

3.2 AGENCIES

State of California—Transportation Agency

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL

10077 State Route 89 (south)
(530) 582-7570
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)



*Rec'd 8/17/16
SHT*

August 10, 2016

File No.: 222.15648.15648

Shirlee Herrington
Placer County Community Development Resource Agency
3091 County Center Drive
Auburn, CA 95603

Dear Ms. Herrington:

The Truckee Area recently received the Environmental Impact Report (EIR) (SCH# 20140472039). This EIR could affect the California Highway Patrol (CHP) Truckee Area in a variety of ways. Most recently there has been a tremendous impact to the CHP Truckee Area with an incredible amount of growth within the last few years. The Truckee Area is not directly resistive to this particular EIR but would like to present an understanding and context of the recent unprecedented growth, as well as the fluctuating population increases within the Truckee and North Tahoe Communities, which include and affect the North Lake Tahoe area directly. North Lake Tahoe is located in an unincorporated portion of Placer County. This particular project will enhance tourism, may increase congestion, and will indirectly increase the frequency of special events. The North Tahoe area has limited roadway infrastructure and State Routes 267, 89, as well as 28 may not allow for much more growth. This particular plan in many respects will help manage growth in an environmentally sustainable capacity and will, in some respects, help encourage multimodal transportation methodologies. As you may be aware, the Tahoe Basin is an incredibly protected environment, so increases to the state highway system are unlikely. These particular impacts and any increase to congestion also challenge emergency response times for first responders to include the CHP Truckee Area personnel.

1-1

The CHP, Truckee Area is currently comprised of 24 field officers and a communications center which services four distinctly different offices. Truckee is managed by one area commander (captain) with three field sergeants. The Truckee Area has one of the highest year-round influxes of tourism in the entire nation. The North Tahoe area (not to include Truckee) has an estimated 6 to 9 million tourists annually. In addition to being the recreation center of northern California, the Truckee Area provides safety and service to the main traffic artery between California and the rest of the United States. The Truckee Area takes pride in assisting 38,000 vehicles per day (transporting 113 million dollars in assets) reach their destination along I-80.

The North Tahoe/ Truckee Area is the host to more large scale events than any other area in the region. Much of these large scale events are directly involved with the North Lake Tahoe communities. In the winter, there are numerous snow related events at one of the eight world class ski resorts in our area, while balancing the need for winter operations and chain control.

Safety, Service, and Security



An Internationally Accredited Agency

Truckee Area and the Tahoe Basin have more ski resorts than anywhere else in the country. In the summer months, there is an average of three large events affecting traffic each and every week. The Truckee Area has hosted the USA Cycling Championships, Amgen Tour of California, Ironman Lake Tahoe, Tough Mudder events, Spartan Race events, water based events as well as many other bicycle races, triathlons and running events. The Ironman alone required a yearlong planning process. These special events absorb a tremendous amount of staff time and state resources, as well as simultaneously affecting the North Lake Tahoe communities.

The Truckee Area incurred over 7800 hours of reimbursable overtime in 2015 due to the multitude of special events, year round road construction and snow conditions. This required both internal and external staffing from other CHP Areas and challenged local CHP Area resources. Moreover during winter conditions, officers from non-winter areas cannot typically be utilized within the Area due to their equipment limitations and unfamiliarity with winter driving conditions. The geography, location and elevation of the Truckee Area also provide some of the most treacherous roadway conditions in the entire country. Due to these treacherous conditions on Interstate 80, Cal-Trans has stationed more equipment and more personnel are assigned to the Truckee/North Lake Tahoe region than in any other portion of the state.

Due to these unique nuances of the Truckee Area, it is important to provide context to the North Tahoe and Truckee communities as a whole, as well as these particular developments within the North Lake Tahoe community. Please do not hesitate to contact me with any question or concerns directly at (530) 582-7570.

Sincerely,



R. STONEBRAKER, Captain
Truckee Area

cc: Valley Division
Special Projects Section

1-1
cont

Letter **California Department of California Highway Patrol**
1 **August 10, 2016**

- 1-1 The comment states that in the California Highway Patrol (CHP) Truckee Area, recent growth, planned growth, existing roadway infrastructure, and congestion provide challenges for emergency response times for first responders in the area, including the CHP Truckee Area personnel. The comment provides background information about the CHP, including number and type of staff, CHP services in the area, number of visitors and special events, and winter roadway conditions as context for CHP services in the Truckee/North Lake Tahoe region. With respect to addressing challenges for emergency response times for first responders, including the CHP Truckee Area personnel, please see Master Response 6, Emergency Access and Evacuation, in Section 3.1 of this Final EIR/EIS.

STATE OF CALIFORNIA—THE RESOURCES AGENCY

EDMUND G. BROWN, JR.



DEPARTMENT OF FORESTRY AND FIRE PROTECTION

13760 Lincoln Way
AUBURN, CA 95603
(530) 889-0111
Website: www.fire.ca.gov



Letter
2

August 8, 2016

TO: Shirlee Harington
Placer County Community Development Resource Agency
3091 County Center Drive, Suite 190
Auburn, CA 95603

RE: Tahoe City Lodge and Tahoe Basin Area Plan SCH# 2014072039

This project will not require a Timberland Conversion and Timber Harvest Plan prior to development as per the following:

No sensitive biological communities are present on the Tahoe City Lodge project site. The lodge project site is urban and characterized primarily by a paved parking lot, buildings and other developed facilities, and a small patch of disturbed Jeffrey pine. Therefore, project construction under any lodge alternative (Alternatives 1, 2, 3, or 4) would result in no impact on existing sensitive habitats. Implementation of proposed restoration under Alternatives 1, 2, and 3 is expected to result in a net benefit to SEZ lands.

2-1

The project exists within the North Tahoe Fire Protection District and must meet their fire protection requirements.

2-2

If you require further clarification, please contact Forester Jeff Dowling at (530) 587-8926.

Sincerely,

George Morris III

CAL FIRE

Unit Chief

Jeff Dowling
Truckee Area Forester

jd

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**Letter
2****California Department of Forestry and Fire Protection (CAL FIRE)
August 8, 2016**

- 2-1 The comment states that the project will not require a Timberland Conversion and Timber Harvest Plan prior to development, based on the existing disturbed/urban condition of the Tahoe City Lodge project site as described in Chapter 7, "Biological Resources," of the Draft EIR/EIS. This comment does not raise environmental issues or concerns regarding the adequacy, accuracy, or completeness of the environmental document.
- 2-2 The comment states that the project is within the North Tahoe Fire Protection District (NTFPD) and must meet its fire protection requirements. The comment is acknowledged. The Area Plan is described as being within the NTFPD service area on page 16-14 of the Draft EIR/EIS. NTFPD regulations for development and standards for service within its service area are described on pages 16-8 through 16-9 in the Draft EIR/EIS. Impact 16-7 identifies the requirements for future development projects subsequent to the Area Plan to be served with adequate water supply and access, maintain staffing ratios, standards, and provide funding as well as the requirement for individual projects to be reviewed for fire safety standards by the local fire agencies responsible for their protection (see Draft EIR/EIS pages 16-40 through 16-41).



State of California • Natural Resources Agency

DEPARTMENT OF PARKS AND RECREATION
Sierra District
P.O. Box 266
Tahoma, CA 96412

Edmund G. Brown, Jr. Governor

Lisa Ann L. M

Letter
3

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AUG 12 2016
PLANNING DEPT.

August 9, 2016

Crystal Jacobson
Placer County Community Development Resource Agency
Environmental Coordination Services
3091 County Center Dr., Suite 190
Auburn, CA 95603

SUBJECT: Comments on the Placer County Tahoe Basin Area Plan and Tahoe City Lodge Draft EIR/EIS

Dear Ms. Jacobson

Thank you for the opportunity to comment on the Placer County Tahoe Basin Area Plan and Tahoe City Lodge Draft EIR/EIS. The California Department of Parks and Recreation (CA State Parks) manages four state park units within the Lake Tahoe Basin of Placer County: Ward Creek Unit, Tahoe State Recreation Area (including Skylandia, Pomin, Tahoe State Recreation campground, Gatekeepers/Truckee River Outlet, and undeveloped parcels), Burton Creek State Park and Kings Beach State Recreation Area. We are very interested in the Tahoe Basin Area Plan as CA State Parks is currently working on an updated General Plan for Kings Beach State Recreation Area. Our specific comments below are specific to the Placer County Tahoe Basin Area Plan and are applicable to the Placer County Tahoe Basin Area Plan and Tahoe City Lodge Draft EIR/EIS.

