposed LOS standard for Area Plan Alternatives 1 through 3. However, because the alternatives would result in LOS that exceeds existing TRPA standards and no additional mitigation is feasible, this impact is considered significant and unavoidable for all alternatives.

Tahoe City Lodge Alternatives 1 and 3 would not add traffic volumes in a direction or location that would exacerbate an existing LOS deficiency or degrade an existing acceptable LOS. ~~Tahoe City Lodge Alternatives 1 and 3 would still be subject to payment of traffic mitigation fees prior to issuance of any building permits, and this would reduce the project’s impact on roadway LOS to~~ Therefore. This impact is less-than-significant for these alternatives. Tahoe City Lodge Alternative 2 would create a reduction in traffic volumes, resulting in a **beneficial** impact to roadway LOS. Under Tahoe City Lodge Alternative 4, the additional traffic would exacerbate the existing LOS deficiency in the eastbound direction on SR 28 in Tahoe City and degrade the existing acceptable LOS in the westbound direction to an unacceptable level during the peak period. Because mitigation measures cannot be required for

a no-project alternative, Tahoe City Lodge Alternative 4 would have a **significant and unavoidable** impact on roadway LOS.

Per Master Response 1, VMT and LOS, and in response to comment 13-8, the “Mitigation Measures” column in Table 2-1 for Impact 10-1 beginning on page 2-17 is revised to read as follows:

Mitigation Measure 10-1a: Construct pedestrian crossing improvements at the Grove Street/SR 28 intersection

This mitigation measure applies to Area Plan Alternatives 1, 2, and 3.

As described above, pedestrian crossings, particularly near the SR 28/Grove Street intersection contribute to vehicular congestion and the existing unacceptable LOS conditions at the SR 28/Grove Street intersection. To reduce traffic delays on SR 28 through the Tahoe City Town Center during peak summer periods, Placer County shall construct a pedestrian activated hybrid beacon crossing at the Grove Street and SR 28 intersection in Tahoe City within three years of adoption of the Area Plan. The Tahoe City Mobility Plan and the Proposed Area Plan already identify this pedestrian crossing as a needed improvement. Article 15.28.010 of the Placer County Code establishes a road network Capital Improvement Program. The payment of traffic impact fees funds the Capital Improvement Program for area roadway improvements, such as the hybrid beacon pedestrian crossing. The implementation of the hybrid beacon pedestrian crossing would consolidate pedestrian crossings, which would reduce the impacts of pedestrian crossings on LOS at the Grove Street/SR 28 intersection.

Mitigation Measure 10-1b: Establish a County Service Area Zone of Benefit to fund expansion of transit capacity

This mitigation measure applies to Area Plan Alternatives 1, 2, and 3.

The key constraint to expanding transit capacity is the availability of ongoing transit operating subsidy funding, as discussed in the recently completed System Plan Update for the Tahoe Truckee Area Regional Transit in Eastern Placer County (LSC, 2016). While the proposed Area Plan includes Policy T-P-22 (“Secure adequate funding for transit services so that transit is a viable transportation alternative”), this does not identify a specific mechanism to assure expansion of transit services to address increased peak demand. To provide an ongoing source of operating funding as well as transit bus seating capacity, Placer County shall establish one or more County Service Area Zones of Benefit encompassing the developable portions of the Plan area. Ongoing annual fees would be identified to fund expansion of transit capacity as necessary to expand seating capacity to accommodate typical peak-period passenger loads during both summer and winter peak periods. At a minimum, this would consist of four additional vehicle-hours of transit service per day throughout the winter season on each of the following three routes: North Shore (North Stateline to Tahoe City), SR 89 (Tahoe City to Squaw Valley), and SR 267 (North Stateline to Northstar), as well as the expansion of transit fleet necessary to operate this additional service. In addition, ongoing annual fees would be sufficient to, at a minimum, provide 16 additional vehicle-hours of transit service per day throughout the summer season, as well as the expansion of transit fleet necessary to operate this additional service. The additional 16 vehicle-hours of transit service during the summer season would be provided on those routes that have the highest ridership and/or the lowest LOS conditions. Currently, SR 28 through Tahoe City has the highest ridership levels and lowest LOS. However, the county will determine the specific routes where additional transit service will be provided each year based on observed changes in ridership and LOS over time. Fees would be assessed on all future land uses that generate an increased demand for transit services, including residential, lodging, commercial, civic, and recreational land uses.

The new Zone of Benefit under the County Service Area would be established through action by the Board of Supervisors to fund increased public services within the Plan area. This is a very common means of funding the costs for expanded public services generated by development in California.

though Zones of Benefit funding transit programs are relatively uncommon. In this case, the services to be funded would be expanded winter and summer TART transit services, and could also include capital expenses (such as additional buses). An Engineers Report is required under state law to identify the costs to be funded and the fee. Like traffic fee programs, fees are set on a “dwelling unit equivalent” (DUE) basis for various land use types, depending on the relative transit ridership generated by each type of land use. The total potential number of future development DUEs in the Plan area would be identified. The annual fee for each DUE would be calculated by dividing the annual costs of the additional transit service by the total DUEs. The fee would then be applied to all future development that increases ridership (residential, commercial, lodging, etc.). The fee would be an annual ongoing fee that is collected as part of property tax billing. As funds are received, they would be kept in a separate account, which can only be used for the specified purposes. Fee levels would be indexed to the regional rate of inflation, increasing as costs increase and these fees would be collected indefinitely.

The actual amount of funding generated by the Zone of Benefit will depend on the actual level of development that occurs. Initially, when little development and little increased demand for transit has occurred, funds may be allowed to accumulate to a level at which they can be effectively used for the intended purpose. As expansion of existing transit service is relatively simple to implement in increments, the expansion of transit services funded through the Zone of Benefit can be expected to occur relatively soon and long before buildout of the Plan area. A good example of Zones of Benefit funding transit expansion can be found in the Martis Valley area. As a result of the Martis Valley Community Plan process, Zones of Benefit have been established by the Placer County Board of Supervisors for all subsequent developments over the past ten years, tied to the cost of expanding transit service and funding an additional bus purchase. These generate approximately \$40 per DUE per year. In initial years, funds were allowed to accumulate. More recently, as additional development has occurred, annual funding levels have risen and this source is now an important element of the recent expansion of TART’s 267 Route to year-round service.

Mitigation Measure 10-1c: Payment of traffic mitigation fees to Placer County

This mitigation measure applies to Area Plan Alternatives 1, 2, and 3 and Tahoe City Lodge Alternatives 1 and 3.

Prior to issuance of any Placer County Building Permits, projects within the Area plan shall be subject to the payment of established Placer County traffic impact fees that are in effect in this area, pursuant to applicable county Ordinances and Resolutions. Traffic mitigation fees shall be required and shall be paid to the Placer County Department of Public Works and Facilities subject to the County Wide Traffic Limitation Zone: Article 15.28.010, Placer County Code. The fees will be calculated using the information supplied. If the use or the square footage changes, then the fees will change. The actual fees paid will be those in effect at the time the payment occurs.

Mitigation Measure 10-1d: Expand requirements for transportation demand management plans

This mitigation measure applies to Area Plan Alternatives 1, 2, and 3.

To reduce peak-period vehicle trips and improve LOS, future development project proposals which will employ between 20 and 100 employees and/or include tourist accommodation or recreational uses will be required to submit to Placer County a Transportation Demand Management Plan (TDM) upon Development Review. The current threshold for preparation of a TDM or Employee Transportation Plan (TRPA Code Section 65.5.2.B) and compliance with the Placer County Trip Reduction Ordinance (Placer County Code 10.20) is 100 or more employees in a single location which applies to a very limited number of sites in the Plan area. This existing requirement also does not address trips that are generated from sources other than employee commutes, and in the Plan area, a large proportion of peak period trips are the result of tourist or visitor trips rather than employee trips.

Development of the expanded requirements for transportation demand management plans will consider trip sources and characteristics in the Plan area during peak periods. This mitigation measure will expand the requirements for transportation demand management plans with criteria that would require some employers with fewer than 100 employees to prepare such plans and implement through project mitigation for LOS impacts.

A menu of measures that could be included in transportation demand management plans is provided in TRPA Code section 65.5.3 and Placer County Code 10.20. These measures include but are not limited to:

- ▲ preferential carpool/vanpool parking;
- ▲ shuttle bus program;
- ▲ transit pass subsidies;
- ▲ paid parking; and
- ▲ direct contributions to transit service.

Mitigation Measure 10-1e: Prepare and implement a comprehensive wayfinding program for parking and multi-modal transportation

This mitigation measure applies to Area Plan Alternatives 1, 2, and 3.

Within one year of adoption of the Area Plan, Placer County will coordinate with partner agencies and organizations and ensure the preparation of a comprehensive wayfinding program for parking and multi-modal transportation. The program will identify specific improvements, responsible parties, and a timeline for implementation. The program will be consistent with Area Plan Policy T-P-37, which states “Develop a coordinated wayfinding signage program to enhance awareness of alternative transportation modes including transit (TART), pedestrian and bicycle facilities. The wayfinding program should also include parking management strategies, see Policy T-P-18. Wayfinding signs should be consistent within all areas of the Plan to provide clear recognition in congested periods.” The program would encourage additional transit, bicycle, and pedestrian use by increasing travelers’ awareness of the location and availability of these alternative modes. Wayfinding signage for parking facilities would be incorporated into the program and be consistent within all areas of the Plan to provide clear recognition in congested periods.

Mitigation Measure 10-1f: Long-term monitoring and adaptive management of mobility strategies

This mitigation measure applies to Area Plan Alternatives 1, 2, and 3.

Utilizing monitoring data continuously collected by various partner agencies, Placer County and TRPA will periodically assess the effectiveness of the long-term implementation of mobility strategies within the Plan area.

Mitigation Measure 10-1g: Four-year review of vehicle trips and mobility strategies

This mitigation measure applies to Area Plan Alternatives 1, 2, and 3.

Concurrent with TRPA’s four-year Area Plan recertification process, should actual vehicle trips surpass the Area Plan vehicle trips projected for travel into and within the Plan area, as shown in Chapter 19 of the Draft EIR/EIS for the Tahoe Basin Area Plan, the County and TRPA shall jointly revise mobility strategies in the Area Plan transportation chapter to address the increased vehicle trips. Placer County and its partners shall develop financing mechanisms to ensure implementation of new or modified mobility strategies within a feasible period of time. Placer County shall submit the revised Area Plan to TRPA for approval.

Mitigation Measure 10-1h: Implement TRPA's Congestion Management Process

This mitigation measure applies to Area Plan Alternatives 1, 2, and 3.

Placer County and TRPA shall prioritize additional mobility strategies in a manner consistent with TRPA's Congestion Management Process required by federal regulation (23 CFR 450.320) for urban metropolitan planning organizations. TRPA's CMP is currently under development and will be implemented in 2017 in collaboration with local jurisdictions and public transit providers.

Per Master Response 1, VMT and LOS the "Mitigation Measures" column in Table 2-1 for Impact 10-3 beginning on page 2-19 is revised to read as follows:

Mitigation Measure 10-3a: Construct and maintain a pedestrian activated hybrid beacon crossing at the Grove Street/SR 28 intersection pursuant to Mitigation Measure 10-1a, create a transit service expansion funding source pursuant to Mitigation Measure 10-1b, and require payment of traffic mitigation fees to Placer County pursuant to Mitigation Measure 10-1c, expand the requirements for transportation demand management plans pursuant to Mitigation Measure 10-1d, prepare and implement a comprehensive wayfinding program for parking and multi-modal transportation pursuant to Mitigation Measure 10-1e, implement long-term monitoring and adaptive management of mobility strategies pursuant to Mitigation Measure 10-1f, implement a four-year review of vehicle trips and mobility strategies pursuant to Mitigation Measure 10-1g, and implement TRPA's Congestion Management Process pursuant to Mitigation Measure 10-1h.

This mitigation measure applies to Area Plan Alternatives 1, 2, and 3; and Tahoe City Lodge Alternatives 1 and 3.

This impact would be minimized through the implementation of Mitigation Measures 10-1a, 10-1b, ~~and 10-1c,~~ 10-1d, 10-1e, 10-1f, 10-1g, and 10-1h described under Impact 10-1, above. These same mitigation measures would be required to address this impact. In the case of Mitigation Measure 10-1b, the lodge project applicant shall be responsible for annual transit fees beginning with the first year of operation. If the county service area funding program is not implemented prior to the opening of the lodge, the lodge project shall pay all annual fees accrued retroactive to the opening date once the program comes into effect.

Per response to comment 66-28, the "Mitigation Measures" column in Table 2-1 for Impact 11-5 beginning on page 2-26 is revised to read as follows:

Mitigation Measure 11-5: Reduce short-term construction-generated TAC emissions

Mitigation Measure 11-5 is required for Area Plan Alternatives 1, 2, and 3.

TRPA shall require proponents of every individual land use development project proposed in the Plan area to demonstrate that its construction activities would follow PCAPCD's recommended BMPs and to ensure that construction-generated TAC emissions would not expose nearby sensitive receptors to TAC emissions that would exceed 10 in 1 million for the carcinogenic risk (i.e., the risk of contracting cancer) or a non-carcinogenic Hazard Index of 1 for the maximally exposed individual). ~~To ensure sensitive receptors are not exposed to substantial TAC concentrations,~~ Every project applicant shall require its prime construction contractor to implement the following measures prior to project approval:

- ▲ Work with PCAPCD staff to determine if project construction would result in release of diesel emissions in areas with potential for human exposure, even if overall emissions would be low. Factors considered by PCAPCD when determining significance of a project include the expected

emissions from diesel equipment including operation time, location of the project, and distance to sensitive receptors. (PCAPCD 2012:2-6).

- ▲ Use PCAPCD’s guidance to determine whether construction of an individual project would require detailed evaluation with a health risk assessment (HRA) (PCAPCD 2012: Appendix E). If an HRA is required, model emissions, determine exposures, and calculate risk associated with health impacts, per PCAPCD guidance. Coordinate with PCAPCD to determine the significance of the estimated health risks.

Per response to comment 10-6, the “Mitigation Measures” column in Table 2-1 for Impact 12-1 beginning on page 2-28 is revised to read as follows:

Mitigation Measure 12-1: Implement all feasible energy, water, transportation, and vegetation measures recommended by PCAPCD

The following mitigation measure is required for Area Plan Alternatives 1, 2, and 3.

Require, as feasible, new construction to implement energy, water, transportation, and vegetation measures recommended by PCAPCD available in Appendix F-1 of the District’s CEQA Handbook. This would apply to new construction occurring under the Area Plan, including the proposed lodge project. Also, initiate a funding program to apply these measures to existing facilities within the Plan area, as feasible (PCAPCD 2012).

These recommended measures include, but are not limited to:

- ▲ Installing Tank-less or Energy Efficiency water heaters (E5)
- ▲ Installing solar water heaters (E3)
- ▲ Installing energy efficient roofing (E4)
- ▲ Require Energy Star-rated appliances in new construction (E9)
- ▲ Pre-Plumb new construction for Solar Energy and design for load (E12)
- ▲ Install low-flow water fixtures (W1)
- ▲ Use reclaimed water for irrigation (W3)
- ▲ Provide bus shelters and lanes and provide bike parking (T1, T2, and T3)
- ▲ Plant drought tolerant plants (V2)
- ▲ Prohibit gas-powered landscaping equipment (V3)

In addition, ground source heat pumps would reduce the need for natural gas in the winter. Fees may also be paid into carbon offset programs that are adopted by ARB. Offsets purchased to mitigate operational emissions shall be sufficient to offset emissions during the full operational life of the new construction project.

Per response to comment 19-2, the “Resource Topics/Impacts” column in Table 2-1 for Impact 13-5 beginning on page 2-33 is revised to read as follows:

Impact 13-5: Outdoor event noise generated during operation of the Tahoe City Lodge and related to the relocated golf course clubhouse For all the Area Plan alternatives, the change in land uses would not result in any new land uses that would include noise-generating activities on building rooftops in the Plan area. Also, the change in land uses would not result in any new land uses that host outdoor events or an increase in the frequency of noise-generating outdoor events at existing land uses in the Plan area. Therefore, there would be **no impact** at the program level related to noise-generating outdoor ~~events-activities~~ with Area Plan Alternatives 1, 2, 3, and 4.

