TAHOE REGIONAL PLANNING AGENCY (TRPA)
TAHOE METROPOLITAN PLANNING AGENCY (TMPO)
AND TRPA COMMITTEE MEETINGS

NOTICE IS HEREBY GIVEN that on **Wednesday, December 14, 2016** commencing at **10:30 a.m.,** at the **Tahoe Regional Planning Agency, 128 Market Street, Stateline, NV** the Governing Board of the Tahoe Regional Planning Agency will conduct its regular meeting. The agenda is attached hereto and made part of this notice.

NOTICE IS FURTHER GIVEN that on **Wednesday, December 14, 2016,** commencing at **8:30 a.m.,** at the **Tahoe Regional Planning Agency,** the **TRPA Regional Plan Implementation Committee** will meet. The agenda will be as follows: **1)** Public Interest Comments; **2)** Approval of Agenda; **3)** Approval of Minutes; **4)** Recommendation on certification of Placer County Tahoe Basin Area Plan and Tahoe City Lodge Final Environmental Impact Statement and approval of the Placer County Tahoe Basin Area Plan; **(Page 235) 5)** Upcoming Topics; **(Page 375) 6)** Member Comments (Committee: Chair – Shute, Vice Chair – Bruce, Aldean, Yeates, Sass, Sevison, Lawrence); **7)** Public Interest Comments

NOTICE IS FURTHER GIVEN that on **Wednesday, December 14, 2016,** commencing **no earlier than 9:30 a.m.,** at the **Tahoe Regional Planning Agency,** the **TRPA Legal Committee** will meet. The agenda will be as follows: **1)** Public Interest Comments; **2)** Approval of Agenda; **3)** Resolution of Enforcement Action, Graham Trust and Ed Maslanka, Unauthorized Tree Removal, 271 Wren Circle, Douglas County, NV, Assessor's Parcel Number 1418-27-810-017; **(Page 45) 4)** Presentation and Discussion of General Counsel Action Plan; **5)** Closed Session with Counsel to Discuss Existing and Potential Litigation; **6)** Potential Direction Regarding Agenda Item No. 5; **7)** Member Comments; (Committee: Chair – Aldean, Vice Chair – Shute, McDermid, Berkbigler, Yeates); **8)** Public Interest Comments

NOTICE IS FURTHER GIVEN that on **Wednesday, December 14, 2016,** commencing **no earlier than 9:30 a.m.,** at the **Tahoe Regional Planning Agency,** the **TRPA Operations & Governance Committee** will meet. The agenda will be as follows: **1)** Public Interest Comments; **2)** Approval of Agenda; **3)** Recommend approval of November Financial Statements; **(Page 1) 4)** Allocation of FY 2016-2017 State Transit Assistance Funds of $134,118 to Placer County for Transit Operations in the Placer County Portion of the Tahoe Region; **(Page 21) 5)** Allocation of FY 2016-2017 Local Transportation Funds of $596,128 to Placer County for Transit Operations in the Placer County Portion of the Tahoe Region; **(Page 25) 6)** Allocation FY 2016-2017 funding from the California, Department of Transportation (Caltrans) Funding Agreement #00503S, in the amount of $225,000 to the Tahoe Regional Planning Agency through the Systemic Safety Analysis Report Program (SSARP) to support the Lake Tahoe Region Safety Action Plan; **(Page 29) 7)** Review and recommend approval of Fiscal Year 2015 Financial Statements and Final Audit Results; **(Page 33) 8)** Member Comments; Committee: Chair –Cashman, Vice Chair –Sevison, Beyer, Carlson, Bruce, Cegavske); **9)** Public Interest Comments

NOTICE IS FURTHER GIVEN that on **Wednesday, December 14, 2016, no earlier than 12:30 p.m.,** at the **Tahoe Regional Planning Agency**, TRPA will host a Holiday luncheon for the Governing Board and staff.

December 7, 2016

Joanne S. Marchetta,
Executive Director
This agenda has been posted at the TRPA office and at the following locations: Post Office,

Stateline, NV, North Tahoe Event Center in Kings Beach, CA, IVGID Office, Incline Village, NV, North Tahoe Chamber of Commerce, Tahoe City, CA, and South Shore Chamber of Commerce, Stateline, NV

TAHOE REGIONAL PLANNING AGENCY	
GOVERNING BOARD	
Tahoe Regional Planning Agency	December 14, 2016
Stateline, NV	10:30 a.m.