Placer County Tahoe Basin Area Plan document

Part 1—Introduction

Page 3, Tahoe Basin Area Plan, Figure 1-1 Area Plan Boundary Map

- 1) Please use the official names of the California State Park units below throughout the document and the EIR:
 - a) Donner Memorial State Park (correct as shown)—park boundary not up-to-date. We can send provide updated park boundary.
 - b) Kings Beach State Recreation Area (not Kings Beach State Park)
 - c) Burton Creek State Park (correct as shown)
 - d) Ward Creek Unit (not Ward Creek)
 - e) Ed Z'berg-Sugar Pine Point State Park
 - f) D.L. Bliss State Park (correct as shown)
 - g) Emerald Bay State Park (needs to be shown on the map)
 - h) Washoe Meadows State Park (park boundaries shown on map but not labeled on map)
 - i) Lake Valley State Recreation Area (unlabeled on map)
- 2) Between the text Truckee and 267, the gray polygon is labeled "Truckee-Tahoe." If this polygon is the existing airport, it should be labeled as "Truckee-Tahoe Airport."

3-1

- 3) For clarity, recommend adding the state line between California and Nevada and labeling the different states.

Part 2—Conservation

- 1) Figure 2-3 Tahoe City Water Quality Improvements
 - a) Tahoe State Recreation Area (TSRA)—Please reposition the label “CAMPGROUND” only on the lake side of the polygon. Also the TSRA road system shown is not correct. Please contact us for updated graphic to apply to all Tahoe City Figures in the document.
- 2) Figure 2-5 Tahoe City Fine Sediment Loading
 - a) What do the black lines without labels indicate? The black line is not indicated in the map legend.
- 3) Figure 2-9 Tahoe City Land Coverage
 - a) Correction--At the Gatekeepers/Truckee River Outlet is part of Tahoe State Recreation Area, the figure shows four buildings (3 large and 1 tiny). There are only two buildings on the property—the Gatekeeper’s museum and a bathroom. The figure does not show the dam and associated “building” above it as shown in photograph on page 71 under Land Use.
- 4) Page 46, paragraph 5, 4th sentence—Please replace “Controlled burns” with the more appropriate term “Prescribed fire.” Please make this correction throughout the document.

3-1
cont

2.7 Vegetation

- 1) Page 48, Vegetation Policies--Recommend a policy is added for the interagency coordination and control of invasive non-native terrestrial weeds that are spreading and impacting native vegetation. In addition, the policy VEG-P-3 needs to include not planting invasive non-native landscape plants as found on the California Department of Food and Agriculture’s noxious weed list, California Invasive Pest Council, etc. Recommend an additional policy that supports the protection of Tahoe yellow cress (*Rorippa subumbellata*) per the most recent Tahoe Yellow Cress Conservation Strategy.

2.8 Fisheries and Aquatic Resources

- 1) Page 52, Fisheries and Aquatic Resources—Need to add text in read to FI-P-1 so it reads “Support active management of Aquatic Invasive Species (AIS), including implementation of TRPA’s Lake Tahoe AIS Management Plan, to prevent new introductions of AIS, limit the spread and control existing AIS populations where feasible and abate AIS impacts.”

3-2

2.11 Cultural Resources

- 1) Page 55, William B. Layton Park and Marion Steinbach Indian Museum
 - a. 2nd sentence—Please include that this 3 acre site is Gatekeepers/Truckee River Outlet and part of the Tahoe State Recreation Area of California State Parks.

4.2 Existing Land Use

- 1) Page 72, Land Use Mix, 3rd paragraph, 2nd sentence—Please double check the boundaries and use the correct name for the U.S. Forest Service lands. Within the Lake Tahoe Basin the U.S. Forest Service land is managed by the Lake Tahoe Basin Management Unit, not the Tahoe National Forest (TNF).

3-3

- 2) Page 73, Public Land, 3rd paragraph—Please use the official Department name of “California Department of Parks and Recreation” and remove “California Department of State Parks.” Please correct this throughout the document.
- 3) Figure 4-1 Existing Land Use—In legend box for figure, replace misspelled “Esisting” with “Existing.”
- 5) Figure 4-3 Tahoe City Existing Land Use—Replace “William B. Layton Park” with the official name of Gatekeepers/Truckee River Outlet. Replace “Tahoe State Park” with the official name of Tahoe State Recreation Area and place over the State Park location.
- 6) Figure 4-5 Regional Plan Land Use
 - a. Please remove the isolated blue box indicated recreation within Burton Creek State Park.
 - b. Please change the Tahoe State Recreation Area parcel in Tahoe City Center north of Highway 28 as Conservation instead of Mixed Use on this figure and all other figures in the document.
 - c. Change the Truckee River Outlet parcel of Tahoe State Recreation Area to Recreation, not Mixed Use. Recreation is the most appropriate classification as the property is a State Recreation area. It will not be used for commercial, public services, office, residential, or light industrial per the definition of Mixed Use provided on page 92. Please make the change on this figure and on all other figures in the document.
 - d. Due to the large scale of this figure, isolated parcels of Tahoe State Recreation Area are shown as residential. Please change the TSRA parcels to the Recreation classification. It appears you have the correct TSRA isolated parcels in green (parks) as shown on Figure 5-1 Roadways.
 - e. KBSRA is shown as Mixed Use. This should be changed to “Recreation”.
- 7) Figure 4-7 Tahoe City Regional Plan Land Use Diagram
 - a. Please change the Tahoe State Recreation Area parcel in Tahoe City Center north of Highway 28 as Conservation instead of Mixed Use.
 - b. Change the Truckee River Outlet parcel of Tahoe State Recreation Area to Recreation, not Mixed Use. Recreation is the most appropriate classification as the property is a State Recreation area. It will not be used for commercial, public services, office, residential, or light industrial per the definition of Mixed Use provided on page 92.
- 8) Figure 5-1 Roadways—Truckee River Outlet (part of Tahoe State Recreation Area) and Kings Beach State Recreation Area should be both shown as green for parks.

3-3
cont

Part 5—Transportation Plan

- 1) Figure 5-5—Tahoe City Transportation Infrastructure & Improvements
 - a. “CAMPGROUND” label is unreadable.
 - b. The existing bicycle path (blue solid line) through Tahoe State Recreation Area is not correct. Please use the correct trail graphic on the Tahoe City Town Center Visioning Options, Consolidated Vision Alternatives, September 2013 by Design Workshop.

3-4

Part 6 -- Recreation Plan

- 1) Table 6.4-A: Parks and Recreation Facilities Inventory
 - a. Coon Street Boat Launch operator and owner is California State Parks and is part of King Beach State Recreation Area. Kings Beach State Recreation Area is a total of 7.74 acres.
 - b. Moon Dunes Beach, Sandy Beach, and Secline Beach are maintained and patrolled by CA State Parks. Please remove NTPUD as co-operator of Secline Beach.
 - c. The correct total number of acres for Tahoe State Recreation Area is 61.7 acres. This includes Pomin, Skylandia, campground, Gatekeepers/Truckee River Outlet, and undeveloped properties. Please contact us for the correct acreage and use these names throughout the document and figures. CA State Parks does not recognize Tahoe State Recreation Area—Star Harbor as one of park units. Do you mean Tahoe State Recreation Area—Pomin?
 - d. The official number of acres for Burton Creek State Park is 1, 890 acres.
 - e. The official number of acres for Ward Creek Unit (not "Property") is 173 acres.
 - f. Lake Forest Campground is not owned by CA State Parks.
 - g. Dollar Property is not operated or owned by CA State Parks.
 - h. Parcels 3081 and 3082 – We are not familiar with these property names and would like to provide the correct names. What are the locations of these two parcels?
 - i. Undeveloped Park Land, Tahoe State Recreation Area, 1.9 acres of undeveloped park land? See c. above.

- 2) Figure 6-1 Parks, Recreation Areas and Trails; Figure 6-3 Tahoe City Recreation Infrastructure & Improvements where applicable
 - a. Please replace Skylandia Park & Beach with Tahoe SRA –Skylandia
 - b. Please replace Pomin Park with Tahoe SRA – Pomin Park
 - c. Please replace William B. Layton Park/Gatekeeper's Cottage with Tahoe SRA – Gatekeepers/Truckee River Outlet

3-4
cont

Part 8 – Implementation Plan

It appears that many of the projects listed in this section for CA State Parks is from the Environmental Improvement Program (EIP) project list from the early 2000s. Though CA State Parks would like to do projects within these EIP categories should funding become available.