With Lodge Alternatives 1 and 2, a rooftop terrace with a swimming pool, bar, and food and beverage deck would be included in the design of the Tahoe City Lodge. Noise generated by activity on the rooftop terrace would not exceed applicable TRPA land use-based CNEL standards at off-site noise-

sensitive receptors; however, noise generated by activity on the rooftop terrace could exceed applicable noise standards established by the Placer County Noise Ordinance at residences on the Tahoe Marina Lakefront property across the street. At the project level, the frequency and effects of noise-generating outdoor events at the golf course clubhouse would increase with Alternatives 1 and 3. Noise generated by outdoor events at the new golf clubhouse with Alternatives 1 and 3 would not exceed applicable TRPA land use-based CNEL standards at off-site noise-sensitive receptors; however, noise generated by outdoor events could exceed applicable noise standards established by the Placer County Noise Ordinance at such that existing nearby off-site residential receptors could be exposed to noise exterior levels that exceed the noise level standards for sensitive receptors established in the Placer County Noise Ordinance.

In summary, county noise standards could be exceeded by noise-generating activities on the rooftop terrace under Alternatives 1 and 2, and by noise generated by outdoor events at the golf course under Alternatives 1 and 3. These is exceedances of county noise standards would be a significant impact under Alternatives 1, 2, and 3. Implementation of Mitigation Measure 13-5 would ensure that noise levels generated by the rooftop terrace (under Alternatives 1 and 2) and by outdoor events near the expanded, relocated golf course clubhouse (under Alternatives 1 and 3) would not exceed Placer County Noise Ordinance Standards at nearby residential land uses. Therefore, this impact would be reduced to a less-than-significant level.

With Lodge Alternatives 2 and 4, no changes to the lodge would occur. Also, the location of outdoor events at the golf course would not change and there would be no change in event-related noise levels. Thus, there would be resulting in no impact with Alternative 4.

Per response to comment 19-2, the “Level of Significance before Mitigation (by Alternative)” column in Table 2-1 for Impact 13-5 beginning on page 2-33 is revised to read as follows:

Area Plan Alt. 1, 2, 3, & 4 = NI Area Plan and Lodge Alt. 1, 2, & 3 = S Alt. 2 & 4 = NI

Per response to comment 19-2, the “Mitigation Measures” column in Table 2-1 for Impact 13-5 beginning on page 2-33 is revised to read as follows:

Mitigation Measure 13-5a: Implement measures to ensure compliance of rooftop terrace activities with Placer County Noise Ordinance standards at the Tahoe Marina Lakefront Property

The following mitigation measure applies to Lodge Alternatives 1 and 2.

The applicant for the Tahoe City Lodge project shall ensure that noise generated by activity on the rooftop terrace will not expose off-site noise-sensitive receptors, including the Tahoe Marina Lakefront property, to noise levels that exceed standards established by the Placer County Noise Ordinance (Table 13-7). Noise reduction measures that can be implemented to ensure compliance with Placer County Noise Ordinance daytime noise standards of 50 dB L_{eq} and 65 dB L_{max} and nighttime noise standards of 40 dB L_{eq} and 60 dB L_{max} include but are not limited to the following:

- ▲ Adjust volume settings and orient speakers away from the Tahoe Marina Lakefront property.
- ▲ Install a noise-reduction barrier along the edge of the rooftop terrace. This barrier may consist of a transparent material to maintain views of the lake. This barrier may also serve to limit the level of traffic noise on the rooftop terrace.

- ▲ Outdoor generators shall not be operated on the rooftop terrace.
- ▲ Orient or relocate the rooftop terrace activity area on the Tahoe City Lodge project site such that other buildings serve as a sound barrier to project off-site noise-sensitive receptors.
- ▲ Prohibit music after 10:00 p.m., if necessary to ensure compliance with Placer County Noise Ordinance nighttime noise standards of 40 dB L_{eq} and 60 dB L_{max} .
- ▲ Prohibit music at all times, if necessary.

Prior to groundbreaking for the Tahoe City Lodge project, a qualified acoustic specialist shall be selected by the county hired at the project applicant's expense to verify the effectiveness of all selected noise reduction measures. The qualified acoustic specialist shall also provide the findings to the county.

Mitigation Measure 13-5b: Implement measures to ensure compliance by outdoor events at the golf course clubhouse with exceedance of Placer County Noise Ordinance Standards at nearby residential land uses

The following mitigation measure applies to Lodge Alternatives 1 and 3.

The Tahoe City Public Utility District shall ensure that noise generated by the clubhouse will not expose off-site sensitive receptors, such as nearby residences, to noise levels that exceed the nighttime noise standards of 40 dB L_{eq} and 60 dB L_{max} established by the Placer County Noise Ordinance between the hours of 10:00 p.m. and 7:00 a.m. The Tahoe City Public Utility District shall prohibit outdoor events near the clubhouse or on the golf course between the hours of 10:00 p.m. and 7:00 a.m. The Tahoe City Public Utility District shall also ensure that Placer County Noise Ordinance standards of 50 dB L_{eq} and 65 dB L_{max} are not exceeded at the property line of nearby residences between the hours of 7:00 a.m. and 10:00 p.m. Subwoofers shall not be used in amplified sound systems at outdoor events.

Sound level measurements shall be conducted at the property line of the closest residential land use during the sound testing of the amplified sound system prior to each outdoor event. The sound level meter used for the sound level measurements should meet a minimum Type 2 compliance and be fitted with the manufacturer's windscreen and calibrated before use.

Noise reduction measures that can be implemented to ensure compliance with Placer County Noise Ordinance daytime noise standards of 50 dB L_{eq} and 65 dB L_{max} include but are not limited to the following:

- ▲ Locate outdoor events as far as possible from nearby off-site residences along Fairway Drive. If feasible, orient outdoor events such that the new clubhouse serves as a sound barrier between the noise-generating outdoor activity and the nearest off-site residence.
- ▲ Any outdoor generators used during outdoor events shall be located as far as possible from nearby off-site residences along Fairway Drive.
- ▲ Adjust volume settings and orient speakers away from off-site residences.
- ▲ If agreed to by nearby homeowners, install a permanent sound barrier (e.g., a wall, earthen berm, or berm-wall combination) near the property line of off-site residential land uses.
- ▲ If agreed to by nearby homeowners, install a temporary sound barrier during outdoor events near the property line of the affected off-site residential land uses.

Per response to comment 19-2, the “Level of Significance after Mitigation (by Alternative)” column in Table 2-1 for Impact 13-5 beginning on page 2-33 is revised to read as follows:

Area Plan Alt. 1, 2, 3, & 4 = NI Area Plan and Lodge Alt. 1, 2, & 3= LTS Alt. 2 & 4 = NI
--

As a result of adjustments to the Tahoe City Lodge Alternative 1 site plan, the “Mitigation Measures” column in Table 2-1 for Impact 14-1 beginning on page 2-34 is revised as follows:

Mitigation 14-1: Refine project site plan to reduce LCD 3 land coverage to comply with TRPA limits

This mitigation measure applies to the Tahoe City Lodge Alternatives 1 and 3.

During the final design and before TRPA approval, the site plan shall be refined to reduce paved areas (such as roads, parking areas, or paved walkways) such that the total proposed land coverage within any LCD does not exceed the limits established by TRPA. This would require a net reduction of ~~1,122~~ 1,304 sf and 1,179 sf of coverage in LCD 3 under Alternatives 1 and 3, respectively.

Per response to comment 82-8, the last full sentence in the “Resource Topics/Impacts” column in Table 2-1 for Impact 16-1 on page 2-45 of the draft EIR/EIS is revised to read as follows:

Implementation of Tahoe City Lodge Alternatives 1 through 3 would result in a net increase in water demand over existing conditions that ranges between ~~6,962 gpd (2.5 mgy)~~ 7,208 gpd (2.6 mgy) and ~~14,700~~ 14,789 gpd (5.4 mgy).

Per response to comment 82-8, the first sentence of the second paragraph in the “Resource Topics/Impacts” column in Table 2-1 for Impact 16-2 on page 2-46 of the draft EIR/EIS is revised to read as follows:

Implementation of Alternatives 1 through 3 for the lodge project would result in a net increase in wastewater flows over existing conditions that ranges between ~~6,608~~ 6,660 gpd and ~~14,100~~ 14,189 gpd.

Per Master Response 1, VMT and LOS, the “Resource Topics/Impacts” column in Table 2-1 for Cumulative Impact 10-4 beginning on page 2-78 is revised to read as follows:

Cumulative Impact 10-4: Cumulative vehicle miles traveled. The analysis of region-wide VMT resulting from build-out of the alternatives is presented in Chapter 10. That analysis also accounted for growth that could occur throughout the rest of the Lake Tahoe region consistent with the TRPA Regional Plan, to allow for comparison of regional VMT under the alternatives to TRPA’s regional VMT threshold standard. The TRPA TransCAD model scenarios analyzed in Chapter 10 reflect some, but not all, of the cumulative growth that could occur outside of the Tahoe Basin. This cumulative analysis adds traffic growth that could occur as the result of growth outside of the Tahoe Basin, including Martis Valley, the Squaw/Alpine Meadows area, and Truckee. Table 19-5 shows summer daily VMT in the Tahoe Basin under baseline 2015 conditions and in cumulative 2035 conditions for each alternative, assuming full build-out of the Tahoe Basin and surrounding areas near the Plan area (including Martis Valley, Truckee, and Squaw/Alpine). The VMT threshold is periodically updated whenever the TRPA updates its transportation model. The most recent VMT threshold was calculated at 2,030,938 for a peak summer day, based on the 2014 model update. Existing summer daily regional VMT is estimated to be ~~1,939,159~~ 1,937,070, or ~~91,779~~ 93,868 below the TRPA threshold standard based on the most recent modeling completed to support the Tahoe Regional Transportation Plan (TRPA 2016). Additional detail on the cumulative VMT methodology is provided

in Appendix G. In future cumulative conditions with all alternatives, daily summer VMT in the Tahoe region would increase by various amounts. However, under cumulative conditions with all alternatives VMT would remain below the TRPA regional VMT threshold standard of 2,030,938. Because cumulative VMT would remain below the adopted standard under all alternatives, the cumulative impact would be less-than-significant. Thus, the Area Plan or Lodge alternatives would not make a considerable contribution to a significant cumulative impact.

2.2.3 Corrections and Revisions to Chapter 3, “Proposed Project and Alternatives”

Per response to comment 100-32, the last full paragraph on page 3-15 is revised to read as follows:

No changes to existing development standards (e.g., height, density, and coverage) apply in these areas unless specific performance standards are met in which case town center redevelopment incentives would apply to the SPAs within Town Centers. Applicable performance standards for the six SPAs are summarized below (Table 3-1). The full text of SPA performance standards is included in Section 2.09.B of the Area Plan Implementing Regulations.

Per response to comment 100-26, the sentence preceding Table 3-5 on page 3-25 is revised as follows:

The total number of bedrooms associated with the proposed project is ~~174~~165.

As a result of refinements to the Tahoe City Lodge Alternative 1 site plan, Exhibits 3-11 and 3-12 have been revised as follows.

Per response to comment 100-22, Table 3-5 on page 3-26 is revised as follows:

Table 3-5 Tahoe City Lodge Unit Development Summary by Alternative

Lodge Unit Type	Alternative 1 (Proposed Project)		Alternative 2		Alternative 3		Alternative 4
	Number of Units	Average Size	Number of Units	Average Size	Number of Units	Average Size	
Hotel units	40	390 sf	20	375 sf	40	375 sf	NA
1-bedroom suites	31	650 sf	16	676 sf	31	676 sf	
2-bedroom suites	50 <u>47</u>	1,000 sf	20	1,014 sf	35	1,014 sf	
1-bedroom with den/Type 1	-	-	-	-	3	1,138 sf	
1-bedroom with den/Type 2	-	-	-	-	3	1,036 sf	
2-bedroom with den/Type 1	-	-	-	-	3	1,310 sf	
2-bedroom with den/Type 2	-	-	-	-	3	1,333 sf	
Total Units	118		56		118		

Square feet = sf

Source: Kila Tahoe, LLC 2015

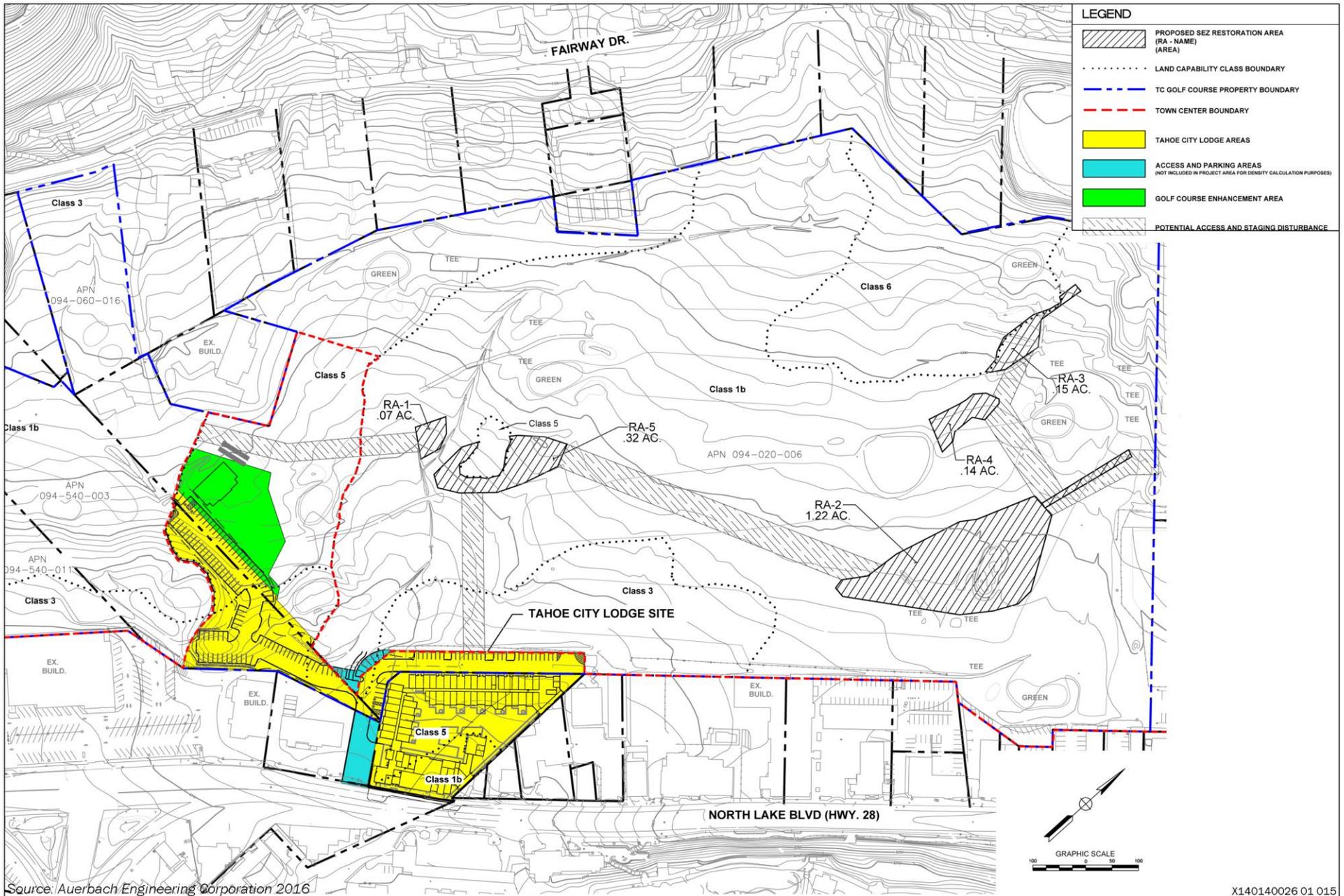
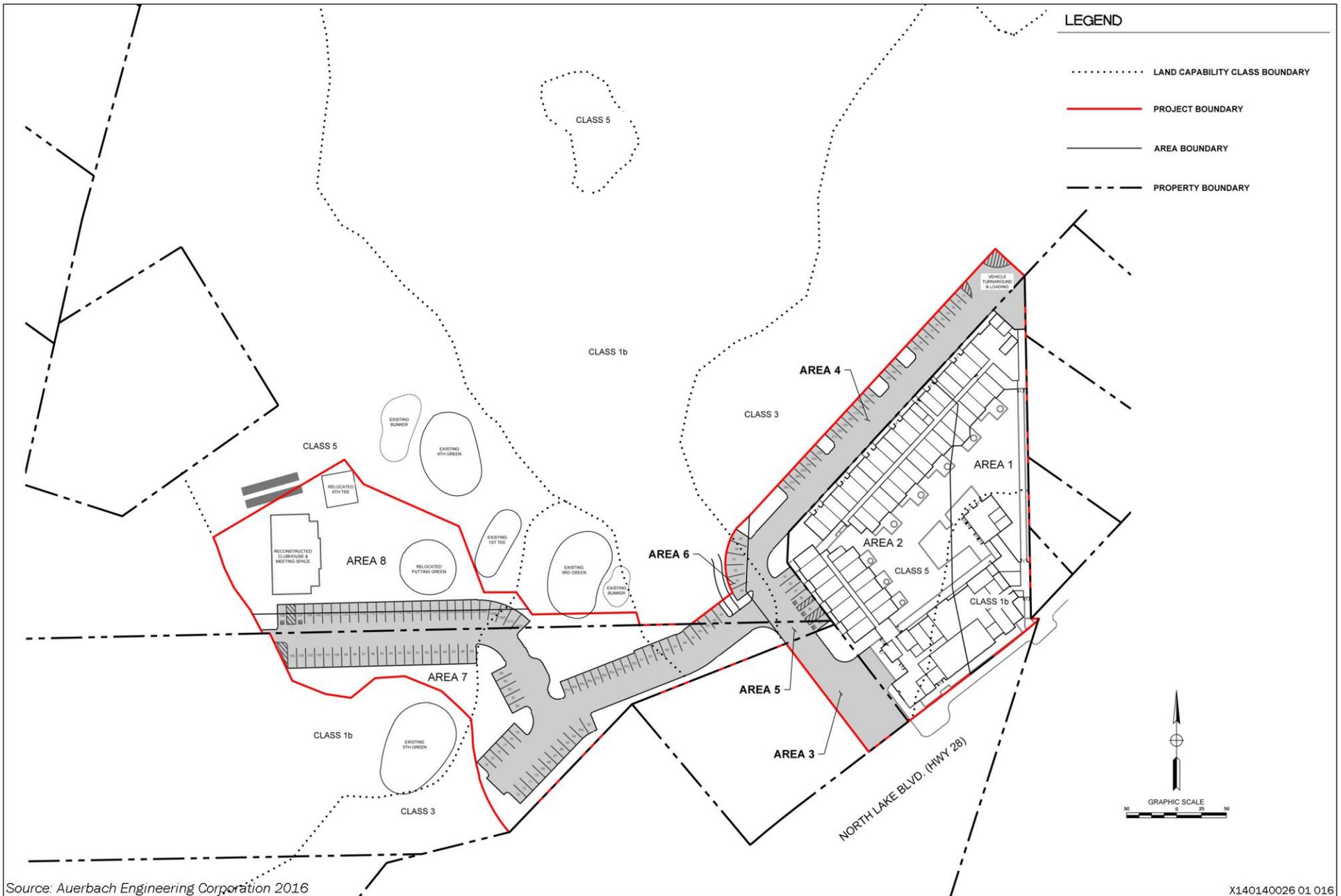