All items on this agenda are action items unless otherwise noted. Items on the agenda, unless designated for a specific time, may not necessarily be considered in the order in which they appear and may, for good cause, be continued until a later date.

All public comments should be as brief and concise as possible so that all who wish to speak may do so; testimony should not be repeated. The Chair of the Board shall have the discretion to set appropriate time allotments for individual speakers (3 minutes for individuals and 5 minutes for group representatives as well as for the total time allotted to oral public comment for a specific agenda item). No extra time for speakers will be permitted by the ceding of time to others. Written comments of any length are always welcome. So that names may be accurately recorded in the minutes, persons who wish to comment are requested to sign in by Agenda Item on the sheets available at each meeting. In the interest of efficient meeting management, the Chairperson reserves the right to limit the duration of each public comment period to a total of 2 hours. In such an instance, names will be selected from the available sign-in sheet. Any individual or organization that is not selected or otherwise unable to present public comments during this period is encouraged to submit comments in writing to the Governing Board. All such comments will be included as part of the public record.

"Teleconference locations for Board meetings are open to the public ONLY IF SPECIFICALLY MADE OPERATIONAL BEFORE THE MEETING by agenda notice and/or phone message referenced below."

In the event of hardship, TRPA Board members may participate in any meeting by teleconference. Teleconference means connected from a remote location by electronic means (audio or video). The public will be notified by telephone message at (775) 588-4547 no later than 6:30 a.m. PST on the day of the meeting if any member will be participating by teleconference and the location(s) of the member(s) participation. Unless otherwise noted, in California, the location is 175 Fulweiler Avenue, Conference Room A, Auburn, CA; and in Nevada the location is 901 South Stewart Street, Second Floor, Tahoe Hearing Room, Carson City, NV. If a location is made operational for a meeting, members of the public may attend and provide public comment at the remote location.

TRPA will make reasonable efforts to assist and accommodate physically handicapped persons that wish to attend the meeting. Please contact Marja Ambler at (775) 589-5287 if you would like to attend the meeting and are in need of assistance.

AGENDA

I. CALL TO ORDER AND DETERMINATION OF QUORUM

II. PLEDGE OF ALLEGIANCE

III. PUBLIC INTEREST COMMENTS – All comments may be limited by the Chair.

Any member of the public wishing to address the Governing Board on any item listed or not listed on the agenda including items on the Consent Calendar may do so at this time. TRPA encourages public comment on items on the agenda to be presented at the time those agenda items are heard. Individuals or groups commenting on items listed on the agenda will be permitted to comment either at this time or when the matter is heard, but not both. The Governing Board is prohibited by law from taking immediate action on or discussing issues raised by the public that are not listed on this agenda.

IV. APPROVAL OF AGENDA

V. APPROVAL OF MINUTES

VI. TRPA CONSENT CALENDAR (see Consent Calendar agenda below for specific items)

VII. ADMINISTRATIVE MATTERS

A. Resolution in Memory of Carol Yeates	**Approval**	**Page 61**
B. Election of Governing Board Chair and Vice Chair Effective January 1, 2017	**Approval**	

VIII. PUBLIC HEARINGS

A. Proposed Amendments to Update Chapter 10, TRPA Regional Plan Maps, of the TRPA Code of Ordinances to integrate Geographic Information System (GIS) Mapping and Corresponding Technical Correction Updates to Chapters 11, 12, 14, 30, 60, 61, 62, 66, 67, 68, and 90 of the TRPA Code of Ordinances	**Approval**	**Page 63**
B. Issuance of 2015 Threshold Evaluation Report	**Approval**	**Page 173**

IX. REPORTS

A. Executive Director Status Report	**Informational Only**	
1) Strategic Initiatives Monthly Status Report	**Informational Only**	**Page 231**
B. General Counsel Status Report	**Informational Only**	