- 1) Page 151
 - a. Burton Creek Linked Project—Antone Meadows to Lake Tahoe. Please include removal of Antone Meadows dam to the project description and at the end of the description, please add "If funding becomes available."
 - b. Lake Forest Creek Area Restoration—Please add "If funding becomes available."
- 2) Page 165
 - a. Kings Beach Lake Access—this is included in the Kings Beach State Recreation Area general plan currently in development.
- 3) Page 166
 - a. Kings Beach Day Use Area Rehabilitation and Erosion Control Retrofitting—this is included in the Kings Beach State Recreation Area general plan currently in development.

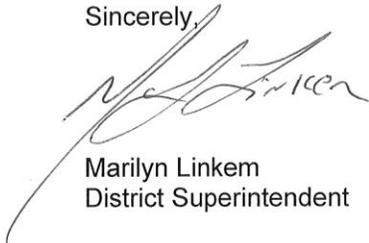
3-5

- b. Tahoe State Recreation Area Rehabilitation and Erosion Control—Please add “If funding becomes available.”
- c. Tahoe State Recreation Area Pier Replacements—Please add “If funding becomes available.”
- d. Please Remove Mount Watson—Develop coordinated management plan for CA State Parks and CTC properties in Mount Watson area.
- e. Please remove CA State Parks from West Shore Trail Access and Travel Management – Tahoma Trail –to begin in 2017. We do not recognize this a CA State Park project.
- f. Burton Creek State Park Development—Please add “If funding becomes available.”

3-5
cont

Thank you again for the opportunity to comment. If you have any questions regarding our comments, please contact Tamara Sasaki, Senior Environmental Scientist at 530-525-9535.

Sincerely,



Marilyn Linkem
District Superintendent

CC: Tamara Sasaki
Matt Green

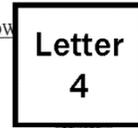
Letter California Department of Parks and Recreation
3 August 9, 2016

- 3-1 The comment suggests corrections and edits to Part 1 and Part 2 of the Area Plan, and poses a question regarding the black lines on Area Plan Figure 2-5. The black lines were included in error and will be removed from Figure 2-5 in the final publication. Other suggested corrections and edits have been addressed in the revised Area Plan released concurrently with this Final EIR/EIS.
- 3-2 This comment recommends an additional vegetation policy and a modified fisheries and aquatic resources policy related to the Area Plan, which have been addressed in the revised Area Plan released concurrently with this Final EIR/EIS.
- 3-3 This comment addresses some suggested corrections and edits to the Area Plan, which have been addressed in the revised Area Plan released concurrently with this Final EIR/EIS. The comment further requests TRPA Regional Plan Land Use Classification map changes for parcels owned by California State Parks that are located within the TRPA designated town centers of Tahoe City and Kings Beach. The intent of the Area Plan is to implement the TRPA Regional Plan Land Use Classification map, which designates parcels with the Tahoe City and Kings Beach Tahoe Centers as Mixed-Use. Accordingly, the Area Plan is carrying forward a Land Use map classification of Mixed-use for these sites, consistent with the Regional Plan. However, the Area Plan further refines future uses for these sites through Mixed-use

- Recreation and Mixed-use Waterfront Recreation zoning districts which focus on recreation, conservation and supportive uses.
- 3-4 The comment suggests corrections and edits to the Area Plan transportation chapter, which have been addressed in the revised Area Plan released concurrently with this Final EIR/EIS.
- 3-5 This comment addresses suggested corrections and edits to the Area Plan Implementation chapter, which are addressed in the revised Area Plan document released concurrently with this Final EIR/EIS.

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

EDMUND G. BROWN, JR.



DEPARTMENT OF TRANSPORTATION
DISTRICT 3 – SACRAMENTO AREA OFFICE
2379 GATEWAY OAKS DRIVE, STE 150 – MS 19
SACRAMENTO, CA 95833
PHONE (916) 274-0635
FAX (916) 263-1796
TTY 711

Serious drought.
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August 15, 2016

03-PLA-2016-00010
03-PLA-267 / VAR
SCH# 2014072039

Ms. Shirlee Harrington
Environmental Coordination Services
Community Development Resource Agency
Placer County
3091 County Center Drive, Suite 190
Auburn, CA 95603

Placer County Tahoe Basin Area Plan and Tahoe City Lodge – Draft Environmental Impact Report (DEIR)

Dear Ms. Harrington:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the project referenced above. Caltrans’ new mission, vision, and goals signal a modernization of our approach to California’s transportation system. We review this local development for impacts to the State Highway System in keeping with our mission, vision and goals for sustainability/livability/economy, and safety/health. We provide these comments consistent with the State’s smart mobility goals that support a vibrant economy, and build communities, not sprawl.

The proposed Area Plan, encompassing 72.1 square miles and bounded by El Dorado County to the south, the State of Nevada to the east, Martis and Squaw Valleys to the north, and the Sierra Nevada to the west, is an update to the Placer County land use regulations within the Tahoe Basin that will inform existing community plans, general plans, plan area statements, maps, and regulations; and is being developed to implement the Tahoe Regional Planning Agency’s (TRPA) 2012 Regional Plan’s overarching goal to focus on issues of regional environmental significance. The ensuing Area Plan will supersede many existing planning documents that were adopted to implement Tahoe Basin’s 1987 Regional Plan. As a small part of the Area Plan, the Tahoe City Lodge is a near-term redevelopment project that will redevelop an existing commercial complex into a 118-unit lodge. The lodge has been identified by TRPA and the County as an initial opportunity to incentivize and facilitate redevelopment in the immediate area, which is located on east side of State Route 28 (SR 28) / North Lake Blvd. approximately .10 miles north of the intersection of SR 28 and SR 89. The following comments are based on the DEIR.

4-1

“Provide a safe, sustainable, integrated, and efficient, transportation system to enhance California’s economy and livability”

Ms. Shirlee Harrington / Placer County, Community Development Resource Agency,
 Environmental Coordination Services
 August 15, 2016
 Page 2

Transportation Management Plan (TMP)

Related to the discussion of demolition of existing structures and pavement, excavation for utilities, drainage systems and foundations throughout the DEIR, if it is determined that traffic restrictions and detours are needed on or affecting State highways, a TMP or construction Traffic Impact Study may be required of the developer for approval by Caltrans prior to construction. TMPs must be prepared in accordance with Caltrans' *Manual on Uniform Traffic Control Devices*. Further information is available for download at the following web address:
<http://www.dot.ca.gov/hq/traffops/engineering/mutcd/pdf/camutcd2014/Part6.pdf>.

Encroachment Permit

Please be advised that any work or traffic control that would encroach onto the State Right of Way (ROW) requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State ROW must be submitted to Charles Laughlin at the California Department of Transportation, District 3, Office of Permits, 703 B Street, Marysville, CA 95901.

Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website link below for more information.
<http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

Traffic Operations

- The Tahoe City Lodge should consider the following:
 - Relocate the existing crosswalk at the Commons Beach intersection, about 100 feet to the west, closer to the transit shelter. A median refuge area and other crosswalk enhancements should be considered. Creating a bulb-out on the north side of the highway may be necessary, which would eliminate some on-street parking.
 - Parking near the entrance to new access to the Tahoe City Lodge has the potential to affect operations of the highway; parking stalls near the entrance may need to be eliminated.

- The Tahoe Basin Area Plan should consider the following:
 - As discussed on page 10-38, including Area Policy T-P-6 of the DEIR, the Area Plan proposes to modify the current Level of Service (LOS) standards within the town center boundaries, so that LOS F is acceptable during peak commute periods. Mitigation Measure 10-1b, and 10-5, related to the expansion of transit capacity and funding sources in the region, should also consider funding for park and ride installations at the entry points to the Tahoe Basin. Providing easily accessible sites for visitors to park at the entrance of the Tahoe Basin may further encourage transit usage, carpooling, as well as help reduce the congestion in the town centers, and lead to improved performance of the

"Provide a safe, sustainable, integrated, and efficient, transportation system to enhance California's economy and livability"

4-1
cont

4-2

4-3

Ms. Shirlee Harrington / Placer County, Community Development Resource Agency,
Environmental Coordination Services
August 15, 2016
Page 3

transportation system leading to the activity centers. Prior to beginning the process of developing a new park and ride lot, contacting the Caltrans, District 3 Park and Ride Coordinator, and/or the District 3 Tahoe Basin Regional Planning Liaison is recommended.

4-3
cont

Travel Forecasting

Based on historical data from past projects, the maximum percentage of pass-by trips is approximately 22%. However, the proposed project estimated pass-by trips percentage to be 34%. Please provide justification for the pass-by trip percentages shown in the DEIR.