Exhibit 3-11

Tahoe City Lodge Overview





Source: Auerbach Engineering Corporation 2016

X140140026 01 016

Exhibit 3-12

Proposed Tahoe City Lodge Schematic Site Plan (Alternative 1)



2.2.1 Corrections and Revisions to Chapter 5, “Land Use”

Per response to comment 66-11, a sentence has been added following the first sentence on page 5-10 of the Draft EIR/EIS:

In Tahoe City tourist accommodations are located along SR 28, clustered near the “Wye” and Granlibakken Resort. More detailed information on recreation resources, including developed and undeveloped recreation sites, is included in Chapter 17, “Recreation.”

The second-to-last bullet point on page 5-10 has been corrected to read as follows:

~~3161~~ banked or remaining tourist accommodation units [TAUs]) (about two percent of existing tourist units).

Per response to comment 13-12, the first full sentence on page 5-20 of the Draft EIR/EIS is revised to read as follows:

For example, PAS 002 (Fairway Tract) includes two special areas, Special Areas #1 and #2. With Area Plan adoption, these special areas would be identified as the Fairway Tract Northeast, Tahoe City Golf Course, and Fairway Tract South zoning subdistricts to reflect Special Areas #1 and #2, respectively. Special Area #1 would be coincident with the Fairway Tract Northeast zoning district, and Special Area #2 would be split between the Tahoe City Golf Course and Fairway Tract South zoning districts. This zoning re-designation is a change in name only—no development that would be incompatible with established land uses would result from this terminology change.

Per response to comment 13-12, the last sentence of the fourth full paragraph on page 3-23 of the Draft EIR/EIS is revised to read as follows:

The changes are limited to the three town centers ~~and PAS 002~~.

Per response to comment 13-12, the discussion regarding PAS 002, Fairway Tract, on page 3-24 of the Draft EIR/EIS is deleted as follows

~~**PAS 002, Fairway Tract**—With respect to PAS 002 (Fairway Tract), the uses that would be added as permissible uses within Special Area #2 (the portions of the golf course not included in the proposed town center boundary change) include: bed and breakfast facilities; hotel, motel, and other transient dwelling units; publicly owned assembly and entertainment; and transportation routes. Although new tourist uses would be allowed, the deed restriction at the golf course would limit future uses to recreation, public service, and conservation uses.~~

~~Any future projects involving the new permissible uses would be subject to subsequent environmental review under CEQA and Chapter 3 of the TRPA Code, which require identification and mitigation of any potentially significant environmental impacts. Further, all of the proposed new permissible uses would require either a minor use permit (MUP) or conditional use permit (CUP). These permits would require that the county and/or TRPA find that a proposed future project would be appropriate for the site and compatible with the surrounding environs. The purpose of MUPs and CUPs is to allow review of a proposed use to determine if problems may occur, to provide the public with an opportunity to review the proposed project and express their concerns in a public hearing, to work with the project applicant to adjust the project through conditions of approval to solve any potential problems that are identified, or to disapprove a project if identified problems cannot be acceptably corrected (Placer County 2015: 6-7).~~

~~Implementation of Alternative 1 would permit new residential uses within mixed-use areas and secondary dwelling units on parcels less than 1 acre where certain conditions are met. These uses were previously evaluated in the RPU EIS, however, and are supported by the Regional Plan. A limited number of new non-residential uses would be permitted in the three town centers and PAS 002 (Fairway Tract). These uses are similar to existing uses in each location and are not likely to create land-use compatibility issues. In addition, the existing requirements for site-specific environmental review, combined with TRPA and Placer County resource protection policies, provide the protections to ensure that all proposals are consistent with the Regional Plan and the potentially significant environmental impacts are identified, assessed, and mitigated. Therefore, although Area Plan Alternative 1 would result in modifications to land use classifications, zoning, and permissible uses, the new uses are consistent with the types of uses envisioned in the Regional Plan and analyzed in the RPU EIS or are consistent with typical uses in similar areas throughout the Tahoe Region. For these reasons, this impact would be less than significant.~~

Per response to comment 13-12, the Appendix B table pertaining to land uses in PAS 002 (Fairway Tract) has been revised to read as follows.

2.2.2 Corrections and Revisions to Chapter 6, “Population and Housing”

In response to comment 66-15, the third paragraph on page 6-9 of the Draft EIR/EIS is modified as follows:

State law requires each community in California to address its “fair share” of the region’s housing needs through its Housing Element. Sacramento Area Council of Governments (SACOG) is responsible for allocating the “fair share” of this total to the counties and cities in the Sacramento region, including Placer County. In allocating each jurisdiction’s share of housing, SACOG assessed factors such as job growth, water and sewer capacity, land availability, proximity to transit, and market demand. According to SACOG, between 2013 and 2021, Placer County must provide enough land for a total of 5,031 housing units to be built that are affordable at very-low, low, moderate, and above-moderate income levels (Placer County 2013c:62). (Although there is not a specific allocation identified for eastern Placer County or the Sierra specifically, the Housing Background Report assumes 328 of the 5,031 ~~affordable-total housing~~ units for the Tahoe Basin.) The Plan area currently contains 15 extremely low, 39 very-low income units, 21 low-income units, and 2 moderate-income/manager’s units (see Table 6-6).

The second paragraph on page 6-17 is revised as follows:

As required by Placer County General Plan Policy C-2, the lodge project would provide for employee housing for 50 percent of the projects increase in FTEE when compared to the employment potential of the existing development at the site. Although FTEE at the project site is 36.94 under existing conditions, the FTEE of the site under full occupancy is 61.41 (see Alternative 4 in Table 6-9 below). The Alternative 1 lodge would increase FTEE by 4.78 over the employment potential of the project site under full occupancy. The applicant would be responsible for providing housing for the equivalent of 2.39 ~~employee housing units-FTEEs~~, which they have indicated would be provided via in-lieu fees paid to the county in support of moderate and low income housing programs. The fee amount would be determined by the county and paid by the applicant prior to final permit approval.

Per response to comment 66-16, the last sentence on page 6-17 is revised to read as follows:

There is no evidence to suggest that the increase in number of jobs as a result of Lodge Alternative 1 would result in substantial ~~any~~ physical, adverse environmental effects.

PAS 002 – Fairway Tract - Summary of Use Changes Associated with Implementation of the PCTBAP

Use	Within the Placer County Tahoe Basin Area Plan Boundary, outside of Special Areas				Special Area #1				Special Area #2									
	Existing Conditions	Project Conditions			Existing Conditions	Project Conditions			Existing Conditions	Project Conditions								
	PAS/CP (Res-002)	PCTBAP (RES)			PAS-002, SA#1	PCTBAP (RES)			PAS-002, SA#2	PCTBAP (REC)			PCTBAP (RES)			MU-TC		
<i>PCTBAP Uses</i>	Permitted Use	Permitted Use to Continue	Use Eliminated	New Use	Permitted Use	Permitted Use to Continue	Use Eliminated	New Use	Permitted Use	Permitted Use to Continue	Use Eliminated	New Use	Permitted Use to Continue	Use Eliminated	New Use	Permitted Use to Continue	Use Eliminated	New Use
Residential																		
Single-Family Dwelling	A	X			A	X			A	X	X		X			X		
Secondary Dwelling				C				C				G						C
Multiple Family Dwelling					A	A												A
Nursing and Personal Care					A	A												MUP
Employee Housing					A	A			S	MUP	X		MUP			MUP		
Residential Care					A	X												MUP
Tourist Accommodation																		
Bed and Breakfast Facilities					S		X		S		X	CUP	CUP					C
Hotel, Motel, and Other Transient Dwelling Units					S		X		S		X	CUP	CUP					CUP
Timeshare (Hotel/Motel Design)																		CUP
Timeshare (Residential Design)																		CUP
Commercial																		
Auto, Mobile Home and Vehicle Dealers																		CUP
Building Materials and Hardware																		MUP
Eating and Drinking Places									A	X	X		X			C		
Food and Beverage Retail Sales																A		
Furniture, Home Furnishings and Equipment																A		
General Merchandise Stores																		A
Mail Order and Vending																		A
Nursery									S	MUP	X		MUP			MUP		
Outdoor Retail Sales																		MUP
Service Stations																		CUP
Amusements and Recreation Services									A	X			MUP			CUP		
Privately Owned Assembly and Entertainment									S	MUP	X					CUP		
Broadcasting Studios																		A
Contract Construction Services																		A
Financial Services																		A
Health Care Services																		A
Laundries and Dry Cleaning Plants																		MUP
Personal Services																		A
Professional Offices																		A
Repair Services																		MUP
Schools - Business and Vocational																		A
Secondary Storage																		MUP
Vehicle Storage and Parking																		MUP

PAS 002 – Fairway Tract - Summary of Use Changes Associated with Implementation of the PCTBAP

Use	Within the Placer County Tahoe Basin Area Plan Boundary, outside of Special Areas				Special Area #1				Special Area #2									
	Existing Conditions	Project Conditions			Existing Conditions	Project Conditions			Existing Conditions	Project Conditions								
	PAS/CP (Res-002)	PCTBAP (RES)			PAS-002, SA#1	PCTBAP (RES)			PAS-002, SA#2	PCTBAP (REC)			PCTBAP (RES)			MU-TC		
<i>PCTBAP Uses</i>	Permitted Use	Permitted Use to Continue	Use Eliminated	New Use	Permitted Use	Permitted Use to Continue	Use Eliminated	New Use	Permitted Use	Permitted Use to Continue	Use Eliminated	New Use	Permitted Use to Continue	Use Eliminated	New Use	Permitted Use to Continue	Use Eliminated	New Use
Public Service																		
Cemeteries	A	X			A	A			A	A	X		X				X	
Religious Assembly	S	MUP			S	MUP			S	MUP	X		MUP			MUP		
Collection Stations																		MUP
Cultural Facilities	S	MUP			S	MUP			S	MUP	X		MUP			MUP		
Day Care Centers/Preschools	A	X			A	X			A	X	X		X			A		
Government Offices																		A
Local Assembly and Entertainment																		CUP
Local Post Offices	S	MUP			S	MUP			S	MUP	X		MUP				X	
Local Public Health and Safety Facilities	S	MUP			S	MUP			S	MUP			MUP			A		
Membership Organizations	A	A			A	X			A	A	X		X			A		
Publicly Owned Assembly and Entertainment				CUP				CUP	S		X	CUP	CUP					MUP
Public Utility Centers	A	A			A	X			A	X			X				X	
Regional Public Health and Safety Facilities																		A
Schools - Elementary	A	X			A	X			A	X	X		X				X	
Schools - Secondary	A	X			A	X			A	X	X		X				X	
Social Service Organizations																		MUP
Transmission and Receiving Facilities	S	MUP			S	MUP			S	MUP			MUP			MUP		
Pipelines and Power Transmission	S	CUP			S	CUP			S	CUP			CUP			CUP		
Transit Stations and Terminals	S	CUP			S	MUP ³			S	CUP			CUP			CUP		
Transportation Routes								CUP	S	CUP		CUP	CUP					CUP
Recreation																		
Day Use Areas	A	X			A	X			A	X			X			A		
Beach Recreation																		A
Boat Launching Facilities																		A
Golf Courses	A	X			A	X			A	X			X				X	
Participant Sports Facilities	S	MUP			S	MUP			S	MUP			MUP			MUP		
Cross Country Ski Courses	A	A			A	X			A	X			X			MUP		
Marinas																		CUP
Outdoor Recreation Concessions	A	A			A	X			A	X			X			MUP		
Recreation Center																		MUP
Riding and Hiking Trails																		A
Rural Sports																		MUP
Snowmobile Courses	S	CUP			S	CUP			S	CUP			CUP				X	
Sport Assembly																		MUP

Per response to comment 66-16, the second to last sentence of the second full paragraph on page 6-18 is revised to read as follows:

There is no evidence to suggest that the loss of businesses and number of jobs would result in substantial ~~any~~ physical, adverse environmental effects.

2.2.3 Corrections and Revisions to Chapter 7, “Biological Resources”

Per response to comment 7-2, Table 7-2 on pages 7-7 and 7-8 of the Draft EIR/EIS is revised to read as follows:

Table 7-2 Name and Status of Several Invasive Plant Species Known to Occur in the Plan Area

Common Name and Scientific Name	LTBWCG ¹	CDFA ²	Cal-IPC ³	LTBMU ⁴
Russian knapweed, <i>Acroptilon repens</i>	Group 1	B	Moderate	Medium
Cheatgrass, <i>Bromus tectorum</i>	-	-	High	Low
Spotted knapweed, <i>Centaurea stoebe</i> ssp. <i>micranthos</i>	Group 2	A	High	Medium
Canada thistle, <i>Cirsium arvense</i>	Group 1	B	Moderate	Medium
Bull thistle, <i>Cirsium vulgare</i>	Group 2	-	Moderate	High
Poison hemlock, <i>Conium maculatum</i>	-	-	Moderate	Medium
Scotch broom, <i>Cytisus scoparius</i>	Group 2	C	High	Medium
Klamath weed, <i>Hypericum perforatum</i>	Group 1	C	Moderate	Medium
Dyer's woad, <i>Isatis tinctoria</i>	-	B	Moderate	Medium
Broadleaved pepperweed, <i>Lepidium latifolium</i>	Group 2	B	High	Medium
Oxeye daisy, <i>Leucanthemum vulgare</i>	Group 2	-	Moderate	Medium
Dalmatian toadflax, <i>Linaria dalmatica</i> ssp. <i>dalmatica</i>	Group 2	A	Moderate	High
Butter and eggs, <i>Linaria vulgaris</i>	Group 2	-	Moderate	Medium
Eurasian water milfoil, <i>Myriophyllum spicatum</i>	-	C	High	N/A
Scotch thistle* <i>Onopordum acanthium</i> ssp. <i>acanthium</i>	Group 1	A	High	High
Russian thistle, <i>Salsola tragus</i>	-	C	Limited	-
Woolly mullein, <i>Verbascum thapsus</i>	-	-	Limited	-

¹ Lake Tahoe Basin Weed Coordinating Group (LTBWCG) prioritizes invasive weeds of concern by management group. Group 1: watch for, report, and eradicate immediately. Group 2: manage infestations with the goal of eradication.