X. GOVERNING BOARD MEMBER REPORTS

XI. COMMITTEE REPORTS

A. Legal Committee **Report**

B. Operations & Governance Committee **Report**

C. Environmental Improvement Program & Public Outreach Committee **Report**

D. Catastrophic Wildfire Committee **Report**

E. Local Government Committee **Report**

F. Regional Plan Implementation Committee **Report**

XII. PUBLIC COMMENT

XIII. ADJOURNMENT

TRPA CONSENT CALENDAR

Item	Action Requested	
1. November Financials	**Approval**	**Page 1**
2. Allocation of FY 2016-2017 State Transit Assistance Funds of $134,118 to Placer County for Transit Operations in the Placer County Portion of the Tahoe Region	**Approval**	**Page 21**
3. Allocation of FY 2016-2017 Local Transportation Funds of $596,128 to Placer County for Transit Operations in the Placer County Portion of the Tahoe Region	**Approval**	**Page 25**
4. Allocation FY 2016-2017 funding from the California, Department of Transportation (Caltrans) Funding Agreement #00503S, in the amount of $225,000 to the Tahoe Regional Planning Agency through the Systemic Safety Analysis Report Program (SSARP) to support the Lake Tahoe Region Safety Action Plan	**Approval**	**Page 29**
5. Fiscal Year 2015 Financial Statements and Final Audit Results	**Approval**	**Page 33**
6. Resolution of Enforcement Action, Graham Trust and Ed Maslanka, Unauthorized Tree Removal, 271 Wren Circle, Douglas County, NV, Assessor's Parcel Number 1418-27-810-017	**Approval**	**Page 45**
7. Implementing Ordinance for Amendments to Code of Ordinances as previously approved for Chapter 84 for Essential Public Safety Facilities within the Shorezone	**Approval**	**Page 51**
8. Appointment of Belinda Faustinos to Governing Board Committees: Environmental Improvement Program & Public Outreach and Catastrophic Wildfire Committees	**Approval**	**Page 57**
9. APC Membership Reappointment for El Dorado County Lay member, Jason Drew	**Approval**	**Page 59**

The consent calendar items are expected to be routine and non-controversial. They will be acted upon by the Board at one time without discussion. The special use determinations will be removed from the calendar at the request of any member of the public and taken up separately. If any Board member or noticed affected property owner requests that an item be removed from the calendar, it will be taken up separately in the appropriate agenda category. Four of the members of the governing body from each

State constitute a quorum for the transaction of the business of the agency. The voting procedure shall be as follows: (1) For adopting, amending or repealing environmental threshold carrying capacities, the regional plan, and ordinances, rules and regulations, and for granting variances from the ordinances, rules and regulations, the vote of at least four of the members of each State agreeing with the vote of at least four members of the other State shall be required to take action. If there is no vote of at least four of the members from one State agreeing with the vote of at least four of the members of the other State on the actions specified in this paragraph, an action of rejection shall be deemed to have been taken. (2) For approving a project, the affirmative vote of at least five members from the State in which the project is located and the affirmative vote of at least nine members of the governing body are required. If at least five members of the governing body from the State in which the project is located and at least nine members of the entire governing body do not vote in favor of the project, upon a motion for approval, an action of rejection shall be deemed to have been taken. A decision by the agency to approve a project shall be supported by a statement of findings, adopted by the agency, which indicates that the project complies with the regional plan and with applicable ordinances, rules and regulations of the agency. (3) For routine business and for directing the agency's staff on litigation and enforcement actions, at least eight members of the governing body must agree to take action. If at least eight votes in favor of such action are not cast, an action of rejection shall be deemed to have been taken.

Article III (g) Public Law 96-551 Tahoe Regional Planning Agency Governing Board Members: Vice Chair, James Lawrence, Nevada Dept. of Conservation & Natural Resources Representative; Sue Novasel, El Dorado County Supervisor; Belinda Faustinos, California Assembly Speaker’s Appointee; Shelly Aldean, Carson City Supervisor Representative; Marsha Berkbigler, Washoe County Commissioner; Larry Sevison, Placer County Supervisor Representative; Nancy McDermid, Douglas County Commissioner; E. Clement Shute, Jr., California Governor’s Appointee; Chair, Casey Beyer, California Governor’s Appointee; Barbara Cegavske, Nevada Secretary of State; Mark Bruce, Nevada Governor’s Appointee; Timothy Cashman, Nevada At-Large Member; William Yeates, California Senate Rules Committee Appointee; Austin Sass, City of South Lake Tahoe Council; Tim Carlson, Presidential Appointee

TAHOE REGIONAL PLANNING AGENCY
GOVERNING BOARD

TRPA October 26, 2016
Stateline, NV

Meeting Minutes

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Mr. Beyer called the meeting to order at 10:02 a.m.