4-4

Hydraulics

Development of the Tahoe City Lodge project site will increase impervious surface area through the construction of roads, driveways, etc. with a corresponding increase in surface water (storm-water) run-off. The Tahoe City Lodge project may also increase or decrease surface water detention, retention, and infiltration. Any cumulative impacts to Caltrans drainage facilities, bridges, or other State facilities arising from effects of development on surface water run-off discharge from the peak (100-year) storm event should be minimized through project drainage mitigation measures. All grading and/or drainage improvements must perpetuate, maintain or improve existing drainage pathways and may not result in adverse hydrologic or hydraulic conditions within the State's right of way or to Caltrans drainage facilities. Means of accomplishing this, if necessary, shall be identified and backup calculations supporting this conclusion provided to Caltrans District 3 Hydraulics Branch. Please identify proposed runoff pattern and outfall.

4-5

Please provide our office with copies of any further actions regarding this project. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any questions regarding these comments or require additional information, please contact Arthur Murray by email at: arthur.murray@dot.ca.gov.

Sincerely,



ERIC FREDERICKS, Branch Chief
Office of Transportation Planning – South Branch

c: Scott Morgan, State Clearinghouse
Lucia Maloney, TRPA

"Provide a safe, sustainable, integrated, and efficient, transportation system to enhance California's economy and livability"

Letter **California Department of Transportation**
4 August 15, 2016

- 4-1 This comment provides introductory information regarding protocols for completion of a Traffic Management Plan and a Caltrans Encroachment Permit. The proposed Tahoe City Lodge project would comply with all Caltrans planning and permitting requirements.
- 4-2 The comment suggests that the existing crosswalk should be relocated, and that there is a potential for onsite parking near the entrance of the Tahoe City Lodge (lodge) to adversely affect traffic on the state highway. This comment pertains to the design of the proposed lodge project, rather than the adequacy of the Draft EIR/EIS, as the suggested crosswalk modification is not needed to mitigate a significant impact. Notwithstanding, shifting the crosswalk location may well be a net beneficial modification that should be considered as part of the lodge final design. The existing lodge schematic site plan (see Section 2.1 of this Final EIR/EIS) includes a bulb out on the north side of SR 28. Shifting the crosswalk could result in additional parking spaces on the north side of SR 28 at the existing crosswalk location (with modifications to the existing curb). Any median islands would need to be seasonal (established by coning), to avoid conflicts with the winter traffic control program. The comment does not raise environmental issues or concerns regarding the adequacy, accuracy, or completeness of the Draft EIR/EIS. The comment is noted for consideration during project review.
- 4-3 The comment suggests providing park-and-ride lots as an element of the transit expansion. Intercept park-and-ride lots have long been discussed for the Tahoe Basin but have not yet been determined feasible. The geography of the access points to the north shore of the Tahoe Basin include a constrained canyon (SR 89) and a mountain summit (SR 267), both of which represent challenging terrain for construction of lots at entry points to the Tahoe Basin. A feasible system would likely involve use of existing available parking lots (such as the parking lots at Truckee schools or Northstar) during the peak season rather than construction of new lots because of limited availability of adequate parcels and TRPA coverage regulations. A feasible system would also likely require two bus routes with four buses per route operating over a 16-hour day to serve the lots. Based on the TART Systems Plan Update, the cost to operate a bus is about \$110 per hour, so the daily cost for bus service would be an estimated \$14,080 per day (4 buses/route x 2 routes x 16 hours/day = 128 hours/day; 128 hours at \$110/hour = \$14,080) and nearly \$1.3 million per season (\$14,080 x 90 day = \$1,267,200). Such a program would be out of accord with the severity of the impact. In addition, an experimental program was attempted in the winter of 2013 using available parking lots in Truckee and free skier shuttle buses, with poor results (only a few passengers drove to the advertised park-and-ride lots). A park-and-ride program would therefore only be effective as part of a comprehensive regional effort to expand transit service and provide automobile disincentives. It is not feasible for implementation as part of the Area Plan alone. The comment is noted for consideration in future planning for expansion of regional transit services.
- 4-4 The comment requests justification for the pass-by percentages used in the Draft EIR/EIS. The pass-by percentage of 34 percent is identified in the most recent Institute of Transportation Engineers (ITE) *Trip Generation Handbook* (August 2014). The figures used in the Draft EIR/EIS are the average pass-by rate for the “Shopping Center” land use during the weekday PM peak period. “Shopping Center” was chosen given the mix of land uses on the site. As the majority of the individual existing trip generation is due to restaurant uses, and as the average pass-by percent for restaurant uses ranges from 43 to 49 percent, the use of the lower Shopping Center pass-by rate tends to result in a conservatively high estimate of net

traffic volumes resulting from the site development. As this source is the most recent available published data, there is no need to revise the analysis.

4-5

The comment is concerned with potential impacts to Caltrans drainage facilities resulting from increased impervious surfaces due to the development of the Tahoe City Lodge project and requests that the proposed runoff pattern and outfall be provided. As discussed in Impact 15-3 of the Draft EIR/EIS, Tahoe City Lodge Alternatives 1, 2, and 3 would reduce the total volume of stormwater runoff generated by the project site. Under current conditions, there is no detention or treatment of stormwater runoff on the lodge site prior to discharge to the Caltrans SR 28 right-of-way. The lodge project (Alternative 1) proposes to reduce the amount of land coverage on the project site by 10,080 square feet, resulting in a corresponding decrease in the volume of stormwater runoff generated. In addition, several low impact development (LID) features to infiltrate stormwater as close to the source as possible are proposed to accommodate the volume of storm water runoff generated by the site during a 20-year, 1-hour storm event. Additionally, Mitigation Measure 15-3 requires the preparation of a final drainage report to meet Placer County Stormwater Management Manual requirements for the design of the on-site storm drainage system, including the requirement that post-construction 100-year storm event peak flows shall not exceed pre-project 100-year storm event peak flow conditions. The drainage pattern of the site would still flow towards the Tahoe City treatment wetlands via the existing Tahoe City Urban Improvement Project (TCUIP) storm drain system. There would not be an adverse hydrologic or hydraulic impact within the State's right of way or to Caltrans drainage facilities. Backup calculations supporting this conclusion would be provided as part of the Caltrans Encroachment Permit application process.

Letter
5



August 15, 2016

Placer County Community Development Resource Agency
Environmental Coordination Services
Crystal Jacobsen, Project Planner (cdraecs@placer.ca.gov)
3091 County Center Drive, Suite 190
Auburn, CA 95603

RE: Placer County Area Plan Comments

BOARD MEMBERS

Dear Ms. Jacobsen:

LARRY SEVISON, Chair
Placer County

Thank you for the opportunity to review and comment upon the Placer County Area Plan and its associated environmental documents. We appreciate the chance to participate in this important planning effort.

JOHN HOOPER, Vice Chair
Public Member

LYNN SUTER
Public Member

TODD FERRARA
Resources Agency

KAREN FINN
Department of Finance

TOM DAVIS
City of South Lake Tahoe

SUE NOVASEL
El Dorado County

JEFF MARSOLAIS
U.S. Forest Service (ex-officio)

PATRICK WRIGHT
Executive Director

ZONING CHANGES: (Area Plan pages 16 and 94) We note that the Summary indicates that zoning for restoration projects located within Town Centers would be changed to Conservation or Recreation. On page 94, it is stated that zoning for parks and beaches in Kings Beach is changed from mixed use to recreation. It indicates on page 92 that this change removes them from the urban boundary. However, EIR Exhibit 5-1 indicates that they are rezoned to Mixed-use Waterfront Recreation (MU-WREC). How does this new zoning category fit with the TRPA Land Use Classification as they pertain to the urban boundary?

It is unclear why the Conservancy's Steamer's Beach and Public Access Beachfront Conservation Easement – as existing parks and beaches in Kings Beach – were not zoned as MU-WREC and were instead zoned as Mixed Use Lakeside Town Center (MU-LTC)? (Note that there is a typo on EIR Exhibit 5-1 related to the definition of this use, calling it Mixed-Use Lakeside Recreation)

It was difficult to determine whether the only proposed zoning changes that affect the Conservancy were captured by our comments in this section. The EIR page 5-20 does not indicate with specificity where the changes are located in its compatibility conclusion. If our comments have not addressed the proposed zoning changes, additional references that clarify all of the proposed zoning changes would be helpful.