² The California Department of Food and Agriculture's (CDFA) noxious weed list (<http://www.cdffa.ca.gov/phpps/ipc/>) List A: eradication or containment is required at the state or county level; List B: eradication or containment is at the discretion of the County Agricultural Commissioner; List C: eradication or containment only when found in a nursery or at the discretion of the County Agricultural Commissioner.

³ California Invasive Plant Council (Cal-IPC) (<http://www.cal-ipc.org/ip/inventory/weedlist.php>) High: these species have severe ecological impacts on physical processes, plant and animal communities, and vegetation structure; Moderate: these species have substantial and apparent, but generally not severe, ecological impacts on physical processes, plant and animal communities, and vegetation structure; Limited: these species are invasive but their ecological impacts are minor on a statewide level.

⁴ The Lake Tahoe Basin Management Unit (LTBMU) High: species that have a large ecological impact and/or invasive potential and are easily controlled; Medium: species that have a medium ecological impact and/or invasive potential and medium ability to be controlled; Low: species that have a low ecological impact and/or invasive potential and are not easily controlled; species with an N/A were not evaluated.

⁵ The Tahoe National Forest (TNF). Yes: Report, map, treat, & actively control; No—Do not report, map or treat, but prevent spread.

* Identification of this species needs to be verified before any treatment. Plants were immature during field surveys and, therefore, a positive identification could not be made.

2.2.4 Corrections and Revisions to Chapter 9, “Scenic Resources”

Per response to comment 80-1, Exhibit 9-7 on page 9-14 of the Draft EIR/EIS is replaced with the following exhibit.

Per response to comment 80-1, Exhibit 9-14 on page 9-30 of the Draft EIR/EIS is replaced with the following exhibit.

Per response to comment 13-17, Mitigation Measure 9-1 on page 9-37 has been revised to read as follows:

Mitigation Measure 9-1: Limit visible mass near Lake Tahoe within non-contiguous project areas

This mitigation measure applies to Area Plan Alternatives 1 and 3.

Prior to approving a project that would use a non-contiguous project area, the county and TRPA shall revise the implementing ordinance to prevent a project from increasing visible mass between SR 28 or SR 89 and Lake Tahoe beyond what would be possible without the use of a non-contiguous project area. The revision to the implementing ordinance shall prohibit a project that uses a non-contiguous project area from locating land coverage or density on the lake side of SR 28 or SR 89 that would otherwise be allowed on the mountain side of SR 28 or SR 89. This mitigation measure could be implemented by revising Section 2.09.A.3 of the Area Plan implementing ordinances to include a version of the following text:

Projects using a non-contiguous project area shall not increase the density or land coverage in any portions of the project area that are between SR 28 or SR 89 and Lake Tahoe, beyond the limits that would apply to those portions of the project area without the use of a non-contiguous project area. All non-contiguous project areas shall comply with the setbacks within town centers.

2.2.5 Corrections and Revisions to Chapter 10, “Transportation and Circulation”

Per Master Response 1, VMT and LOS, the last paragraph on page 10-2 is revised to read as follows:

Two air quality management threshold standards that relate to transportation facilities in the region: (1) the reduction in VMT by 10 percent from 1981 base year conditions to reduce nitrate deposition; and (2) the reduction in VMT by 10 percent from 1981 base year conditions to improve visibility. The VMT threshold is periodically updated whenever TRPA updates its transportation model. The most recent VMT threshold was calculated at 2,030,938 for a peak summer day, based on the 2014 model update. This differs slightly from the VMT threshold of 2,067,600 which was documented in the 2012 Regional Plan Update EIS. Since 2002, traffic volumes in the Tahoe Basin have generally continued an overall declining trend, indicating that the basin-wide VMT threshold is currently being achieved. Based on the most recent modeling completed in support of the 2016 Regional Transportation Plan, the existing VMT in the Tahoe Basin over the course of a peak summer weekday is approximately 1,939,159~~1,937,070~~ (TRPA, 2016).



Existing View Overlooking the Golf Course from Viewpoint 4



Visual Simulation Overlooking the Golf Course from Viewpoint 4



Source: Hornberger + Worstell Architects 2016

X14010026 01 029

Per Master Response 1, VMT and LOS, Mitigation Measure 10-1 beginning on page 10-3, is revised to read as follows:

Mitigation Measure 10-1a: Construct pedestrian crossing improvements at the Grove Street/SR 28 intersection

This mitigation measure applies to Area Plan Alternatives 1, 2, and 3.

As described above, pedestrian crossings, particularly near the SR 28/Grove Street intersection contribute to vehicular congestion and the existing unacceptable LOS conditions at the SR 28/Grove Street intersection. To reduce traffic delays on SR 28 through the Tahoe City Town Center during peak summer periods, Placer County shall construct a pedestrian activated hybrid beacon crossing at the Grove Street and SR 28 intersection in Tahoe City within three years of adoption of the Area Plan. The Tahoe City Mobility Plan and the Proposed Area Plan already identify this pedestrian crossing as a needed improvement. Article 15.28.010 of the Placer County Code establishes a road network Capital Improvement Program. The payment of traffic impact fees funds the Capital Improvement Program for area roadway improvements, such as the hybrid beacon pedestrian crossing. The implementation of the hybrid beacon pedestrian crossing would consolidate pedestrian crossings, which would reduce the impacts of pedestrian crossings on LOS at the Grove Street/SR 28 intersection.

Mitigation Measure 10-1b: Establish a County Service Area Zone of Benefit to fund expansion of transit capacity

This mitigation measure applies to Area Plan Alternatives 1, 2, and 3.

The key constraint to expanding transit capacity is the availability of ongoing transit operating subsidy funding, as discussed in the recently completed System Plan Update for the Tahoe Truckee Area Regional Transit in Eastern Placer County (LSC, 2016). While the proposed Area Plan includes Policy T-P-22 (“Secure adequate funding for transit services so that transit is a viable transportation alternative”), this does not identify a specific mechanism to assure expansion of transit services to address increased peak demand. To provide an ongoing source of operating funding as well as transit bus seating capacity, Placer County shall establish one or more County Service Area Zones of Benefit encompassing the developable portions of the Plan area. Ongoing annual fees would be identified to fund expansion of transit capacity as necessary to expand seating capacity to accommodate typical peak-period passenger loads during both summer and winter peak periods. At a minimum, this would consist of four additional vehicle-hours of transit service per day throughout the winter season on each of the following three routes: North Shore (North Stateline to Tahoe City), SR 89 (Tahoe City to Squaw Valley), and SR 267 (North Stateline to Northstar), as well as the expansion of transit fleet necessary to operate this additional service. In addition, ongoing annual fees would be sufficient to, at a minimum, provide 16 additional vehicle-hours of transit service per day throughout the summer season, as well as the expansion of transit fleet necessary to operate this additional service. The additional 16 vehicle-hours of transit service during the summer season would be provided on those routes that have the highest ridership and/or the lowest LOS conditions. Currently, SR 28 through Tahoe City has the highest ridership levels and lowest LOS. However, the county will determine the specific routes where additional transit service will be provided each year based on observed changes in ridership and LOS over time. Fees would be assessed on all future land uses that generate an increased demand for transit services, including residential, lodging, commercial, civic, and recreational land uses.

The new Zone of Benefit under the County Service Area would be established through action by the Board of Supervisors to fund increased public services within the Plan area. This is a very common means of funding the costs for expanded public services generated by development in California, though Zones of Benefit funding transit programs are relatively uncommon. In this case, the services to be funded would be expanded winter and summer TART transit services, and could also include capital expenses (such as additional buses). An Engineers Report is required under state law to identify the costs to be funded and the fee. Like traffic fee programs, fees are set on a “dwelling unit equivalent”

(DUE) basis for various land use types, depending on the relative transit ridership generated by each type of land use. The total potential number of future development DUEs in the Plan area would be identified. The annual fee for each DUE would be calculated by dividing the annual costs of the additional transit service by the total DUEs. The fee would then be applied to all future development that increases ridership (residential, commercial, lodging, etc.). The fee would be an annual ongoing fee that is collected as part of property tax billing. As funds are received, they would be kept in a separate account, which can only be used for the specified purposes. Fee levels would be indexed to the regional rate of inflation, increasing as costs increase and these fees would be collected indefinitely.

The actual amount of funding generated by the Zone of Benefit will depend on the actual level of development that occurs. Initially, when little development and little increased demand for transit has occurred, funds may be allowed to accumulate to a level at which they can be effectively used for the intended purpose. As expansion of existing transit service is relatively simple to implement in increments, the expansion of transit services funded through the Zone of Benefit can be expected to occur relatively soon and long before buildout of the Plan area. A good example of Zones of Benefit funding transit expansion can be found in the Martis Valley area. As a result of the Martis Valley Community Plan process, Zones of Benefit have been established by the Placer County Board of Supervisors for all subsequent developments over the past ten years, tied to the cost of expanding transit service and funding an additional bus purchase. These generate approximately \$40 per DUE per year. In initial years, funds were allowed to accumulate. More recently, as additional development has occurred, annual funding levels have risen and this source is now an important element of the recent expansion of TART's 267 Route to year-round service.

Mitigation Measure 10-1c: Payment of traffic mitigation fees to Placer County

This mitigation measure applies to Area Plan Alternatives 1, 2, and 3 and Tahoe City Lodge Alternatives 1 and 3.

Prior to issuance of any Placer County Building Permits, projects within the Area plan shall be subject to the payment of established Placer County traffic impact fees that are in effect in this area, pursuant to applicable county Ordinances and Resolutions. Traffic mitigation fees shall be required and shall be paid to the Placer County Department of Public Works and Facilities subject to the County Wide Traffic Limitation Zone: Article 15.28.010, Placer County Code. The fees will be calculated using the information supplied. If the use or the square footage changes, then the fees will change. The actual fees paid will be those in effect at the time the payment occurs.

Mitigation Measure 10-1d: Expand requirements for transportation demand management plans

This mitigation measure applies to Area Plan Alternatives 1, 2, and 3.

To reduce peak-period vehicle trips and improve LOS, future development project proposals which will employ between 20 and 100 employees and/or include tourist accommodation or recreational uses will be required to submit to Placer County a Transportation Demand Management Plan (TDM) upon Development Review. The current threshold for preparation of a TDM or Employee Transportation Plan (TRPA Code Section 65.5.2.B) and compliance with the Placer County Trip Reduction Ordinance (Placer County Code 10.20) is 100 or more employees in a single location which applies to a very limited number of sites in the Plan area. This existing requirement also does not address trips that are generated from sources other than employee commutes, and in the Plan area, a large proportion of peak period trips are the result of tourist or visitor trips rather than employee trips.

Development of the expanded requirements for transportation demand management plans will consider trip sources and characteristics in the Plan area during peak periods. This mitigation measure will expand the requirements for transportation demand management plans with criteria that would

require some employers with fewer than 100 employees to prepare such plans and implement through project mitigation for LOS impacts.

A menu of measures that could be included in transportation demand management plans is provided in TRPA Code section 65.5.3 and Placer County Code 10.20. These measures include but are not limited to:

- ▲ preferential carpool/vanpool parking;
- ▲ shuttle bus program;
- ▲ transit pass subsidies;
- ▲ paid parking; and
- ▲ direct contributions to transit service.

Mitigation Measure 10-1e: Prepare and implement a comprehensive wayfinding program for parking and multi-modal transportation

This mitigation measure applies to Area Plan Alternatives 1, 2, and 3.

Within one year of adoption of the Area Plan, Placer County will coordinate with partner agencies and organizations and ensure the preparation of a comprehensive wayfinding program for parking and multi-modal transportation. The program will identify specific improvements, responsible parties, and a timeline for implementation. The program will be consistent with Area Plan Policy T-P-37, which states “Develop a coordinated wayfinding signage program to enhance awareness of alternative transportation modes including transit (TART), pedestrian and bicycle facilities. The wayfinding program should also include parking management strategies, see Policy T-P-18. Wayfinding signs should be consistent within all areas of the Plan to provide clear recognition in congested periods.” The program would encourage additional transit, bicycle, and pedestrian use by increasing travelers’ awareness of the location and availability of these alternative modes. Wayfinding signage for parking facilities would be incorporated into the program and be consistent within all areas of the Plan to provide clear recognition in congested periods.

Mitigation Measure 10-1f: Long-term monitoring and adaptive management of mobility strategies

This mitigation measure applies to Area Plan Alternatives 1, 2, and 3.

Utilizing monitoring data continuously collected by various partner agencies, Placer County and TRPA will periodically assess the effectiveness of the long-term implementation of mobility strategies within the Plan area.

Mitigation Measure 10-1g: Four-year review of vehicle trips and mobility strategies

This mitigation measure applies to Area Plan Alternatives 1, 2, and 3.

Concurrent with TRPA’s four-year Area Plan recertification process, should actual vehicle trips surpass the Area Plan vehicle trips projected for travel into and within the Plan area, as shown in Chapter 19 of the Draft EIR/EIS for the Tahoe Basin Area Plan, the County and TRPA shall jointly revise mobility strategies in the Area Plan transportation chapter to address the increased vehicle trips. Placer County and its partners shall develop financing mechanisms to ensure implementation of new or modified mobility strategies within a feasible period of time. Placer County shall submit the revised Area Plan to TRPA for approval.

Mitigation Measure 10-1h: Implement TRPA's Congestion Management Process

This mitigation measure applies to Area Plan Alternatives 1, 2, and 3.

Placer County and TRPA shall prioritize additional mobility strategies in a manner consistent with TRPA's Congestion Management Process required by federal regulation (23 CFR 450.320) for urban metropolitan planning organizations. TRPA's CMP is currently under development and will be implemented in 2017 in collaboration with local jurisdictions and public transit providers.

Significance after Mitigation

Drivers on SR 28 through the Tahoe City core area currently experience substantial delays during peak summer periods due to a combination of factors, including pedestrian crossings, parking maneuvers, vehicular turning movements, and bicyclists. To address the roadway LOS deficiency on SR 28 east of the Wye, Mitigation 10-1a requires the construction and maintenance of a pedestrian activated hybrid beacon crossing at the Grove Street and SR 28 intersection in Tahoe City. Implementation of a pedestrian hybrid beacon would reduce pedestrian impacts to LOS by consolidating the timing and location of pedestrian crossings, and reducing the number of times that vehicles stop for pedestrian crossings, which would reduce the impact of pedestrian crossings on LOS on SR 28 in Tahoe City.

Mitigation Measure 10-1b requires that Placer County establish one or more County Service Area Zones of Benefit encompassing the developable portions of the Plan area. Annual fees would be identified to fund expansion of transit capacity as necessary to expand seating capacity during typical peak-period passenger loads. Fees would be assessed on all future land uses that generate an increased demand for transit services, including residential, lodging, commercial, civic, and recreational land uses. This mitigation measure would provide a funding source for transit expansions, which would reduce traffic volumes and improve vehicle delay conditions on SR 28 in Tahoe City. Establishing a funding mechanism to facilitate increased transit service during peak periods would provide opportunities to increase transit ridership and reduce traffic volumes, which would improve vehicle delay.

Mitigation Measure 10-1c requires that future projects in the Plan area pay Placer County traffic impact fees. These fees provide a funding source that facilitates capital improvements that reduce traffic volumes.

Mitigation Measure 10-1d expands the existing TRPA requirements related to transportation demand management plans, so that more projects are required to implement transportation demand plans.