Members present: Ms. Aldean, Mr. Beyer, Ms. Berkbigler, Mr. Bruce, Mr. Carlson, Mr. Cashman (by phone), Ms. Faustinos, Mr. Lawrence, Ms. Matijevich for Mrs. Cegavske, Ms. McDermid, Ms. Novasel, Mr. Sass, Mr. Sevison, Mr. Shute

Members absent: Mr. Yeates

II. PLEDGE OF ALLEGIANCE

III. PUBLIC INTEREST COMMENTS

Steve Teshara said there are some transportation related items on the November 9 ballot: Sales Tax measure in the City of South Lake Tahoe, a Fuel Tax Revenue Indexing Measure in Douglas County, and Measure M in Placer County that will help drive funds for transit service.

IV. APPROVAL OF AGENDA

Mr. Beyer deemed approved as posted.

V. APPROVAL OF MINUTES

Mr. Bruce moved approval of the September 28, 2016 minutes.

Ayes: Mr. Beyer, Ms. Berkbigler, Mr. Bruce, Mr. Cashman, Mr. Lawrence, Ms. Matijevich, Ms. McDermid, Ms. Novasel, Mr. Sass, Mr. Shute

Abstained: Ms. Aldean, Mr. Sevison, Ms. Faustinos

Absent: Mr. Yeates

Motion carried.

VI. TRPA CONSENT CALENDAR

1. September Financials
2. Resolution of Enforcement Action: LFI-Morgan et. al., Failure to Obtain Permit for Work Outside Project Area, Failure to Winterize Construction Site, and Failure to Maintain Appropriate BMPs, at 1165 Vivian Lane, Incline Village, NV, (Assessor's Parcel Number 130-241-21)

3. Resolution of Enforcement Action: V Park LLC, Failure to Winterize Construction Site and Maintain Appropriate BMPs, at 1170 Vivian Lane, Incline Village, NV, (Assessor's Parcel Number 130-241-23)

Mr. Sevison said the Operations/Governance Committee recommended approval of item number one.

Ms. Aldean said the Legal Committee recommended approval of items two and three.

Mr. Lawrence moved approval of the consent calendar.

Ayes: Ms. Aldean, Mr. Beyer, Ms. Berkbigler, Mr. Bruce, Ms. Faustinos, Mr. Lawrence, Ms. Matijevich, Ms. McDermid, Ms. Novasel, Mr. Sass, Mr. Sevison, Mr. Shute, Mr. Cashman (items one and three)

Mr. Cashman abstained on item number two.

Absent: Mr. Yeates

Motion carried.

VII. PLANNING MATTERS

A. Briefing on the US 50 South Shore Community Revitalization Project and its relation to the TRPA Regional Plan, South Shore Area Plan, and Tourist Core Area Plan

TRPA team member Ms. Friedman said this project has the potential to implement TRPA's Regional Plan, Compact vision for a regional transportation system that would consider a loop road concept, the City of South Lake Tahoe's Tourist Core Area Plan, and Douglas County's South Shore Area Plan. Some of the elements that this project will incorporate is a complete street/main street experience and open space. The five-lane highway in this area creates a lot of conflicts with pedestrians and bicycles. With the adoption of the City's Tourist Core Area Plan this project was able to include an option for mixed use development such as such as lodging, commercial, and high density residential including deed restricted affordable housing. The project includes multi modal transportation, it will implement multiple thresholds including transportation, air quality, water quality, and recreation.

In May 2016, the Tahoe Transportation District Board adopted these guiding principles; right-of-way, housing, road construction, assistance and support for affected businesses, and continued community involvement.

Tahoe Transportation District, Manager Mr. Hasty provided an overview of the US 50 proposed project.

The proposed project will have the opportunity to create a gateway, provide recreation options, stimulate private-sector support, attract and maintain a quality workforce.

The proposed alignment of Highway 50 is to go around the mountainside of the Stateline area, including a two-lane roundabout on the Nevada side and reconfiguration of the

intersection at Highway 50 and Pioneer Trail. In addition, to the proposed Alternative B there are four other alternatives including a no project alternative. Noise will be the biggest issue from an environmental perspective. This is conceptual and for the purposes of the environmental evaluation it is what is possible within these areas.

A lot of the housing stock in this area is old and was designed for summer recreation and not the density and use that is has now. Housing is the keystone to this project. The Tahoe Transportation District will build replacement multi-family housing for what is acquired and within the project area if possible. If the proposed alternative becomes the preferred that is 76 units of residential use; 58 would qualify under TRPA rules as deed restricted affordable. TTD will provide relocation assistance for all qualified effected residents.

There is over $6 million of funding available now for acquisition, project design, and construction. On the Nevada side, there is some right-of-way that needs to be acquired but there is no development that must be acquired as a part of that.