TRPA GROWTH CONTROL SYSTEM: (Area Plan pages 80, 85 and 129; EIR Chapter 17) The Area Plan appears to mischaracterize the recreation capacity "Persons at One Time" (PAOT) system, which is appropriately reflected in the discussion found in the EIR Chapter 17. Further, page 129 section 6.3 seems to characterize recreation as an activity that threatens

5-1

5-2

1061 Third Street, South Lake Tahoe, California 96150
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threshold attainment, rather than recognizing that recreation is a threshold and that the PAOTs represent not only a “cap,” but also a target for recreation threshold attainment.

Does the reference to 1,094 vacant residential parcels on page 80 include Conservancy urban lots? If it doesn’t, the Conservancy would appreciate a follow-up discussion related to the status of the development rights for its urban lots.

RECREATION PLAN: (Area Plan pages 130-133; EIR Chapter 17) The recreation tables in both the EIR and Area Plan (Table 17-2) contain some inaccuracies regarding sites, landownership, and land management, as well as missing information. Conservancy staff would be happy to assist with updating. It would be helpful if the Recreation Plan made mention of the Public Trust and the value of some undeveloped County right of ways/easements for lake access.

EIR page 17-5 neglects to mention the Conservancy’s role in the development of significant, “direct” (non-grant) projects, such as North Tahoe Beach.

EIR page 17-9 comingles backcountry-type trails and linear public facilities (e.g., paved shared use trails). These facilities are permitted under entirely different rules and use categories.

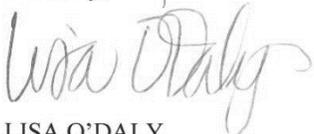
Overall we appreciate the Area Plan’s recognition of the important Kings Beach State Recreation Area (KBSRA) planning activities in the Area Plan. We are pleased that County staff are participating in the General Plan Update, especially as related to contributing policy-related concepts to the process. State staff were unable to determine whether KBSRA retains Kings Beach Community Plan status as a designated Special Event Area, or whether that terminology is outdated under the new Area Plan. Would you please clarify?

EIR page 17-18 says that “other than pier replacement,” recreation improvements would not involve the addition of new buildings or structures. While no decisions have been made regarding the KBSRA General Plan, it is likely that new structures would be proposed.

FISHERIES AND AQUATIC RESOURCES: (Area Plan page 52) The biological information could be updated to indicate that the Sierra Nevada Yellow-legged Frog (*Rana sierrae*) was listed as Endangered in 2014.

We welcome the opportunity to answer any questions regarding these comments. Please contact me at 530-543-6037.

Sincerely,



LISA O'DALY
Senior Environmental Planner

5-2
cont

5-3

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phone: 530-542-5580 fax: 530-542-5567 e-mail: info@tahoe.ca.gov web: www.tahoe.ca.gov

**Letter
5**

California Tahoe Conservancy
August 15, 2016

5-1 The comment addresses zoning changes related to California Tahoe Conservancy (Conservancy) owned property and conservation easements. The comment poses a question related to Mixed-use Waterfront Recreation zoning proposed within Kings Beach and how this zoning fits within the TRPA Regional Plan Land Use Classification within the Kings Beach Town Center. The TRPA Regional Plan Land Use Classification Map designates the Kings Beach Town Center as Mixed-use. The Area Plan carries forward this land use classification, but zones certain recreational areas as Mixed-use Waterfront Recreation zoning district. The comment further enquires as to why the Conservancy's Steamer's Beach and Public Access Beachfront Conservation Easement is not zoned Mixed-use Waterfront Recreation. The Tahoe Basin Area Plan largely carried forward the existing Kings Beach Community Plan Special Area #3 boundary for the King Beach State Recreation Area parcels, designating them as Mixed-use Waterfront Recreation. In response to this comment the Mixed-use Waterfront Recreation zone district has been extended to include the Conservancy's public beach areas and this is reflected in the revised Area Plan released concurrently with this Final EIR/EIS.

In addition, the comment suggests clarification regarding all other proposed zoning changes related to properties acquired for restoration, conservation, or recreation purposes. Chapter 3, page 3-9 of the Draft EIR/EIS outlines the recreation and conservation lands that are being rezoned to either conservation or recreation districts. They include PAS 174 (64 Acre Tract) from, which would change from Residential to Recreation, and PAS 024B (Snow Creek), which would change from Residential to Conservation.

5-2 The comment notes that the Area Plan mischaracterizes the TRPA recreation capacity system (i.e., Persons at One Time [PAOTs]) and does not recognize recreation as a threshold with PAOTs representing a target for recreation threshold attainment. The comment inquires as to whether or not the reference to vacant residential parcels on page 80 of the Area Plan includes Conservancy urban lots. The vacant residential parcels referred to in the Area Plan do not include publicly-owned residential parcels.

The comment states that the recreation tables in the Draft EIR/EIS and Area Plan contain inaccuracies related to sites, land ownership, and land management, and that they are missing information. The comment suggests that the Recreation Plan in the Area Plan mention the Public Trust and the value of undeveloped county right-of-way/easements for lake access. This discussion has been added to the revised Area Plan circulated concurrent with this Final EIR/EIS. The intent of Table 17-2 and Table 6.4-A (see pages 17-7 through 17-9 in the Draft EIR/EIS and pages 130 through 132 in the Area Plan) is to provide background information that characterizes the types of recreation resources found in the Plan area.

The comment requests clarification in the Area Plan as to whether or not the Kings Beach State Recreation Area (KBSRA) retains the Kings Beach Community Plan status as a TRPA-designated special area. The Kings Beach Community Plan identified KBSRA as located within Special Area #3. As identified on page 11 of the Area Plan Implementing Regulations, Special Area #3 becomes part of the Mixed-Use Waterfront Recreation (MU-WREC) zoning district. In the Kings Beach Community Plan, Urban Design and Development Policy 1c describes the permissible uses as oriented toward outdoor recreation activities and limited commercial activity is permitted (Placer County and TRPA 1996:11-3). On page 134 of the Area Plan Implementing Regulations, the planning statement for the area designated as MU-WREC states, "[t]his subdistrict is intended to provide areas for passive and commercial recreation uses and related services to improve public access and enjoyment of the Lake Tahoe waterfront. Recreational and a mix of supportive retail and service uses are allowed

along with environmental enhancement improvements.” While KBSRA is no longer identified as Special Area #3, the permissible uses identified for this area in the Kings Beach Community Plan are carried forward in the Area Plan.

The comment notes that the Draft EIR/EIS does not mention the Conservancy’s role in developing significant, “direct” (non-grant) projects. The comment is correct and additional information about this role of the Conservancy has been included. This change is presented in Chapter 2, “Corrections and Revisions to the Draft EIR/EIS.” The correction does not alter the conclusions with respect to the significance of any impact.

Paragraph 2 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.

The comment notes that the Draft EIR/EIS comingles backcountry trails and linear public facilities, which are permitted under different rules and use categories. Table 17-3 on page 17-11 provides an overview of the types of trails found in the Plan area and is not intended to imply that all of these trails are subject to the same types of permits, rules, or use categories.

The comment states that, although no decisions have been made regarding the KBSRA General Plan revision, it is likely that new structures would be proposed. The comment is correct and additional information about the types of structures that could be constructed at KBSRA has been revised in this Final EIR/EIS. This change is presented in Chapter 2, “Corrections and Revisions to the Draft EIR/EIS.” The correction does not alter the conclusions with respect to the significance of any impact.

Paragraph 1 on page 17-18 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.

5-3

The comment suggests an edit to the Area Plan document to update biological information to include the Sierra Nevada Yellow-legged Frog as an endangered species. The revised Area Plan released concurrently with this Final EIR/EIS reflects the requested edit. Because this comment is not related to the Draft EIR/EIS, it does not raise any issue to the adequacy, accuracy, or completeness of the EIR/EIS.

NORTH TAHOE FIRE PROTECTION DISTRICT

Michael S. Schwartz, Fire

Letter
6

**P.O. Box 5879
222 Fairway Drive
Tahoe City, CA 96145
530.583.6911
Fax 530.583.6909**



August 15, 2016

Placer County Community Development Resource Agency
Environmental Coordination Services
3091 County Center Drive, Suite 190
Auburn, CA 95603

cc: Ms. Crystal Jacobsen, Project Planner, Placer County Tahoe Basin Area Plan
Mr. Steve Buelna, Project Planner, Tahoe City Lodge Project

Ms. Lucia Maloney, Project Planner, Tahoe Basin Area Plan
Ms. Tiffany Good, Project Planner, Tahoe City Lodge Project
Tahoe Regional Planning Agency
PO Box 5310
Stateline, NV 89449

**Re: Placer County Tahoe Basin Area Plan and Tahoe City Lodge Project
Draft Environmental Impact Report/Environmental Impact Statement (DEIR/EIS)**

Dear Placer County and TRPA Planning Team Members:

The North Tahoe Fire Protection District ("District") has both followed and participated in the development of the Placer County Tahoe Basin Area Plan and the Tahoe City Lodge Project and the DEIR/EIS related to these proposals. The boundaries of our service area cover the same geographic area addressed in these planning documents.