Mitigation Measure 10-1e would require the preparation and implementation of a comprehensive wayfinding program for parking and multi-modal transportation.

Mitigation Measure 10-1f would include long-term monitoring and adaptive management of mobility strategies.

Mitigation Measure 10-1g would include a four-year review of vehicle trips and mobility strategies.

Mitigation Measure 10-1h would implement TRPA's Congestion Management Process.

Other mitigation measures were considered but determined to be infeasible or inconsistent. These measures include:

- ▲
 Additional expansion of public transit ridership could potentially reduce traffic volumes. To address the deficiency under the various project alternatives, approximately 36 to 63 vehicles per hour would need to be removed in the peak direction. Assuming an average vehicle occupancy rate of two persons per vehicle, 72 to 126 additional transit passengers per hour

would need to be served. Comparing the existing two buses per hour to the additional three buses per hour that would be required to serve the higher of these ridership figures indicates that this would require up to 150 percent increase in transit operating costs. In addition to the financial resources that would be required to operate additional transit vehicles throughout the peak season, generating the necessary increase in ridership even if the service could be provided would require substantial auto use restrictions (such as roadway tolls or substantial parking fees), which may not be possible due to the mix of private and public parking opportunities in the Plan area. Thus, this potential mitigation would be infeasible.

- ▲ Fairway Drive could be improved to effectively bypass downtown Tahoe City; however, this option would result in significant neighborhood traffic impacts, and it is not consistent with TRPA’s plans and policies or Placer County standards on local residential streets.
- ▲ The capacity of SR 28 could potentially be improved by eliminating pedestrian/bicycle at-grade crossings, on-street parking, some driveway access, and/or bicycle travel along SR 28. The resulting increased travel speeds would substantially impact pedestrian and bicycle activity. However, these restrictions would contradict Regional Plan and Area Plan goals intended to enhance walkability in downtown Tahoe City.

Mitigation Measures 10-1a, 10-1b, ~~and 10-1c~~, 10-1d, 10-1e, 10-1f, 10-1g, and 10-1h would lessen the impact, but would not necessarily reduce the impact to a less-than-significant level. Because there are no other feasible mitigation measures that would reduce the impact to a less-than-significant level, this impact would be **significant and unavoidable** for all alternatives.

As this is a recognized problem, the Area Plan Alternatives 1 through 3 propose to modify the current LOS standards as described above. If this policy is adopted, the LOS impact at SR 28 in Tahoe City would be consistent with the adopted LOS standard for Alternatives 1, 2, and 3.

In response to comment 12-37, the last paragraph on page 10-16 of the Draft EIR/EIS is revised as follows:

Tahoe City Lodge Alternatives 1 and 3 would not add traffic volumes in a direction or location that would exacerbate an existing LOS deficiency or degrade an existing acceptable LOS. ~~Tahoe City Lodge Alternatives 1 and 3 would still be subject to payment of traffic mitigation fees prior to issuance of any building permits, and this would reduce the project’s impact on roadway LOS to~~ Therefore, This impact is less-than-significant for these alternatives. Tahoe City Lodge Alternative 2 would create a reduction in traffic volumes, resulting in a **beneficial** impact to roadway LOS. Under Tahoe City Lodge Alternative 4, the additional traffic would exacerbate the existing LOS deficiency in the eastbound direction on SR 28 in Tahoe City and degrade the existing acceptable LOS in the westbound direction to an unacceptable level during the peak period. Because mitigation measures cannot be required for a no-project alternative, Tahoe City Lodge Alternative 4 would have a **significant and unavoidable** impact on roadway LOS.

Per Master Response 1, VMT and LOS, Table 10-2 and the following paragraphs beginning on page 10-39 are revised to read as follows:

Table 10-12 Region-Wide Daily Summer VMT Under Build-Out by Alternative

	Baseline (2015)	Alternative 1 (2035)	Alternative 2 (2035)	Alternative 3 (2035)	Alternative 4 (2035)
Region-wide VMT	1,939,159 1,937,070	1,931,634	1,937,880	1,936,573	1,941,306
TRPA Threshold Standard	2,030,938	2,030,938	2,030,938	2,030,938	2,030,938
Standard Met	Yes	Yes	Yes	Yes	Yes

Source: LSC Transportation Consultants, Inc. 2016

Alternative 1: Proposed Area Plan

Alternative 1 would result in a total of 1,931,634 region-wide daily summer VMT under build-out conditions. When compared to the existing summer daily VMT in the Tahoe Region of ~~1,937,070~~1,939,159 (TRPA 2016), Alternative 1 is estimated to reduce region-wide VMT from existing conditions by ~~7,525,436~~, or approximately ~~0.40-3~~ percent. Because Alternative 1 would result in VMT levels that are below existing levels and the TRPA threshold standard, it would have a **beneficial** impact.

Alternative 2: Area Plan with No Substitute Standards

Alternative 2 would result in a total of approximately 1,937,880 region-wide summer daily VMT under build-out conditions. When compared to the existing summer daily VMT in the Tahoe Region of ~~1,939,159~~1,937,070 (TRPA 2016), Alternative 2 is estimated to result in an increase of ~~1,279,810~~, or less than 0.1 percent of the region-wide VMT. The total VMT under Alternative 2 would be below the TRPA threshold standard of 2,030,938 (by 93,058), which would be a **less-than-significant** impact. Alternative 2 has a slightly worse impact on VMT than Alternative 1.

Alternative 3: Reduced Intensity Area Plan

Alternative 3 would result in a total of approximately 1,936,573 region-wide summer daily VMT under build-out conditions. When compared to the existing summer daily VMT in the Tahoe Region of ~~1,939,159~~1,937,070 (TRPA 2016), Alternative 3 is estimated to result in a decrease of ~~2,586,497~~ VMT, or about less than 0.1 percent. Because Alternative 3 would result in VMT levels that are below existing levels and the TRPA threshold standard, it would result in a **beneficial** impact. Compared to Alternative 1, Alternative 3 would result in a lower benefit, as it would result in a lower decrease in VMT than Alternative 1.

Alternative 4: No Project

Alternative 4 would result in a total of approximately 1,941,306 region-wide VMT at buildout. In comparison with TRPA's most recent assessment of VMT in the Tahoe Basin (~~1,939,159~~1,937,070), Alternative 4 is estimated to increase existing region-wide VMT by ~~2,147,236~~, or approximately ~~0.10-2~~ percent. The resulting VMT would be below the TRPA threshold standard of 2,030,938, by 89,632. This is a **less-than-significant** impact. This alternative has a slightly lesser impact on VMT than Alternative 1, as it would increase VMT to a lesser degree.

Per Master Response 1, VMT and LOS, the fifth paragraph on page 10-41 is revised to read as follows:

Alternative 4: No Project

Under Alternative 4, the project site would generate a total of approximately 13,910 VMT. Subtracting the existing VMT at the project site (5,879) yields a net increase of approximately 8,031 VMT over the course of a peak day. When compared to existing region-wide VMT of ~~1,939,159~~1,937,070 (TRPA 2016), the fully-leased commercial property under Alternative 4 is estimated to increase existing region-wide VMT by approximately 0.4 percent. When the VMT increase from this lodge alternative is added to the existing region-wide VMT, the resulting VMT amount is below the TRPA Threshold Standard of 2,030,938, by ~~77,869,85,837~~. The VMT associated with the lodge site is included in the Area Plan VMT analysis above, which indicates that Alternative 4 would maintain the TRPA VMT threshold standard. While the fully-leased commercial site in Alternative 4 would result in an increase in VMT, the fully-leased commercial building by itself, and in combination with buildout of the Area Plan under Alternative 4 would maintain the TRPA VMT threshold standard. Therefore, this impact would be **less than significant**.

Per Master Response 1, VMT and LOS, Mitigation Measure 10-3 beginning on page 10-37, is revised to read as follows:

Mitigation Measure 10-3a: Construct and maintain a pedestrian activated hybrid beacon crossing at the Grove Street/SR 28 intersection pursuant to Mitigation Measure 10-1a, create a transit service expansion funding source pursuant to Mitigation Measure 10-1b, and require payment of traffic mitigation fees to Placer County pursuant to Mitigation Measure 10-1c, expand the requirements for transportation demand management plans pursuant to Mitigation Measure 10-1d, prepare and implement a comprehensive wayfinding program for parking and multi-modal transportation pursuant to Mitigation Measure 10-1e, implement long-term monitoring and adaptive management of mobility strategies pursuant to Mitigation Measure 10-1f, implement a four-year review of vehicle trips and mobility strategies pursuant to Mitigation Measure 10-1g, and implement TRPA’s Congestion Management Process pursuant to Mitigation Measure 10-1h.

This mitigation measure applies to Area Plan Alternatives 1, 2, and 3; and Tahoe City Lodge Alternatives 1 and 3.

This impact would be minimized through the implementation of Mitigation Measures 10-1a, 10-1b, and 10-1c, 10-1d, 10-1e, 10-1f, 10-1g, and 10-1h described under Impact 10-1, above. These same mitigation measures would be required to address this impact. In the case of Mitigation Measure 10-1b, the lodge project applicant shall be responsible for annual transit fees beginning with the first year of operation. If the county service area funding program is not implemented prior to the opening of the lodge, the lodge project shall pay all annual fees accrued retroactive to the opening date once the program comes into effect.

Mitigation Measure 10-3b: Obtain a Caltrans Encroachment Permit for Work within the State Highway

This mitigation measure applies to Area Plan Alternatives 1, 2, and 3; and Tahoe City Lodge Alternatives 1 and 3.

Prior to Improvement Plan approval, the applicant for any development project proposing work within the State Highway right-of-way shall obtain an Encroachment Permit from Caltrans. A copy of said Permit shall be provided to the Placer County Engineering and Surveying Division prior to the approval of the Improvement Plans. Right-of-way dedication to the State, as required, shall be provided to accommodate the existing and future highway improvements.

Caltrans will not issue an Encroachment Permit for work within their right-of-way for improvements (other than signals, road widening, striping and signing) without first entering into a Landscape Maintenance Agreement with the county. This agreement allows for private installation and maintenance of concrete curb/gutters, sidewalks, trails, landscaping and irrigation within Caltrans’ right-of-way. A similar agreement between the county and the applicant is required prior to the county entering into the agreement with Caltrans. If applicable, both of these maintenance agreements shall be executed prior to approval of the Improvement Plans.

Significance after Mitigation

Implementation of a pedestrian hybrid beacon, as required by Mitigation Measure 10-1a, would reduce pedestrian impacts to vehicle delay by consolidating the timing and location of pedestrian crossings, and reducing the number of times that vehicles stop for pedestrian crossings. Additionally, establishing a funding mechanism to facilitate increased transit service during peak periods, as required by Mitigation Measure 10-1b, would provide opportunities to increase transit ridership and reduce traffic volumes, which would reduce vehicle delay. Payment of mitigation fees as required by

Mitigation Measure 10-1c would provide a mechanism to fund capital improvements necessary to reduce traffic volumes. Mitigation Measure 10-1d expands the existing TRPA requirements related to transportation demand management plans, so that more projects are required to implement transportation demand plans. Mitigation Measure 10-1e would require the preparation and implementation of a comprehensive wayfinding program for parking and multi-modal transportation encouraging auto-free transportation. However, LOS at the Grove Street/SR 28 intersection is also affected by other factors including turning movements and pedestrian crossing activity, which would not be reduced by the mitigation measures. The effectiveness of the mitigation would also depend on pedestrian patterns and utilization of the crossing and transit services. For these reasons, the mitigation measure would not reduce the impact to a less-than-significant level.

Other mitigation measures were considered but determined to be either infeasible or inappropriate for the site. These measures include:

- ▲ Provision of a traffic signal or a roundabout at the Grove Street/SR 28 intersection would improve the LOS. However, the peak-hour intersection volumes do not meet the peak-hour volume signal warrant criteria provided in the California Manual on Uniform Traffic Control Devices (MUTCD, Warrant Number 3) under Alternatives 1, 2, and 4.¹ In addition, a traffic signal has been considered at this location by Caltrans in the past, and was determined to conflict with the vision for Tahoe City and not be appropriate given community concerns. A roundabout is not physically feasible at this location without impacting adjacent private properties and increasing the already-street grade on the northbound Grove Street approach. Therefore, a new traffic signal (or roundabout) at this location was not considered.
- ▲ Provision of additional lanes on the Grove Street approaches were considered, but they would not improve the LOS to an acceptable level. They would also increase pedestrian crossing distances, which would conflict with Area Plan goals related to improving pedestrian mobility in Tahoe City. Mitigation Measure 10-3 would reduce the impact, but would not necessarily reduce the impact to a less-than-significant level.

Because there are no other feasible or effective mitigation measures that would reduce the impact to a less-than-significant level, this impact would be **significant and unavoidable**.

As this is a recognized problem, the Area Plan (with Alternatives 1, 2, and 3) proposes to modify the current LOS standards as follows (see Area Policy T-P-6):

Maintain consistency with Level of Service (LOS) and quality of service standards identified in the Regional Transportation Plan (RTP), with the exception of intersections and roadway segments within the town center boundaries where LOS F is acceptable during peak periods. The RTP allows for possible exceptions to the LOS standards outside the town center boundaries when provisions for multi-modal amenities and/or services (such as transit, bicycling and walking facilities) are incorporated and found to be consistent with Policy T-10.7 of the RTP.

If this policy is adopted, the LOS impact at the SR 28/Grove Street intersection for Area Plan Alternatives 1, 2, and 3; and Lodge Alternatives 1 and 3 would be consistent with the adopted LOS standard.

Per response to comment 12-40, the second bullet on page 10-33 of the Draft EIR/EIS is deleted as follows.

- ▲ In the westbound direction, drivers do not have an opportunity to divert away from SR 28 until they reach Jackpine Street. From this point, the diversion route to the point where a driver can regain the state highway system (SR 89/Fairway Drive intersection) is 5,720 feet, compared with

¹ Specifically, the combination of total traffic volumes on SR 28 and the greatest approach (southbound) on Grove Street does not meet the combination of values required under this warrant.

a travel distance of 4,230 feet along the state highways. The fact that the alternate route is more than a 0.25 mile longer tends to reduce the attractiveness of Fairway Drive as a means to avoid SR 28 congestion, as does the relatively narrow roadway, on-street parking, and vertical curves. Assuming an average travel speed via the Fairway Drive diversion of 25 miles per hour (including delays for turning movements and stop signs), using this route in the westbound direction would save a driver time once the average speed on SR 28/89 between Jackpine Street and Fairway Drive falls below 19 miles per hour. Since there are many periods during peak summer when this occurs, it can be concluded that there is a potential for diversion.

- ~~▲ The westbound traffic on SR 28 is comprised of traffic bound for SR 89 North, SR 89 South, as well as to Tahoe City destinations. As the westbound diversion route is west of the SR 28/SR 89 intersection (and traveling to SR 89 South would require a difficult left turn movement onto SR 89), the potential for westbound diversions is limited to drivers heading to SR 89 North (Squaw Valley/Alpine Meadows, Truckee, or beyond). Based on turning movement counts, approximately 37 percent of the westbound traffic on SR 28 approaching Jackpine Street is bound for SR 89 North (while the largest proportion is bound to SR 89 South). This trip pattern also tends to limit the potential for diversion traffic.~~
- ▲ In the eastbound direction, drivers traveling eastbound on SR 89 (in the “southbound” direction) have the opportunity to turn left onto Fairway Drive, exiting back onto SR 28 eastbound at either Grove Street or Jackpine Street. Drivers with enough awareness of the local roadway system, however, can also be expected to be aware of the long delays that would be faced waiting to regain access to the highway at peak times. The potential for diversion in the eastbound direction is very low.

2.2.6 Corrections and Revisions to Chapter 11, “Air Quality”

Per response to comment 66-27, paragraph 4 on page 11-33 is revised to read as follows:

As described above under Impact 11-1 ~~3.4.1~~ regarding transportation conformity for regional CO, mobile-source CO emissions would be reduced substantially over the plan implementation period and through the 2035 build-out year. All proposed project alternatives would be well within the North Shore CO emissions budget. None of the project alternatives would conflict with CO maintenance planning efforts.

Per response to comment 66-28, Mitigation Measure 11-5, which begins on page 11-38, is revised to read as follows to include a performance standard that must be achieved by the mitigation:

Mitigation Measure 11-5: Reduce short-term construction-generated TAC emissions

Mitigation Measure 11-5 is required for Area Plan Alternatives 1, 2, and 3.