The administrative draft process will be wrapping up by early November. The Tahoe Transportation District will be the California Environmental Quality Act (CEQA) lead. The draft environmental document will go to the Advisory Planning Commission and Governing Board during the public comment period. The California and Nevada Division of Federal Highways Administration (FHWA) and the Nevada and California Department of Transportation will need to approve the National Environmental Policy Act (NEPA) document.

Presentation can be viewed at:
http://www.trpa.org/wp-content/uploads/Agenda-Item-No.-VII.A-US50-Presentation.pdf

Board Comments & Questions

Ms. Aldean asked what is the total anticipated cost of this project.

Mr. Hasty said the road construction including right-of-way acquisition and relocation cost is $72 million. They are anticipating an additional $20 million for the housing portion.

Ms. Aldean asked if most of the residential properties being impacted are for multi-family use.

Mr. Hasty said yes the majority are multi-family rentals.

Ms. Aldean asked if all the property owners are willing sellers.

Mr. Hasty said it is premature to answer that question.

Ms. Aldean said if they are not willing sellers, who would be the condemning authority?

Mr. Hasty said that must be addressed. The City of South Lake Tahoe has not been in a position of supporting imminent domains.

Mr. Shute asked how much of the mixed-use component would be included in the proposed

project.

Mr. Hasty said a preferred alternative would need to selected before he can answer that. First is getting the certification of the environmental document and approval of the preferred alternative. Then they can start looking the proposals and see what additional environmental work needs to be done to move forward with the permitting process.

Mr. Shute asked if there is any consideration to dedicated lanes for shuttles or busses.

Mr. Hasty said it is being considered but would have to be part of a larger effort.

Ms. Matijevich said the housing component with public private partnership and affordable housing units are important. There is a middle level of market rate homes for the middle class that are critical to addressing some of the issues. She encouraged the Tahoe Transportation District to bring forward any policy issues that the Board may have jurisdiction over for discussion as they are working through the plans.

Mr. Hasty said they will be bringing policy issues to the Governing Board and the local government as necessary.

Ms. Faustinos said we are seeing this nationwide with redevelopment in areas such as this where gentrification causes a lot of displacement. She asked what is the impact for renters and how will their issues be addressed.

Mr. Hasty said looking at the policies of both the Regional Plan and the local jurisdictions they need to be a proactive public partner. If you are going to affect and want a mixed-use workforce, affordable, moderate housing, etc., the public needs to play a role in order to offset that profit loss. The public must bring resources to the table to make that relationship work. From a community perspective, it is desirable.

Mr. Lawrence said it will be critical to look at the housing component. He appreciated that they were addressing the public private partnership. He encouraged them to continue to work with State Parks because there is concern about the impacts of having a large redirection of traffic next to Van Sickle Bi-State Park. He asked where would the right-of-way acquisition on the Nevada side would be and if they are going into the Bi-State Park.

Mr. Hasty said it would follow along the existing road on the inside track. In the Stateline area, there is development adjacent to the existing right-of-way and will be on several private parcels including the old Colony Inn site.

Mr. Lawrence asked if this will cause a large increase of impervious coverage.

Mr. Hasty said there will be more impervious coverage. While reducing traffic lanes through the core, it will be converted to another form of hard coverage with the sidewalks.

Mr. Lawrence said he would like to see more detail on the water quality improvements that are in this project.

Mr. Hasty said the Tahoe Transportation District has been working with both jurisdictions on their TMDL.

Ms. McDermid said Ms. Novasel, Mr. Sass, and herself are the three local representatives that sit on Tahoe Transportation Board. Starting next year, Douglas County will make annual contributions of $350,000 to the Highway 50 realignment. Edgewood is a partner who is doing improvements on Edgewood Creek from the top of Kingsbury to the Lake. The Stateline Stormwater Association has been around for the last 20 years has had great success with stormwater improvements. What is happening around the basin in terms of impacts to the vehicle miles traveled (VMT) and being able to revitalize the heaviest bed base and commercial operations has great potential for pedestrians, bicycles, transit, shuttles, trolleys, etc. This is a good project that is going to the next step in not only reducing VMT but also improvements for workforce housing.

Ms. Novasel supported the proposed project and is pleased that they are discussing housing. El Dorado County through Ms. Novasel has started a taskforce to address housing in the South Shore.

Mr. Carlson asked what the relationship will be with the Tahoe Transportation District and the public private partnership.