General Comments

The mission of the North Tahoe Fire Protection District is to provide the best quality fire protection, fire prevention, fire safety education, emergency medical service, and other emergency response services to the citizens and visitors of the District. Consistent with this mission, North Tahoe Fire will work with Placer County, TRPA, and other involved agencies whichever combination of plan and project alternatives is ultimately approved.

The District understands and supports the planning principles of infill development, environmental improvement, and community economic revitalization and the focus on redevelopment within the Town Centers of Tahoe City and Kings Beach. The Placer County portion of Lake Tahoe is overdue for an update of its land use, housing, transportation and related planning documents to be consistent with the TRPA Regional Plan Update of 2012 and the County's General Plan objectives. We appreciate that the County and TRPA have conducted extensive community outreach and held many public meetings over several years during the drafting of these Area Plan planning and project documents.

6-1

Specific Comments - Area Plan

Part 7 - Public Service and Facility Policies

Section 7.7 - Fire Services (page 143)

This section is accurate with regard to the North Tahoe Fire Protection District (NTFPD), with one exception. The first acronym in the last sentence should be NTFPD.

Our District supports the Public Service and Facility Policies (7.8, page 145). In this letter, we highlight the particular importance of three of these policies:

PS-P-2 Support fire safety programs of the North Tahoe Fire Protection District and other organizations.

PS-P-7 Ensure that all proposed developments are reviewed for fire safety standards by local fire agencies responsible for its protection, including providing adequate water supplies and ingress and egress.

PS-P-8 Encourage all water systems to address fire suppression water needs.

6-2

Specific Comments - Draft EIR/EIS

Special Planning Areas (Chapter 3)

The District understands that Special Planning Areas (SPA) are identified "for more detailed future planning" and that, if developed, would be processed as a future Plan Area Amendment. We participated with County and TRPA staff in advocating for the Kings Beach Entry Special Planning Area and strongly support SPA status for this identified sub-set of the Kings Beach community.

As you are aware, our District's Station 52 is in this area. We understand that potential Kings Beach Entry SPA changes may include a roundabout at the intersection of SR 267 and SR 28. It is essential that our District be engaged in the "more detailed future planning" for this area, including for the roundabout if that proposed change comes before other elements of the Kings Beach Entry SPA (reference: DEIR/EIS Chapter 3, Special Planning Areas, page 3-15, and Area Plan Performance Standards for Special Planning Areas, page 3-16).

6-3

Public Services and Utilities (Chapter 16)

Multi-Jurisdictional Fuels Reduction and Wildfire Prevention Strategy (page 16-3)

Note: The Lake Tahoe Basin Multi-Jurisdictional Fuel Reduction and Wildfire Prevention Strategy was updated and published in August 2014.

The Lake Tahoe Basin Community Wildfire Protection Plan (CWPP) was updated and published in August 2015.

The information in this Chapter with regard to the North Tahoe Fire Protection District is accurate (reference: Schwartz, pers. comm., 2016 and Alameda, pers. comm., 2016).

6-4

Cumulative Impacts (Chapter 19)

Our District has three topics of concern with respect to cumulative impacts:

- Cumulative Interference with Implementation of an Emergency Response Plan or Emergency Evacuation Plan
- Cumulative Impact 6-2: Cumulative Population Growth and Housing Demand
- Cumulative Impact 10-4: Cumulative Vehicle Miles Traveled (VMT)

6-5

Our concerns stem not just from these impacts as analyzed within the boundary of the Placer County Tahoe Basin Area Plan, but from the impacts of major "out-of-basin" projects adjacent to the District.

Our question is: Where does the responsibility for the adequate mitigation of cumulative impacts lie? Projects contemplated and analyzed by the Tahoe Basin Area Plan DEIR/EIS are relatively modest compared to the larger scale projects proposed for areas just outside of the Tahoe Basin.

6-5
cont

Thank you for the opportunity to submit these comments.

Respectfully,



Michael S. Schwartz
Fire Chief

Letter **North Tahoe Fire Protection District**
6 August 15, 2016

- 6-1 This comment provides introductory comments and expresses general support for the Area Plan. The comment is noted for consideration during project review.

- 6-2 The comment suggests an edit to Part 7 of the Area Plan, which is reflected in the revised Area Plan released concurrently with this Final EIR/EIS. The comment also highlights areas of the District’s support for the Area Plan.

- 6-3 The comment expresses concern about the potential for a roundabout at the intersection of SR 28 and SR 267 in Kings Beach and requests that the District be engaged in the planning process for the Kings Beach West Entry Special Planning Area. The comment is noted for consideration during project review.

- 6-4 The comment states that the Lake Tahoe Basin Multi-Jurisdictional Fuel Reduction and Wildfire Prevention Strategy was updated and published in August 2014 and the Lake Tahoe Basin Community Wildfire Protection Plan was updated and published in August 2015, and notes that information in the chapter related to the District is accurate.

- 6-5 This comment expresses concern about three topics relative to cumulative impacts: interference with an emergency response plan or emergency evacuation plan, population growth and housing demand, and VMT. Specifically, the concern relates to impacts of out-of-basin projects adjacent to the North Tahoe Fire Protection District, and responsibility for mitigation of cumulative impacts. As described in Section 19.1 on page 19-1 of the Draft EIR/EIS, Section 15130(a) of the State CEQA Guidelines requires discussion of cumulative impacts of a project when its incremental effects are significant when viewed in connection with the effects of past, current, or probable future projects. While it is acknowledged that emergency evacuation, and the population growth and traffic generation that can affect it, is an area of public and agency concern, the Draft EIR/EIS analysis has determined—based on the evidence presented—that cumulative effects are not significant, and therefore that the proposed Area Plan and Tahoe City Lodge would not result in a cumulatively considerable contribution to significant cumulative effects (see Draft EIR/EIS pages 19-7; 19-17 – 18; and 19-31 – 32).

Regarding the general question of responsibility for mitigation of cumulative impacts, it is often the case that no single agency is responsible for such mitigation. Depending upon the particular impact, area of contribution (i.e., geographic context), and agency jurisdiction, responsibility may lie with one or more agencies. Project-specific developments are considered, and approvals issued, on a project-by-project basis, and mitigation measures are crafted to address significant impacts of those projects. Although individual projects include project-specific mitigation measures for significant impacts, the resolution of cumulative impacts often requires a regional solution that goes beyond any single project (CEQA Guidelines Section 15130(c)). The Placer County General Plan, proposed Placer County Tahoe Basin Area Plan, TRPA Regional Plan and Regional Transportation Plan are the best mechanisms by which cumulative transportation impacts in the Tahoe Region may be addressed. These documents include land use and transportation strategies that reduce traffic and VMT, and emphasize walkable communities and alternative transportation modes. See also Master Response 6, Emergency Access and Evacuation, in Section 3.1 of this Final EIR/EIS.

From: Ed King
Sent: Wednesday, August 10, 2016 8:03 AM
To: Crystal Jacobsen
Subject: Agriculture Department - Tahoe Basin Area Plan Comments

**Letter
7**

Hi Crystal,

Please see Tahoe Basin Area Plan comments below on behalf of the Agriculture Department:

1. Add a vegetation policy to Chapter 2.7 of the Conservation Plan: Coordinate interagency efforts to detect and eradicate non-native terrestrial plants.
2. Draft EIR/EIS, Chapter 7, Biological Resources, Section 7.1 states that the development-related impact of invasive weeds "was determined to be less than significant." This runs counter to Agriculture Department findings at multiple development sites within the Basin and neighboring communities in the Truckee area. Non-native invasive weeds are commonly introduced during development and measures to prevent such occurrences should be a high priority. In addition, post-development site surveys and, if necessary, control treatments should be required.
3. Add spotted knapweed (*Centaurea stoebe* ssp. *Micranthos*), Canada thistle (*Cirsium arvense*), and Russian knapweed (*Acroptilon repens*) to Draft EIR/EIS, Chapter 7, Biological Resources, Table 7-2. Spotted knapweed, Canada thistle, and Russian knapweed are State-listed A&B-rated noxious weeds found in the Basin that are currently being targeted for eradication by Lake Tahoe Basin Weed Coordinating Group partners.