TRPA shall require proponents of every individual land use development project proposed in the Plan area to demonstrate that its construction activities would follow PCAPCD’s recommended BMPs and to ensure that construction-generated TAC emissions would not expose nearby sensitive receptors to TAC emissions that would exceed 10 in 1 million for the carcinogenic risk (i.e., the risk of contracting cancer) or a non-carcinogenic Hazard Index of 1 for the maximally exposed individual. ~~To ensure sensitive receptors are not exposed to substantial TAC concentrations,~~ Every project applicant shall require its prime construction contractor to implement the following measures prior to project approval:

- ▲ Work with PCAPCD staff to determine if project construction would result in release of diesel emissions in areas with potential for human exposure, even if overall emissions would be low. Factors considered by PCAPCD when determining significance of a project include the expected

emissions from diesel equipment including operation time, location of the project, and distance to sensitive receptors. (PCAPCD 2012:2-6).

- ▲ Use PCAPCD’s guidance to determine whether construction of an individual project would require detailed evaluation with a health risk assessment (HRA) (PCAPCD 2012: Appendix E). If an HRA is required, model emissions, determine exposures, and calculate risk associated with health impacts, per PCAPCD guidance. Coordinate with PCAPCD to determine the significance of the estimated health risks.

2.2.7 Corrections and Revisions to Chapter 12, “Greenhouse Gas Emissions and Climate Change”

Per response to comment 10-6, Mitigation Measure 12-1 on page 12-27 is revised to read as follows:

Mitigation Measure 12-1: Implement all feasible energy, water, transportation, and vegetation measures recommended by PCAPCD

The following mitigation measure is required for Area Plan Alternatives 1, 2, and 3.

Require, as feasible, new construction to implement energy, water, transportation, and vegetation measures recommended by PCAPCD available in Appendix F-1 of the District’s CEQA Handbook. This would apply to new construction occurring under the Area Plan, including the proposed lodge project. Also, initiate a funding program to apply these measures to existing facilities within the Plan area, as feasible (PCAPCD 2012).

These recommended measures include, but are not limited to:

- ▲ Installing Tank-less or Energy Efficiency water heaters (E5)
- ▲ Installing solar water heaters (E3)
- ▲ Installing energy efficient roofing (E4)
- ▲ Require Energy Star-rated appliances in new construction (E9)
- ▲ Pre-Plumb new construction for Solar Energy and design for load (E12)
- ▲ Install low-flow water fixtures (W1)
- ▲ Use reclaimed water for irrigation (W3)
- ▲ Provide bus shelters and lanes and provide bike parking (T1, T2, and T3)
- ▲ Plant drought tolerant plants (V2)
- ▲ Prohibit gas-powered landscaping equipment (V3)

In addition, ground source heat pumps would reduce the need for natural gas in the winter. Fees may also be paid into carbon offset programs that are adopted by ARB. Offsets purchased to mitigate operational emissions shall be sufficient to offset emissions during the full operational life of the new construction project.

2.2.8 Corrections and Revisions to Chapter 13, “Noise and Vibration”

Per response to comment 19-2, Impact 13-5, which begins on page 13-36, is revised to read as follows:

Impact 13-5: Outdoor event noise generated during operation of the Tahoe City Lodge and related to the relocated golf course clubhouse

For all the Area Plan alternatives, the change in land uses would not result in any new land uses that would include noise-generating activities on building rooftops in the Plan area. Also, the change in

land uses would not result in any new land uses that host outdoor events or an increase in the frequency of noise-generating outdoor events at existing land uses in the Plan area. Therefore, there would be **no impact** at the program level related to noise-generating outdoor ~~events~~ activities with Area Plan Alternatives 1, 2, 3, and 4.

With Lodge Alternatives 1 and 2, a rooftop terrace with a swimming pool, bar, and food and beverage deck would be included in the design of the Tahoe City Lodge. Noise generated by activity on the rooftop terrace would not exceed applicable TRPA land use-based CNEL standards at off-site noise-sensitive receptors; however, noise generated by activity on the rooftop terrace could exceed applicable noise standards established by the Placer County Noise Ordinance at residences on the Tahoe Marina Lakefront property across the street. At the project level, ~~the frequency and effects of noise-generating outdoor events at the golf course clubhouse would increase~~ change with Alternatives 1 and 3. Noise generated by outdoor events at the new golf clubhouse with Alternatives 1 and 3 would not exceed applicable TRPA land use-based CNEL standards at off-site noise-sensitive receptors; however, noise generated by outdoor events could exceed applicable noise standards established by the Placer County Noise Ordinance at such that existing nearby off-site residential receptors could be exposed to noise exterior levels that exceed the noise level standards for sensitive receptors established in the Placer County Noise Ordinance.

In summary, county noise standards could be exceeded by noise-generating activities on the rooftop terrace under Alternatives 1 and 2, and by noise generated by outdoor events at the golf course under Alternatives 1 and 3. These is exceedances of county noise standards would be a significant impact under Alternatives 1, 2, and 3. Implementation of Mitigation Measure 13-5 would ensure that noise levels generated by the rooftop terrace (under Alternatives 1 and 2) and by outdoor events near the expanded, relocated golf course clubhouse (under Alternatives 1 and 3) would not exceed Placer County Noise Ordinance Standards at nearby residential land uses. Therefore, this impact would be reduced to a less-than-significant level.

With Lodge Alternatives 2 and 4, no changes to the lodge would occur. Also, the location of outdoor events at the golf course would not change and there would be no change in event-related noise levels. Thus, there would be resulting in no impact with Alternative 4.

Placer County Tahoe Basin Area Plan Program-Level Analysis

The program-level analysis of noise land use compatibility that would occur under the Area Plan alternatives tiers from the program-level analysis in the RPU EIS. Separate analyses are provided for each Area Plan alternative below.

Alternative 1: Proposed Area Plan

With Area Plan Alternative 1 the change in land uses would not result in any new land uses that would include outdoor noise-generating activities on building rooftops or terraces or that would host outdoor events or an increase in the frequency of noise-generating outdoor events at existing land uses in the Plan area. Therefore, there would be **no impact** at the program level related to noise-generating outdoor events.

Alternative 2: Area Plan with No Substitute Standards

With Area Plan Alternative 2 the change in land uses would not result in any new land uses that would include outdoor noise-generating activities on building rooftops or terraces or that would host outdoor events or an increase in the frequency of noise-generating outdoor events at existing land uses in the Plan area. Therefore, there would be **no impact** at the program level related to noise-generating outdoor events.

Alternative 3: Reduced Intensity Area Plan

With Area Plan Alternative 3 the change in land uses would not result in any new land uses that would include outdoor noise-generating activities on building rooftops or terraces or that would host

outdoor events or an increase in the frequency of noise-generating outdoor events at existing land uses in the Plan area. Therefore, there would be **no impact** at the program level related to noise-generating outdoor events.

Alternative 4: No Project

With Area Plan Alternative 4 the change in land uses would not result in any new land uses that would include outdoor noise-generating activities on building rooftops or terraces or that would host outdoor events or an increase in the frequency of noise-generating outdoor events at existing land uses in the Plan area. Therefore, there would be **no impact** at the program level related to noise-generating outdoor events.

Tahoe City Lodge Project-Level Analysis

Alternative 1: Proposed Lodge

With Alternative 1, a rooftop terrace with a swimming pool, bar, and food and beverage deck would be included on the fourth story of the Tahoe City Lodge. Noise generated on the terrace may consist of kids and adults playing in the pool, people socializing over food, and occasional performances with amplified music. The nearest off-site receptors would be the existing residential and tourist accommodation units at the Tahoe Marina Lakefront property, which is across the street (i.e., SR 28) from the Tahoe City Lodge. The rooftop terrace would be located approximately 225 feet from the nearest building at the Tahoe Marina Lakefront Property, which is part of Special Area #4 of the Tahoe City Community Plan under existing conditions and Alternative 4 and the MU-NT zoning district under Area Plan Alternatives 1 through 3. The applicable TRPA land use-based CNEL standard for this area is 55 CNEL (TRPA 1994:II-14 and II-15; Draft Area Plan page 115) in both the Tahoe City Community Plan and Area Plan.

As described in Section 13.3, “Environmental Setting,” a noise analysis recently conducted for a proposed wintertime ice rink at the golf course used reference noise levels of 70 dB L_{eq} and 65 dB CNEL at a distance of 50 feet for music and skating activity at the proposed ice rink (J.C. Brennan & Associates 2016:12). Based on noise analyses of other outdoor events (Bollard Acoustic Consultants 2015:13 and 15.), it is estimated that the L_{max} would be approximately 5 dB greater than the hourly L_{eq} noise level, or 75 dB L_{max} . This analysis assumes that noise generated by people and music on the rooftop terrace would generate similar noise levels. Thus, it is estimated that the nearest building at the Tahoe Marina Lakefront property could be exposed to noise levels of 52 CNEL, 57 dB L_{eq} , and 62 dB L_{max} . This estimate includes no ground attenuation due to the acoustically hard surfaces in the area. See Appendix J for calculations of noise attenuation. This level of noise exposure would not exceed the 55 CNEL noise threshold established by TRPA in the Tahoe City Community Plan (TRPA 1994:II-14 and II-15) or the Area Plan (page 115).

Placer County’s L_{eq} and L_{max} standards are used to make a significance determination for the purpose of conducting CEQA environmental review. As shown in Table 13-7, the Placer County Noise Ordinance establishes daytime noise standards of 55 dB L_{eq} and 70 dB L_{max} and nighttime noise standards of 45 dB L_{eq} and 65 dB L_{max} for noise-sensitive receptors. However, the Placer County Noise Ordinance includes two separate considerations relevant to this analysis. First, the sound level standards specified in Table 13-7 shall be lowered by 5 dB for noise that consists of speech or music. Second, in no case shall the sound level standard be lower than the ambient sound level plus 5 dB. Therefore, this analysis takes into account the existing noise levels at the Tahoe Marina Lakefront community. As explained in Impact 13-4 on page 13-14, the predominant noise source near the Tahoe City Lodge site is traffic traveling on SR 28. As shown by the modeled existing traffic noise levels in Table 13-8, the 55 CNEL traffic noise contour along the segment of SR 28 between the Tahoe City Lodge and the Tahoe Marina Lakefront property (i.e., the segment of SR 28 between the Wye and Grove Street) extends approximately 200 feet from the highway’s edge. Three of the buildings at Tahoe Marina Lakefront property are located within this 55 CNEL traffic noise contour. This means that, under existing conditions, the buildings at the Tahoe Marina Lodge that are closest to the Tahoe City Lodge already experience ambient noise levels of 55 CNEL or higher. Thus, noise

levels generated by activity on the rooftop terrace, when expressed using the CNEL metric, would not be noticeable at the Tahoe Marina Lakefront, because they would not result in an increase of 3 dB CNEL or greater.

Traffic volumes traveling on SR 28 and their resultant noise levels can fluctuate throughout the day, hour by hour. This means that hourly L_{eq} traffic noise levels at the Tahoe Marina Lodge may be as low as 50 dB L_{eq} during evening and nighttime hours when traffic is light. This suggests that, to be conservative, no adjustment should be made to the Noise Ordinance standards to account for existing traffic noise levels and, because noise-generating activity on the terrace would include speech and music, the standards applied in this analysis should be an hourly L_{eq} of 50 dB and an L_{max} of 65 dB during daytime and nighttime hours. Based on the noise levels for similar types of activity, the hourly noise level of 57 dB L_{eq} from activity on the rooftop terrace could exceed the hourly L_{eq} standard of 50 dB at the Tahoe Marina Lakefront property.

Also ~~W~~with Alternative 1, the existing clubhouse at the golf course would be demolished and a new, expanded clubhouse would be constructed at the site of the existing putting green just west of the sixth tee. Accordingly, the location of outdoor events would be moved as well and, hence, be closer to nearest off-site residences than under existing conditions. Though the types of noise-generating outdoor events would not change, the frequency of such events may increase.

The new location of outdoor events could be as close as 150 feet from the nearest off-site residence, which ~~is~~would be about 50 feet closer than the current location of outdoor events and is part of the Fairway Tract Plan Area Statement (PAS 002) (TRPA 2002). As described in ~~Section 13.3,~~ “~~Environmental Setting,~~” above, a noise analysis recently conducted for a proposed wintertime ice rink at the golf course used reference noise levels of 70 dB L_{eq} and 65 dB CNEL at a distance of 50 feet for music and skating activity at the proposed ice rink (J.C. Brennan & Associates 2016:12). Based on noise analyses of other outdoor events (Bollard Acoustic Consultants 2015:13 and 15.), it is estimated that the L_{max} generated by such events would be approximately 5 dB greater than the hourly L_{eq} noise level, or 75 dB L_{max} . Assuming that summertime outdoor events near the new clubhouse would produce similar sound levels, it is estimated that the nearest residence would be exposed to noise levels of 53 CNEL, 58 dB L_{eq} , and 63 dB L_{max} during outdoor events near the new clubhouse. See Appendix J for calculations of noise attenuation. This level of noise exposure would not exceed the 55 CNEL noise threshold established by TRPA in the Fairway Tract PAS (002) (TRPA 2002:3). ~~As a result, this impact would be less than significant for the purposes of TRPA environmental review.~~ Noise generated by outdoor events near the new clubhouse would exceed the daytime noise standards of 50 dB L_{eq} and 65 dB L_{max} and the nighttime noise standards of 40 dB L_{eq} and 60 dB L_{max} for noise-sensitive receptors established in the Placer County Noise Ordinance (Table 13-7).

In summary, noise generated on the rooftop terrace at the lodge and by outdoor events near the relocated golf course clubhouse would not exceed applicable TRPA CNEL thresholds at off-site noise-sensitive receptors. As a result, this impact would be **less than significant** for the purposes of TRPA environmental review.

Activity on the rooftop terrace at the lodge could expose nearby off-site residences at the Tahoe Marina Lakefront property to noise levels of 57 dB L_{eq} , which would exceed the daytime hourly noise standard of 50 dB L_{eq} and the nighttime hourly noise standard of 45 dB L_{eq} established by the Placer County Noise Ordinance. In addition, noise generated by outdoor events near the new golf course clubhouse would exceed the daytime noise standards of 50 dB L_{eq} and 65 dB L_{max} and the nighttime noise standards of 40 dB L_{eq} and 60 dB established in the Placer County Noise Ordinance L_{max} for noise-sensitive receptors. As a result, this would be a **significant** impact for the purposes of CEQA environmental review.

Alternative 2: Reduced Scale Lodge

With Alternative 2, the clubhouse at the golf course would not be relocated and special outdoor events at the golf course would take place at the same location that they do now. Thus, the level of noise exposure from outdoor events at nearby residential land uses would not change. ~~Thus, there would be no impact related to outdoor event noise.~~ A rooftop terrace with a swimming pool, bar, and food and beverage deck would be included on the third story of the Tahoe City Lodge with Alternative 2. The potential impact of noise generated by activity on the rooftop terrace would be the same as for Alternative 1. As described in the above analysis for Alternative 1, this impact would be less than significant for the purposes of TRPA environmental review, and this impact would be significant for the purposes of CEQA environmental review.

Alternative 3: Reduced Height Lodge

With Alternative 3, a rooftop terrace would not be included in the design of the Tahoe City Lodge. Thus, nearby off-site noise-sensitive receptors would not be exposed to increased noise levels associated with operation of the Tahoe City Lodge. However, with Alternative 3, as with Alternative 1, the existing clubhouse at the golf course would be demolished and a new clubhouse would be constructed at the site of the existing putting green just west of the sixth tee. The levels of noise exposure at nearby residential land uses would be the same with Alternative 3 as with Alternative 1. Noise levels from outdoor events would not exceed the 55 CNEL noise threshold established by TRPA in the Fairway Tract PAS (002) (TRPA 2002:3). As a result, this impact would be less than significant for the purposes of TRPA environmental review. However, noise generated by outdoor events near the new clubhouse would exceed the daytime noise standards of 50 dB L_{eq} and 65 dB L_{max} and the nighttime noise standards of 40 dB L_{eq} and 60 dB L_{max} for noise-sensitive receptors established in the Placer County Noise Ordinance (Table 13-7). As a result, this would be a significant impact for the purposes of CEQA environmental review.