7-1

7-2

Thanks,
Ed

Ed King
 Deputy Agricultural Commissioner/Sealer
 Agriculture | Weights & Measures
 (530) 889-7372 | (530) 823-1698 fax | placer.ca.gov



Letter
7 **Placer County Agriculture Department**
August 10, 2016

- 7-1 The comment suggests adding a vegetation policy to Chapter 2 of the Area Plan, which is reflected in policy VEG-P-4 of the revised Area Plan released concurrently with this Final EIR/EIS.
- 7-2 The comment notes that the Draft EIR/EIS (Chapter 7, “Biological Resources,” Section 7.1) finds that the development-related impact relative to invasive weeds “was determined to be less than significant” which, the comment states, runs counter to the Placer County Agriculture Department findings at multiple development sites within the Tahoe Basin and Truckee area. The comment goes on to state that non-native invasive weeds are commonly introduced during development, measures to prevent such occurrences should be a high priority, and that post-development site surveys and, if necessary, control treatments should be required. The comment also requests the addition of spotted knapweed (*Centaurea stoebe* ssp. *micranthos*), Canada thistle (*Cirsium arvense*), and Russian knapweed (*Acroptilon repens*) to Table 7-2 of the Draft EIR/EIS. These species are State-listed noxious weeds found in the Tahoe Basin that are currently being targeted for eradication by Lake Tahoe Basin Weed Coordinating Group partners.

The Draft EIR/EIS does not conclude that development-related impacts of invasive plants would be less than significant without implementation of appropriate regulations or measures to prevent the introduction or spread of invasive species. Rather, Chapter 7, “Biological Resources,” of the Draft EIR/EIS incorporates the analysis of invasive species presented in the Regional Plan Update EIS, which concluded that with implementation of existing regulations to prevent the introduction or spread of invasive species, potential effects of projects would be less than significant. Section 7.1 of the Draft EIR/EIS states:

“Impacts relative to invasive weeds and aquatic invasive species are thoroughly addressed in the RPU EIS, Impact 3.10-5 (TRPA 2012: p. 3.10-55–3.10-60). According to that analysis, construction from development and redevelopment projects would involve temporary ground-disturbing activities in disturbed and native vegetation types, which could in turn be colonized by non-native, invasive weed species from outside the Tahoe region. In addition, watercraft use of Lake Tahoe resulting from Area Plan developments or activities could facilitate the spread of aquatic invasive species if boats are exposed to these species in other water bodies and are not sufficiently cleaned and sanitized before entering Lake Tahoe. However, any new development would be required to comply with Section 64.4, Revegetation and Section 63.4, Aquatic Invasive Species of the TRPA Code of Ordinances; Goals and Policies that prohibit release of non-native species; and other regulations. Collectively, these regulations require project level planning and analysis to assess the risk of invasive species introduction and spread; design modifications to reduce risk (e.g., BMPs to minimize or avoid introduction of invasive species); and mitigation for any potentially significant effects (e.g., implementing weed and aquatic invasive species management practices during construction) to ensure compliance with the Code. This impact was determined to be less than significant and is not discussed further.”

Additionally, Subsection 7.4.1, “Methods and Assumptions,” of the Draft EIR/EIS explains the approach to analyzing impacts and determining significance for the Area Plan as follows:

“This section analyzes the Area Plan alternatives and their potential effects on biological resources at a policy level of detail. Individual projects implemented under

the Area Plan (such as the Kings Beach Center design concept) would continue to be subject to subsequent project-level environmental analyses in accordance with TRPA policies, CEQA, and other laws and regulations to determine project-specific impacts and required mitigation measures.

This plan-level impact analysis generally assumes that some of the vegetation communities, wildlife habitats, aquatic resources, sensitive natural communities, and special-status species known or with potential to occur in the Plan area could be directly or indirectly affected by any Area Plan alternative, depending on the specific location, type, and timing of the project activity. However, at this level of analysis, most of these resources are discussed generally, recognizing that individual development and redevelopment projects would be subject to project-level environmental analyses as described above.

Importantly, the impact analysis for biological resources assumes that implementation of Area Plan alternatives and future projects subject to the revised policies would be planned, designed, and confirmed to comply, as required, with all resource protection provisions of the TRPA Code, the Conservation Plan element of the proposed Area Plan, and other applicable regulations and policies. Therefore, in this analysis, while the TRPA Code and other applicable regulations are discussed and used to frame key resource protection issues and potential impacts in some cases, potential conflicts of specific projects under an Area Plan alternative with the TRPA Code, or other regulations or policies, alone are not considered significant impacts that would require mitigation at this policy level; compliance with the Code, CEQA, and other regulations is a requirement. Therefore, mitigation measures are provided for impacts determined to be significant after compliance with the TRPA Code and other regulations, and implementation of the Conservation Plan element of the Area Plan, are considered.”

For the proposed Tahoe City Lodge Project, the project site is urban and characterized primarily by a paved parking lot, buildings and other developed facilities, and a small patch of disturbed Jeffrey pine, located along SR 28 within the commercial core of Tahoe City. The potential for construction effects related to invasive species on this site are not considered substantial due to the existing highly-disturbed conditions there.

Regarding the commenter’s request to add three noxious weed species to Table 7-2, the comment is correct and Table 7-2 has been revised in this final environmental document. This change is presented in Chapter 2, “Corrections and Revisions to the Draft EIR/EIS.” The correction does not alter the conclusions with respect to the significance of any environmental impact. Table 7-2 on pages 7-7 and 7-8 is revised to read as follows:

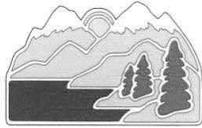
Table 7-2 Name and Status of Several Invasive Plant Species Known to Occur in the Plan Area

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

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

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>acnathium</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.cdfa.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.



TAHOE CITY PUBLIC UTILITY DISTRICT

BOARD OF DIRECTORS

Ju
Er
Jo
Rc
Dan Wilkins

GENERAL MANAGER

Cindy Gustafson

August 15, 2016

Placer County Community Development Resource Agency
Environmental Coordination Services
By Email: cdraecs@placer.ca.gov

RE: Placer County Tahoe Basin Area Plan and Tahoe City Lodge Project – Draft EIR/EIS Review Comments

Thank you for the opportunity to review the Draft EIR/EIS for the subject program and project. The Tahoe City Public Utility District (TCPUD) respectfully offers the following comments:

1. In February 2016, the TCPUD provided a "Will Serve Letter" to the developer of the Tahoe City Lodge Project confirming our ability to provide water and sewer service to that proposed project. Prior to development the developer will be required to apply for and obtain Commercial Water and Sewer Service Permits; complete a development agreement with the TCPUD for the construction of any new TCPUD-owned water or sewer facilities necessary for that project; and pay all necessary fees and costs. 8-1
2. The TCPUD signed a Letter of Intent with the Tahoe City Lodge developer supporting (while not committing to) the concept of shared-use parking between the Tahoe City Golf Course and the Tahoe City Lodge project. Prior to the issuance of any permits for the Tahoe City Lodge Project, the County should ensure that the developer and the TCPUD have completed a shared-use parking agreement consistent with the findings of this Draft EIR/EIS.
3. Exhibit 3-11 shows the access to restoration area RA-1 crossing private property. The access should come from the golf course property slightly to the south of where shown; just north of the proposed clubhouse. 8-2
4. We note a few technical corrections to the bulleted list of water systems in Section 16.3.1 – Water:
 - a. Agate Bay Water Company should be listed on one line.
 - b. Tahoma Meadows Water Company has been acquired and consolidated into the Tahoe City Public Utility District and therefore should be deleted from the list.
5. We note a number of technical corrections to Table 17.2: 8-3
 - a. Commons Beach is 6.9 Acres
 - b. Elizabeth Williams Park is 0.5 Acres
 - c. Heritage Plaza Park is 0.25 Acres and the owner is Placer County
 - d. Lake Forest Beach Park is 8 Acres and the owner is Placer County
 - e. Tahoe State Recreation Area – Outlet Parcel is 0.5 Acres
 - f. Skylandia Park and Beach is 24 Acres
 - g. Kilner Park is 6.4 Acres
 - h. Marie Sluchak is 1 Acre and the Owner is Tahoe Cedars POA
 - i. Quail Creek Park is 112 Acres
 - j. Pomin Park is 10.7 Acres

P.O. Box 5249 | 221 Fairway Drive | Tahoe City CA 96145 | 530.583.3796 | www.tcpud.org

Flacer County Community Development Resource Agency
 August 15, 2016
 Page 2 of 2

- k. Rideout Community Center is 11.48 Acres and the Owner is Tahoe Truckee Unified School District
- l. Tahoe Lake School Fields is 5.54 Acres and the Owner is Tahoe Truckee Unified School District
- m. Tahoe City Golf Course is 46.5 Acres and the Owner is Tahoe City Public Utility District
- n. Lake Forest Campground is 5 Acres and the Owner is Department of Fish and Wildlife

8-3
cont

If you should have any questions or need clarification, please contact Matt Homolka at (530) 580-6042.

Sincerely,

for 
 Cindy Gustafson
 General Manager

Attachments

- C: Board of Directors
- Matt Homolka/TCPUD
- Sean Barclay/TCPUD

Letter 8 Tahoe City Public Utility District
 August 15, 2016

- 8-1 This comment states that prior to the development of the Tahoe City Lodge, the applicant will be required to obtain commercial water and sewer service permits, complete a development agreement with the Tahoe City Public Utility District (TCPUD), and pay all necessary fees and costs. Additionally, prior to the issuance of any permits for the Tahoe City Lodge Project, the county should ensure that the TCPUD and the developer have completed a shared-use parking agreement consistent with the findings of the Draft EIR/EIS. The County will include evidence of the shared-use parking agreement between the developer and TCPUD as a condition of approval prior to any permits as part of the project review process. The Tahoe City Lodge Project will comply with all required permits and agreements.
- 8-2 The comment points out that the SEZ restoration access route shown as RA-1 on Exhibit 3-11 of the Draft EIR/EIS should be relocated to the area just north of the clubhouse. The exhibit has been revised as shown in Section 2.1 of Chapter 2, "Corrections and Revisions to the Draft EIR/EIS."
- 8-3 This comment identifies several minor errors on Table 17-2 on page 17-7 of the Draft EIR/EIS. This table has been 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
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 <u>Tahoe Cedars POA</u>
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 <u>TTUSD</u>
Tahoe Lake School Fields	2.2	TCPUD	TCPUD/TTUSD
<i>Subtotal Community Sports and Recreation</i>	18.3 <u>26.68</u>		

Table 17-2 Parks and Recreation Facilities Inventory

Park or Recreation Facility Name	Acreage	Operator	Owner
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 46.5	TCPUD	PC TCPUD
Old Brockway Golf Course	NA	Private	Private
<i>Subtotal Golf Courses</i>	35.8 46.5		
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 5.0	TCPUD	PC TCPUD DFW
<i>Subtotal Campgrounds</i>	77.1 80.0		
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		

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



TAHOE-TRUCKEE SANITATION AGENCY

A Public Agency
13720 Butterfield Drive
TRUCKEE, CALIFORNIA 96161
(530) 587-2525 • FAX (530) 587-5840

Director **Letter**
O.R. L
Dale C
Erik P
S. Lane Lewis
Jon Northrop
General Manager
LaRue Griffin

Letter
9

VIA U.S. MAIL AND E-MAIL

August 1, 2016

Placer County Community Development Resource Agency
Environmental Coordination Services
3091 County Center Drive, Suite 190
Auburn, CA 95603
cdraecs@placer.ca.gov

RE: Placer County Tahoe Basin Area Plan and Tahoe City Lodge Project - Draft EIR/EIS

To Whom It May Concern:

The Tahoe-Truckee Sanitation Agency (T-TSA) has received the Draft Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the Placer County Tahoe Basin Area Plan and Tahoe City Lodge Project (Project). T-TSA staff has reviewed these materials and offers the following comments.

In various locations, the document makes accurate reference to current capacity and future availability of capacity of T-TSA's facilities. The EIR/EIS states that *"excess capacities in the TRI and at the WRP are available on a first come/first serve basis, and project proponents must submit an application to T-TSA to be allocated capacity"* (pages 2-92 & 19-27). Further, the document states that *"T-TSA does not issue will serve letters and capacity allocations are made on a first-come, first-serve basis"* (pages 16-25 & 16-28). T-TSA would like to provide further clarification that capacity is guaranteed only after the approval of the formal application, payment of T-TSA sewer connection charges, and the issuance of a T-TSA Sewer Connection Permit. As such, we suggest amending Table 1-2 (page 1-7) with a line item for *"Tahoe-Truckee Sanitation Agency"* (Permitting Agency) for a *"Sewer Connection Permit"* (Permit Name) that would provide *"Authorization for sewer connections"* (Purpose of Permit).

9-1

Pertaining to T-TSA's ability to serve the proposed specific Tahoe City Lodge Project, please see attached separate correspondence dated March 1, 2016 on this subject. As acknowledged in the EIR/EIS, other specific projects contemplated by the Placer County Tahoe Basin Area Plan will need to be separately and individually evaluated by T-TSA during project-level CEQA analyses to determine T-TSA's ability to serve those projects.

9-2

If you have any questions, please do not hesitate to call me at (530) 587-2525.

Sincerely,

Jason A. Parker
Engineering Department Manager

Attachment

c: LaRue Griffin, T-TSA
Emily Pindar, T-TSA
Cindy Gustafson, TCPUD

TAHOE-TRUCKEE SANITATION AGENCY



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Directors
O.R. Butterfield
Dale Cox
Erik Henrikson
S. Lane Lewis
Jon Northrop
General Manager
LaRue Griffin

VIA U.S. MAIL AND E-MAIL

1 March 2016

Mr. Nathan Chorey
Auerbach Engineering Corporation
P.O. Box 5399
Tahoe City, CA 96145
nchorey@auerbachengineering.com

RE: Proposed Tahoe City Lodge Project

Dear Mr. Chorey:

The Tahoe-Truckee Sanitation Agency (T-TSA) received the additional information you sent to Emily Pindar for the proposed Tahoe City Lodge Project (Project). T-TSA staff has reviewed these materials and offers the following comments:

1. At the present time, there is sufficient capacity in T-TSA's Truckee River Interceptor and Water Reclamation Plant to serve the Project. However, please be advised that T-TSA does not issue Will Serve letters. All capacity allocations are made on a first-come, first-serve basis for all projects within T-TSA's service area which includes portions of Nevada County, Placer County, and El Dorado County.
2. In addition to being served by T-TSA, the Project would also receive wastewater collection service from the Tahoe City Public Utility District (TCPUD). Potential impacts to TCPUD's wastewater collection facilities should also be evaluated. Project planners should contact and coordinate with TCPUD separately from T-TSA in evaluating the impacts of this Project to their systems.

If you have any questions, please do not hesitate to call me at (530) 587-2525.

Sincerely,

Jason A. Parker
Engineering Department Manager

c: LaRue Griffin, T-TSA
Emily Pindar, T-TSA
Cindy Gustafson, TCPUD

NORTH TAHOE • TAHOE CITY • ALPINE SPRINGS • SQUAW VALLEY • TRUCKEE

Letter
9 **Tahoe-Truckee Sanitation Agency**
August 1, 2016

- 9-1 The comment affirms that references in the Draft EIR/EIS to current capacity and future availability of capacity of T-TSA facilities are accurate. In reference to statements in the Draft EIR/EIS about serving individual projects and providing capacity allocations, the comment further clarifies that capacity is guaranteed only after approving a formal application, payment of sewer connection charges, and issuance of a T-TSA Sewer Connection Permit. The comment suggests revising Table 1-2 to include authorization of a sewer connection permit by T-TSA. The comment is correct and Table 1-2, “Permits and Approvals for the Tahoe City Lodge Project,” has been revised in this final environmental document. This change is presented in Chapter 2, “Corrections and Revisions to the Draft EIR/EIS.” The correction does not alter the conclusions with respect to the significance of any impact.

Table 1-2 on page 1-7 of the Draft EIR/EIS is revised to read as follows:

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 Plans	Grading and site engineering work
	Building Permit	Building design compliance with Uniform Building Code
Tahoe Regional Planning Agency	TRPA Project Permit	TRPA Code compliance
Caltrans	Encroachment Permit	Required for any utility, driveway, 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		

- 9-2 The comment states that T-TSA’s ability to serve the Tahoe City Lodge project is addressed in a letter dated March 1, 2016. The comment agrees with statements in the Draft EIR/EIS that other specific projects contemplated by the Area Plan will need to be separately and individually evaluated by T-TSA during project-level analysis to determine T-TSA’s ability to serve them.

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