Alternative 4: No Project

With Alternative 4, no rooftop terrace would be added to the Tahoe City Lodge. Thus, nearby off-site noise-sensitive receptors would not be exposed to increased noise levels associated with operation of the Tahoe City Lodge. Also, the clubhouse at the golf course would not be relocated and special outdoor events at the golf course would continue to take place at the same location that they do now. Thus, the level of noise exposure from outdoor events at nearby residential land uses would not change. Thus, there would be no impact related to outdoor event noise for the purposes of both TRPA and CEQA environmental review.

Per response to comment 19-2, Mitigation Measure 13-5, which begins on page 13-38, is also revised to read as follows:

Mitigation Measure 13-5a: Implement measures to ensure compliance of rooftop terrace activities with Placer County Noise Ordinance standards at the Tahoe Marina Lakefront Property

The following mitigation measure applies to Lodge Alternatives 1 and 2.

The applicant for the Tahoe City Lodge project shall ensure that noise generated by activity on the rooftop terrace will not expose off-site noise-sensitive receptors, including the Tahoe Marina Lakefront property, to noise levels that exceed standards established by the Placer County Noise Ordinance (Table 13-7). Noise reduction measures that can be implemented to ensure compliance with Placer County Noise Ordinance daytime noise standards of 50 dB L_{eq} and 65 dB L_{max} and nighttime noise standards of 40 dB L_{eq} and 60 dB L_{max} include but are not limited to the following:

- ▲ Adjust volume settings and orient speakers away from the Tahoe Marina Lakefront property.
- ▲ Install a noise-reduction barrier along the edge of the rooftop terrace. This barrier may consist of a transparent material to maintain views of the lake. This barrier may also serve to limit the level of traffic noise on the rooftop terrace.
- ▲ Outdoor generators shall not be operated on the rooftop terrace.
- ▲ Orient or relocate the rooftop terrace activity area on the Tahoe City Lodge project site such that other buildings serve as a sound barrier to project off-site noise-sensitive receptors.
- ▲ Prohibit music after 10:00 p.m., if necessary to ensure compliance with Placer County Noise Ordinance nighttime noise standards of 40 dB L_{eq} and 60 dB L_{max} .
- ▲ Prohibit music at all times, if necessary.

Prior to groundbreaking for the Tahoe City Lodge project, a qualified acoustic specialist shall be selected by the county hired at the project applicant's expense to verify the effectiveness of all selected noise reduction measures. The qualified acoustic specialist shall also provide the findings to the county.

Mitigation Measure 13-5b: Implement measures to ensure compliance by outdoor events at the golf course clubhouse with exceedance of Placer County Noise Ordinance standards at nearby residential land uses

The following mitigation measure applies to Lodge Alternatives 1 and 3.

The Tahoe City Public Utility District shall ensure that noise generated by the clubhouse will not expose off-site sensitive receptors, such as nearby residences, to noise levels that exceed the nighttime noise standards of 40 dB L_{eq} and 60 dB L_{max} established by the Placer County Noise Ordinance between the hours of 10:00 p.m. and 7:00 a.m. The Tahoe City Public Utility District shall prohibit outdoor events near the clubhouse or on the golf course between the hours of 10:00 p.m. and 7:00 a.m. The Tahoe City Public Utility District shall also ensure that Placer County Noise Ordinance standards of 50 dB L_{eq} and 65 dB L_{max} are not exceeded at the property line of nearby residences between the hours of 7:00 a.m. and 10:00 p.m. Subwoofers shall not be used in amplified sound systems at outdoor events.

Sound level measurements shall be conducted at the property line of the closest residential land use during the sound testing of the amplified sound system prior to each outdoor event. The sound level meter used for the sound level measurements should meet a minimum Type 2 compliance and be fitted with the manufacturer's windscreen and calibrated before use.

Noise reduction measures that can be implemented to ensure compliance with Placer County Noise Ordinance daytime noise standards of 50 dB L_{eq} and 65 dB L_{max} include but are not limited to the following:

- ▲ Locate outdoor events as far as possible from nearby off-site residences along Fairway Drive. If feasible, orient outdoor events such that the new clubhouse serves as a sound barrier between the noise-generating outdoor activity and the nearest off-site residence.
- ▲ Any outdoor generators used during outdoor events shall be located as far as possible from nearby off-site residences along Fairway Drive.
- ▲ Adjust volume settings and orient speakers away from off-site residences.

- ▲ If agreed to by nearby homeowners, install a permanent sound barrier (e.g., a wall, earthen berm, or berm-wall combination) near the property line of off-site residential land uses.
- ▲ If agreed to by nearby homeowners, install a temporary sound barrier during outdoor events near the property line of the affected off-site residential land uses.

Significance after Mitigation

Implementation of Mitigation Measure 13-5a would ensure that noise levels generated by activity on the rooftop terrace at the Tahoe City Lodge under Alternatives 1 and 2 would not exceed Placer County Noise Ordinance Standards at the Tahoe Marina Lakefront property. Implementation of Mitigation Measure 13-5b would ensure that noise levels generated by outdoor events near the expanded, relocated golf course clubhouse associated with Lodge Alternatives 1 and 3 would not exceed Placer County Noise Ordinance Standards at nearby residential land uses. Therefore, this impact would be reduced to a **less-than-significant** level.

Per response to comment 19-2, the following source is added to the list of noise references under the heading, “Chapter 13, Noise,” which begins on page 22-12 in Chapter 22, “References”.

Tahoe Regional Planning Agency. 1994 (February). Tahoe City Community Plan. Stateline, NV.

Per response to comment 19-2, the following noise attenuation calculations sheet is added to Appendix J (see next page).

2.2.9 Corrections and Revisions to Chapter 14, “Geology, Soil, Land Capability, and Coverage”

As a result of the Tahoe City Lodge site plan refinements, the Tahoe City Lodge Alternative 1 project level analysis under impact 14-1, on pages 14-26 and 14-27 of the Draft EIR/EIS is revised as follows:

Alternative 1: Proposed Lodge

Alternative 1 would decrease land coverage on the lodge site by a total of ~~10,080~~ 10,025 square feet (sf). In addition, the SEZ restoration component of the project would restore the health and function of 74,052 sf (1.7 acres) of disturbed, but not covered, SEZ (LCD 1b) areas. Coverage in LCD 5 would decrease by ~~11,202~~ 11,329 sf, and the resulting coverage in LCD 5 would be well below the maximum transferred coverage limits allowed by the TRPA Code of Ordinances and the proposed Area Plan.

Coverage in LCD 1b would be reduced by ~~3,205~~ 3,073 sf. However, coverage would increase by ~~4,327~~ 4,377 sf in LCD 3. LCD 3 already exceeds the allowable coverage limits within the Plan area. Coverage removed from LCD 1b could be relocated to LCD 3 consistent with TRPA Code Section 30.4.4. After relocation of coverage from LCD 1b to LCD 3, the project would still result in a net increase of ~~1,122~~ 1,304 sf of coverage in LCD 3. This increase in LCD 3 coverage would be prohibited by TRPA Code Chapter 30, thus implementation of Alternative 1 would create a **potentially significant** impact to land coverage.



Attenuation Calculations for Stationary Noise Sources

KEY: Orange cells are for input.
 Grey cells are intermediate calculations performed by the model.
 Green cells are data to present in a written analysis (output).

STEP 1: Identify the noise source and enter the reference noise level (dBA and distance).

STEP 2: Select the ground type (hard or soft), and enter the source and receiver heights.

STEP 3: Select the distance to the receiver.

Noise Source/ID	Reference Noise Level			Attenuation Characteristics				Attenuated Noise Level at Receptor		
	noise level (dBA)	distance @	distance (ft)	Ground Type (soft/hard)	Source Height (ft)	Receiver Height (ft)	Ground Factor	noise level (dBA)	distance @	distance (ft)
Amplified outdoor music and crowd noise at rooftop terrace, pool, and bar on Level 4 under Alternative 1 and on Level 3 under Alternative 2										
hourly Leq	70	@	50	hard	40	5	0.00	57	@	225
Lmax	75	@	50	hard	40	5	0.00	62	@	225
CNEL	65	@	50	hard	40	5	0.00	52	@	225
Applicable Standards at Residences at Tahoe Marina Lodge										
hourly Leq, daytime	50									
hourly Leq, nighttime	40									
Lmax, daytime	65									
Lmax, nighttime	60									
TRPA CNEL threshold	55									

Notes:

The reference noise levels are from j.c. brennan & associates 2016, p. 12.

Based on other noise analyses of outdoor events, it is estimated that the Lmax noise levels would be approximately 5 dB greater than hourly Leq noise levels. See Bollard Acoustic Consultants 2015, p.13, 15.

Estimates of attenuated noise levels do not account for reductions from intervening barriers, including walls, trees, vegetation, or structures of any type.

Computation of the attenuated noise level is based on the equation presented on pg. 12-3 and 12-4 of FTA 2006.

Computation of the ground factor is based on the equation presented in Figure 6-23 on pg. 6-23 of FTA 2006, where the distance of the reference noise level can be adjusted and the usage factor is not applied (i.e., the usage factor is equal to 1).

Sources:

Bollard Acoustic Consultants. 2015 (February 5). Environmental Noise Assessment for Saint James Park Outdoor Music Events. Available at <https://www.sanjoseca.gov/DocumentCenter/View/55581>. Accessed May 26, 2016.

Federal Transit Association (FTA). 2006 (May). Transit Noise and Vibration Impact Assessment. FTA-VA-90-1003-06. Washington, D.C. Available: <http://www.fta.dot.gov/documents/FTA_Noise_and_Vibration_Manual.pdf>. Accessed: September 24, 2010.

J.C. Brennan & Associates. 2016 (May) 17. Tahoe Public Utility District Winter Sports Park Ice Skating Rink Environmental Noise Assessment. Available as Appendix D at https://tcicerink.files.wordpress.com/2016/05/3-wsp-ice-rink_-is.pdf. Accessed May 27, 2016.

As a result of the Tahoe City Lodge site plan refinements, Mitigation Measures 14-1 on page 14-28 of the Draft EIR/EIS is revised as follows:

Mitigation Measure 14-1: Refine project site plan to reduce LCD 3 land coverage to comply with TRPA limits

This mitigation measure applies to the Tahoe City Lodge Alternatives 1 and 3.

During the final design and before TRPA approval, the site plan shall be refined to reduce paved areas (such as roads, parking areas, or paved walkways) such that the total proposed land coverage within any LCD does not exceed the limits established by TRPA. This would require a net reduction of ~~1,122~~ 1,304 sf and 1,179 sf of coverage in LCD 3 under Alternatives 1 and 3, respectively.

Table 14-8 Tahoe City Lodge Land Coverage Changes by Alternative

LCD	Existing Conditions					Alternative 1			Alternative 2			Alternative 3			Alternative 4
	Plan Area (sf)	Base Allowable Land Coverage (%)	Base Allowable Land Coverage (sf)	Verified Existing Coverage (sf)	Existing Coverage (%)	Proposed Coverage (sf)	Proposed Coverage (%)	Net Change in Coverage (sf)	Proposed Coverage (sf)	Proposed Coverage (%)	Net Change in Coverage (sf)	Proposed Coverage (sf)	Proposed Coverage (%)	Net Change in Coverage (sf)	
1b	23,864	1%	239	21,880	92%	18,675 <u>18,807</u>	78% <u>79%</u>	-3,205 -3,073	18,783	79%	-3,097	18,955	79%	-2,925	Same as Existing Conditions (No Change in Coverage)
3	53,726	5%	2,686	33,465	62%	37,792 <u>37,842</u>	70%	4,327 <u>4,377</u>	31,553	59%	-1,912	37,569	70%	4,104	
5	90,885	25%	22,721	59,700	66%	48,498 <u>48,371</u>	53%	-11,202 <u>-11,329</u>	43,300	43%	-16,400	55,566	61%	-4,134	
Total	168,475		25,646	115,045	68%	104,965 <u>105,020</u>	62%	-10,080 <u>-10,025</u>	93,636	53%	-21,409	112,090	67%	-2,955	

Source: Auerbach 2015

2.2.10 Corrections and Revisions to Chapter 16, “Public Services and Utilities”

Per response to comment 8-3, Section 16.3.1 on page 16-9 of the Draft EIR/EIS is revised as follows:

16.3.1 Water

Drinking water for the Placer County portion of the Tahoe Basin comes primarily from Lake Tahoe itself, local streams, smaller nearby lakes, and groundwater. Lake Tahoe is the largest alpine lake in North America and the second deepest lake in the United States containing an estimated 40 trillion gallons of water (122 million acre-feet). The source of water for Lake Tahoe is precipitation that falls either directly into the Lake or drains from one of the 63 sub-watersheds located within the Tahoe Basin.

The two largest water providers in the Placer County portion of the Tahoe Basin are NTPUD and TCPUD. Additionally, a number of smaller public and private water companies provide drinking water to specific areas within district boundaries. These include:

- | | |
|--|---|
| ▲ Agate | ▲ Tahoma Meadows Water Company |
| ▲ Bay Water Company | ▲ Tahoe Park Water Company |
| ▲ <u>Agate Bay Water Company</u> | ▲ Tahoe Pines/Tahoe Swiss Village Water Company |
| ▲ Fulton Water Company | ▲ Tahoe Cedars Water Company |
| ▲ Lakeview Water Company | ▲ Talmont Resort Improvement District (public) |
| ▲ Madden Creek Water Company | ▲ Ward Well Water Company |
| ▲ McKinney Estates Water District (public) | ▲ Washoe Heights Water Company |
| ▲ Skyland/Nielsen Water Company | |

As described above under Section 16.2.1, “Truckee River Operating Agreement,” diversions of water for use within the Tahoe Basin from all natural sources, including groundwater, and under all water rights in the Tahoe Basin are limited to 32,000 acre-feet per year (afy), with 22,700 afy allocated to users in California.

Per response to comment 82-8, the first sentence of the impact summary on page 16-19 of the draft EIR/EIS is revised to read as follows:

Implementation of Tahoe City Lodge Alternatives 1 through 3 would result in a net increase in water demand over existing conditions that ranges between ~~6,962 gpd (2.5 mgy)~~ 7,208 gpd (2.6 mgy) and ~~14,700~~ 14,789 gpd (5.4 mgy).

Per response to comment 66-21, the first sentence of the second paragraph on page 16-21 is revised to read as follows:

Implementation of Area Plan Alternative 2 would result in ~~an increase in the a~~ buildout (2035) population up to 10,083, an increase of 375 people over existing conditions, and generate up to 5,062 jobs, an increase of approximately 1,500 jobs over existing conditions.

Per response to comment 66-21, the fourth sentence of the third paragraph on page 16-21 is revised to read as follows:

If this increase in ~~the jobs to occupied housing ratio created were to create~~ additional housing demand (e.g., not be filled by in-Basin residents), the residential allocations issued by TRPA would

not allow additional housing to be constructed to meet this demand within the Plan area or elsewhere in the Basin.

Per response to comment 66-21, the third sentence of the fifth paragraph on page 16-21 is revised to read as follows:

However, the ~~potential for population growth jobs-to-occupied housing ratio projected for under~~ Area Plan Alternative 2 is identical to the ~~potential growth jobs-to-occupied housing ratio projected for~~ Alternative 4 (the no-action alternative) and future specific housing projects would be required to undergo project-level environmental review and implement mitigation to minimize potential adverse effects on the environment.

Per response to comment 82-8, the last paragraph on page 16-21 of the draft EIR/EIS is revised to read as follows:

Total water demand for full occupancy of the lodge and clubhouse is shown in Table 16-4. These estimates are conservative since they assume full occupancy at the lodge; however, the anticipated average occupancy rate for the year is 69 percent (Placer County 2015). Water demand for the lodge and clubhouse under Alternative 1 would be ~~18,915~~ 19,004 gpd (6.9 mgy) under full occupancy, which includes water demand for irrigation, pool, and spas. This would be a net increase in water demand at the lodge project site of ~~14,700~~ 14,789 (5.4 mgy) over existing conditions.

Per response to comment 82-8, Table 16-4 on page 16-22 of the draft EIR/EIS is revised to read as follows:

Table 16-4 Tahoe City Lodge Project Water Demand and Wastewater Flows

Alternative	Water Demand		Wastewater Flows	
	Estimated Demand (gpd/mgy)	Net Change from Existing Conditions (gpd/mgy)	Estimated Flows ¹ (gpd/mgy)	Net Change from Existing Conditions (gpd/mgy)
Existing Conditions ²	4,215 (1.5)	NA	4,215 (4.7)	NA
Alternative 1: Proposed Lodge	18,915 <u>19,004</u> (6.9)	14,700 <u>14,789</u> (5.4)	18,315 <u>18,404</u> (6.7)	14,100 <u>14,189</u> (5.2)
Alternative 2: Reduced Scale Lodge ³	11,423 (4.2)	7,208 (2.6)	10,823 <u>10,875</u> (4.0)	6,608 <u>6,660</u> (2.4)
Alternative 3: Reduced Height Lodge ⁴	18,915 (6.9)	14,700 (5.4)	18,315 (6.7)	14,100 (5.1)
Alternative 4: No Project	9,231 (3.4)	5,016 (1.8)	9,231 (3.4)	5,016 (1.8)

¹ Sewer flows are assumed to mirror domestic water usage without irrigation.

² Estimated existing water demand and wastewater flows for the commercial uses on the project site are 3,561 gpd (1.3 mgy). Existing flows for the golf course clubhouse are 654 gpd (0.2 mgy). The golf course clubhouse demand does not include golf course irrigation.

³ Demand is based on ratio of gross square footage between Alternatives 1 and 2 of 68,950:116,683 gross square feet.

⁴ Assumes same amenities and fixture counts leading to equal water demand for Alternatives 1 and 3, except there would be no pool or spas.

Source: Auerbach Engineering 2016; Tuma, pers. comm., 2016

Per response to comment 82-8, the first sentence of the first paragraph on page 16-22 of the draft EIR/EIS is revised to read as follows:

Water demand for irrigation and the pool at the lodge would be served by the onsite well and would represent a net decrease in demand of ~~3,615 gpd (1.3 mgy)~~ 3,526 gpd (1.2 mgy) for water from this source. Alternative 1 would result in a reduction in use of the water from the onsite well over existing conditions.

Per response to comment 82-8, the first sentence of the third paragraph on page 16-22 of the draft EIR/EIS is revised to read as follows:

The net increase in water demand at the lodge site would be ~~14,700 gpd (5.1 mgy)~~ 14,789 gpd (5.4 mgy), ~~600 689 gpd~~ of which would come from a private well, which is not part of TCPUD's supply.

Per response to comment 82-8, the second sentence of the last paragraph on page 16-22 of the draft EIR/EIS is revised to read as follows:

Implementation of Alternative 2 would result in construction of a 56-unit hotel with associated amenities, similar to what would occur under Alternative 1. Alternative 2 would not include reconstruction of the golf course clubhouse. Water demand for lodge Alternative 2, including irrigation, pool, and spa demand, which would be supplied from well water outside of TCPUD supplies, would be 11,423 gpd (4.2 mgy), which would be a net increase in water demand at the project site of 7,208 gpd (2.5 mgy) over existing conditions. Alternative 2 would have a lower demand for water than described above for lodge Alternative 1.

Per response to comment 66-22, second to last sentence of the sixth paragraph on page 16-22 is revised to read as follows:

Because there would be an estimated 5,062 jobs and 4,168 occupied housing units associated with Alternative 4, ~~t~~The housing demand created by 894 jobs would be unmet in the Plan area.

Per response to comment 82-8, the first sentence of the second paragraph on page 16-23 of the draft EIR/EIS is revised to read as follows:

Implementation of Alternative 3 would result in ~~the same~~ approximately 90 mgd less water demand as that described above for Alternative 1.

Per response to comment 82-8, the first sentence of the second paragraph in the impact summary on page 16-23 of the draft EIR/EIS is revised to read as follows:

Implementation of Alternatives 1 through 3 for the lodge project would result in a net increase in wastewater flows over existing conditions that ranges between ~~6,608 6,660 gpd~~ and ~~14,100 14,189 gpd~~.

Per response to comment 82-8, the last two sentences of the third paragraph on page 16-25 of the draft EIR/EIS are revised to read as follows:

The Tahoe City Lodge project site currently includes commercial uses, the Tahoe City Golf Course, and its access, parking, and accessory uses. Wastewater collection at the project site is provided by TCPUD infrastructure, which carries wastewater flows to the TRI for export out of the basin. Existing wastewater generated on the lodge project site from commercial use is 3,561 gpd and from the golf course clubhouse is 654 gpd for a total existing wastewater demand of 4,215 gpd (see Table 16-4). Implementation of Alternative 1 would result in construction of 118 hotel units, a restaurant, and reconstructed golf course clubhouse, resulting in an increase in demand for wastewater conveyance facilities. The peak day wastewater discharge generated by the lodge would be approximately ~~18,315 18,404 gpd~~ (Auerbach Engineering 2016). Lodge Alternative 1 would result in a net increase in wastewater flows of ~~14,100 14,189 gpd~~ at the project site.

Per response to comment 82-8, the third sentence of the sixth paragraph on page 16-28 of the Draft EIR/EIS is revised to read as follows:

Implementation of Alternative 2 would result in construction of a 56-unit hotel with associated amenities, similar to what would occur under Alternative 1. Alternative 2 would not include reconstruction of the golf course clubhouse. Wastewater flows generated by Alternative 2 would be

~~10,823~~ 10,875 gpd, which would be a net increase in wastewater generated at the project site of ~~6,608~~ 6,660 gpd over existing conditions.

Per response to comment 82-8, the first sentence of the seventh paragraph on page 16-28 of the draft EIR/EIS is revised to read as follows:

Implementation of Alternative 3 would generate ~~the same amount~~ approximately 90 gpd less of wastewater Oas that described above for Alternative 1.

2.2.11 Corrections and Revisions to Chapter 17, “Recreation”

Per response to comment 5-2, the second paragraph on page 17-5 is revised to read as follows:

The California Tahoe Conservancy (Conservancy) was created in 1984 to restore and sustain a balance between the natural and human environments for public and private uses at Lake Tahoe. The Conservancy uses a dual approach to achieve its mission. First, the Conservancy acquires land and implements natural resource and public access and recreation projects directly on Conservancy-owned lands. Second, the Conservancy provides grants to local governments and non-profit organizations for erosion control, public recreation and access, land acquisition, and other projects, ~~and it~~ implements a mandate that, among other things, seeks to increase public access to the region’s natural recreational opportunities. In the past 20 years, the Conservancy has acquired and developed many lake access parcels, including highly visible park developments in Kings Beach and Carnelian Bay. Acquisitions in Tahoe Vista resulted in removal of dilapidated structures and site restoration for more passive lake access.

Per response to comment 8-3, Table 17-2 on page 17-7 of the Draft EIR/EIS is revised as follows:

Table 17-2 Parks and Recreation Facilities Inventory

Park or Recreation Facility Name	Acreage	Operator	Owner
Day Use Beaches			
64-Acre Tract	56.0	TCPUD	USFS
Bay Street East Beach	0.8	NA	PC
Carnelian West Beach	3.3	NTPUD	Conservancy
Commons Beach Park	7.2 <u>6.9</u>	TCPUD	PC
Coon Street Boat Launch	2.6	NTPUD	DPR
Elizabeth Williams Park	4.4 <u>0.5</u>	TCPUD	TCPUD
Fawn Street-Marina Walkway	0.1	NA	PC
Griff Creek Recreation Area	0.8	NTPUD	PC
Heritage Plaza Park	0.8 <u>0.25</u>	TCPUD	TCPUD <u>PC</u>
Kings Beach State Recreation Area	5.6	DPR	DPR
Lake Boulevard Beach	3.4	NA	PC
Lake Forest Beach Park	6.2 <u>8.0</u>	TCPUD	TCPUD <u>PC</u>
Lake Forest II Beach	1.2	NA	PC
Lakeside Park	3.2	NA	PC
Moon Dunes Beach	4.4	NTPUD	PC/Conservancy
North Tahoe Beach	7.0	NTPUD	Conservancy
Patton Landing	2.6	Concessionaire	Conservancy
Sandy Beach	3.1	NTPUD	Conservancy

Table 17-2 Parks and Recreation Facilities Inventory

Park or Recreation Facility Name	Acreage	Operator	Owner
Secline Beach	3.8	NTPUD	Conservancy /NTPUD
Skylandia Park and Beach	26.9 <u>24</u>	TCPUD	DPR
Speedboat (Buck's) Beach	2.0	NTPUD	PC
Tahoe State Recreation Area – Star Harbor	6.8	DPR	DPR
Tahoe State Recreation Area – Outlet Parcel	6.5 <u>0.5</u>	TCPUD	DPR
Tahoe Vista Recreation Area	6.3	NTPUD	NTPUD
<i>Subtotal Day Use Beaches</i>	165.0 <u>153.15</u>		
Day Use Areas			
Burton Creek State Park	2,000.0	DPR	DPR
Highlands Community Center/Day Use Area	45.7	TCPUD	TCPUD
Kilner Park	5.9 <u>6.4</u>	TCPUD	TCPUD
Marie Sluchak Community Park	3.0 <u>1.0</u>	TCPUD	TCPUD Tahoe Cedars POA
North Tahoe Regional Park	124.5	NTPUD	NTPUD
Quail Creek Park	NA <u>112</u>	TCPUD	TCPUD
Ward Creek Property	183.3	DPR	DPR
<i>Subtotal Day Use Areas</i>	2,362.4 <u>2472.9</u>		
Community Sports and Recreation			
Kings Beach Neighborhood Park	2.3	NTPUD	TTUSD
Pomin Park	3.1 <u>10.7</u>	TCPUD	DPR
Rideout Community Center	10.7 <u>11.48</u>	TCPUD	TCPUD /TTUSD
Tahoe Lake School Fields	2.2	TCPUD	TCPUD/TTUSD
<i>Subtotal Community Sports and Recreation</i>	18.3 <u>26.68</u>		
Community Centers			
Fairway Community Center	2.1	TCPUD	TCPUD
Tahoe City Community Center	1.8	TCPUD	TCPUD
<i>Subtotal Community Centers</i>	3.9		
Golf Courses			
Tahoe City Golf Course	35.8 <u>46.5</u>	TCPUD	PG -TCPUD
Old Brockway Golf Course	NA	Private	Private
<i>Subtotal Golf Courses</i>	35.8 <u>46.5</u>		
Campgrounds			
Kaspian Campground and Picnic Area	34.0	Private	USFS
Tahoe State Recreation Area	16.3	DPR	DPR
William Kent Campground/Beach	24.7	Private	USFS
Lake Forest Campground	2.1 <u>5.0</u>	TCPUD	PG /TCPUD <u>DFW</u>
<i>Subtotal Campgrounds</i>	77.1 <u>80.0</u>		
Undeveloped Parkland			
Dollar Property	969.1	Conservancy	Conservancy
Firestone Property	85.0	NTPUD	NTPUD
Parcels 3081 and 3082	5.3	DPR	DPR
Tahoe State Recreation Area	1.9	DPR	DPR
<i>Subtotal Undeveloped Parkland</i>	1061.3		

Table 17-2 Parks and Recreation Facilities Inventory

Park or Recreation Facility Name	Acreage	Operator	Owner
Note: North Tahoe Public Utility District (NTPUD), Tahoe City Public Utility District (TCPUD), California Tahoe Conservancy (Conservancy), United States Forest Service (USFS), Placer County (PC), Tahoe-Truckee Unified School District (TTUSD), California Department of Parks and Recreation (DPR), and not available (NA)- California Department of Fish and Wildlife (DFW). Source: Compiled by Ascent Environmental 2015			

Per response to comment 5-2, the first paragraph on page 17-8 is revised to read as follows:

~~Other than The KBSRA General Plan Update is currently contemplating new restroom facilities, pier improvements or replacement, and transit shelters, these projects would not include the addition of new buildings or structures a group picnic pavilion, concession building, a natural play area, and a special event area.~~ The types of recreation-related facilities included in these projects supported by the Area Plan (see Part 8, “Implementation Plan”) would be generally consistent in scale with their surroundings and would be located near existing urban areas or near existing recreation resources.

2.2.12 Corrections and Revisions to Chapter 18, “Hazards, Hazardous Materials, and Risk of Upset”

Per response to comment 12-76, paragraph 4 on page 18-9 is revised to read as follows:

“OES implements the *Placer Operational Area East Side Emergency Evacuation Plan* (Placer County ~~2008-2015~~).”

Per response to comment 12-76, Table 18-1 on page 18-9 is revised to read as follows:

Source: Placer County ~~2008:13—14~~ 2015:320 - 321

2.2.13 Corrections and Revisions to Chapter 19, “Cumulative Impacts”

Per Master Response 1, VMT and LOS, the last paragraph on page 19-17 and Table 19-5 are revised to read as follows:

Cumulative Impact 10-4: Cumulative vehicle miles traveled

The analysis of region-wide VMT resulting from build-out of the alternatives is presented in Chapter 10. That analysis also accounted for growth that could occur throughout the rest of the Lake Tahoe region consistent with the TRPA Regional Plan, to allow for comparison of regional VMT under the alternatives to TRPA’s regional VMT threshold standard. The TRPA TransCAD model scenarios analyzed in Chapter 10 reflect some, but not all, of the cumulative growth that could occur outside of the Tahoe Basin. This cumulative analysis adds traffic growth that could occur as the result of growth outside of the Tahoe Basin, including Martis Valley, the Squaw/Alpine Meadows area, and Truckee. Table 19-5 shows summer daily VMT in the Tahoe Basin under baseline 2015 conditions and in cumulative 2035 conditions for each alternative, assuming full build-out of the Tahoe Basin and surrounding areas near the Plan area (including Martis Valley, Truckee, and Squaw/Alpine). The VMT threshold is periodically updated whenever the TRPA updates its transportation model. The most recent VMT threshold was calculated at 2,030,938 for a peak summer day, based on the 2014 model update. Existing summer daily regional VMT is estimated to be ~~1,939,159~~ 1,937,070, or ~~91,779~~ 93,868 below the TRPA threshold standard based on the most recent modeling completed to support the Tahoe Regional Transportation Plan (TRPA 2016). Additional detail on the cumulative VMT methodology is provided in Appendix G. In future cumulative conditions with all alternatives,

daily summer VMT in the Tahoe region would increase by various amounts. However, under cumulative conditions with all alternatives VMT would remain below the TRPA regional VMT threshold standard of 2,030,938. Because cumulative VMT would remain below the adopted standard under all alternatives, the cumulative impact would be less-than-significant. Thus, the Area Plan or Lodge alternatives **would not make a considerable contribution** to a significant cumulative impact.

Table 19-5 Region-Wide Daily Summer VMT under Future Cumulative Conditions with Build-Out of Each Alternative

	Baseline 2015	Alternative 1	Alternative 2	Alternative 3	Alternative 4
Cumulative region-wide VMT	<u>1,939,159</u> , 1,937,070	1,973,780	1,980,026	1,978,719	1,983,452
TRPA Threshold Standard	2,030,938	2,030,938	2,030,938	2,030,938	2,030,938
Standard Met	Yes	Yes	Yes	Yes	Yes

Source: LSC Transportation Consultants, Inc.

Per response to comment 66-34, the first full sentence on page 19-29 is revised to read as follows:

These resources include, but are not limited to, the Tahoe Rim Trail, Burton Creek State Recreation Area, Tahoe National Forest, Lake Tahoe Basin Management Unit, Fibreboard Freeway, Martis Creek Lake Recreation Area, Tahoe State Recreation Area, and Kings Beach State Recreation Area, as well as public boat ramps and piers along the shores of Lake Tahoe.

Per response to comment 66-34, the following sentence is added before the last sentence in the second paragraph on page 19-29:

Any new public boat ramps or piers could not be permitted or constructed until that time that updated shorezone ordinances are adopted.

2.2.14 Corrections and Revisions to Chapter 22, “References”

Per response to comment 12-76, paragraph 9 on page 22-23 is revised to read as follows:

Placer County. ~~2008 (April)~~ 2015 (March). *Placer Operational Area, East Side Emergency Evacuation Plan.*

2.2.15 Corrections and Revisions to Appendix G, “Transportation and Circulation Supplemental Information.”

Per Master Response 1, VMT and LOS, Appendix G-2 in Appendix G is revised to reflect the correct existing VMT (1,939,159, not 1,937,070). The revised Appendix G-2 is included as Appendix M of this Final EIR/EIS.

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