Mr. Hasty said the District is open to any good ideas. The road construction will be the easiest and least expensive part of this project. They have been approached by a number of local interest on the private side and have also been in discussion with companies that specialize in affordable housing. The responses received thus far is encouraging and they are eager to select a preferred alternative to then solicit proposals for the housing and mixed use.

Public Comments & Questions

Ed Moser, South Lake Tahoe resident doesn’t feel there is much being added with the 70 to 80 units for affordable housing. The trailer park that was removed should have been made into affordable housing instead of high end condominiums. It was a failure on the part of the City of South Lake Tahoe and the TRPA. There was no proactive research done. The area is over “revitalized.” This is a big expenditure and isn't going to solve any problems, traffic will still be backed up in that area.

Lew Feldman said many of the property owners that impacted by this project are enthusiastic about what they perceive as a transformational undertaking in this area as well as the businesses that are affected by this. The comment of the gentrification caused him to reflect on the lack of housing stock that has been largely consumed by vacation rentals and upgrades to existing properties. This commitment by the Tahoe Transportation District to replace housing that potentially would be at risk of following that same format and preserving housing stock for affordable and moderate in perpetuity. There is stress on the housing market and the inability for people to afford to live here. There is opportunity in this area, not only for the 76 which is mitigation, but to exceed that with over 100 additional units.

Board Comments & Questions

Mr. Beyer suggested that when the Tahoe Transportation District does the economic analysis they should also quantify them.

B. Briefing on Status and Progress of Shoreline Initiative

Ms. Marchetta said over the next two to three months the Regional Plan Implementation Committee will focus on topics of the Shoreline Plan. Next month staff will bring forward recommendations from the Shoreline Steering Committee on the planning framework and policy approach.

TRPA team member Ms. McMahon, Ms. Bartlett with the Consensus Building Institute, and Mr. Nickel, a Shoreline Consultant provided an overview of the Shoreline Planning Initiative.

Ms. McMahon said the process began with a Stakeholder Assessment that was used to identify policy issues to inform the development planning process that would engage critical stakeholders, permitting agencies, and the public.

The purpose is to develop Regional Plan Goals and Policies to guide future decision making and associated regulations to achieve the overarching goal of enhancing the recreational experience along Lake Tahoe's shoreline while protecting the environment.

Shoreline Planning process began in early 2016 and will be presented for adoption in the summer of 2018. In September, the Advisory Planning Commission and Governing Board approved the essential Public Safety Facilities within the Shorezone to accommodate regional emergency response access and egress needs.

Staff has also convened a Joint Fact Finding Committee consisting of technical experts to provide recommendations on the best available information and science to inform the Shoreline Plan and environmental analysis.

In the Spring and Summer the Steering Committee developed a recommended scope, identified policy issues, launched a website and began conducting local briefings. Data was collected during the 2016 Boating season for a noise and scenic boat use and a buoy survey.

On September 21, the Shoreline Community Workshop Series was launched. In early 2017, the scoping process for the environmental review will begin. Information on the shoreline process can be found at http://shorelineplan.org/

Ms. Bartlett interviewed over 45 Lake Tahoe stakeholders ranging from private land owners, marina operators, partnering agencies, and business owners.

Some of key themes are to meet the environmental thresholds, concentrating on marinas and boating, look for opportunities to streamline approval processes, low lake level adaptation, and recreational facilities.

As part of the public engagement and outreach program staff has done briefings throughout

the region including the attendance at many Homeowners Association meetings. In addition, solicited input is being integrated into the proposals to strengthen them.

While some interviewees can appreciate that lakefront owners probably feel that they have a right to a pier and buoy(s), most interviewees seemed to recognize the need for a balance between property rights and the environment, including many lakefront owners who view themselves as both environmentally and private property-rights focused. A number of interviewees identified boating as a central issue and would like to see boating addressed as a system.

Mr. Nickel said many of the policy issues overlap such as structures, access, and low lake adaptation.

The existing restrictions on shoreline development related to the Fish Habitat were based on the best information at a specific point in time. New science shows that even though fish populations are declining the relationship to fish habitat which has not been declining, that there is a lack of correlation there. If we are exploring the potential to lift some of those restrictions and address some of those potential impacts, a decision needs to be made on how to develop policies and regulations.

The way to address boating activities and access is through structures. Other associated issues are to address low lake level adaptation, streamline permitting. There are many types of uses related to access, primarily boating access; boat ramps and marinas. Access also pertains to passive types of recreation; viewing, swimming, fishing piers, non-motorized access points, and concessions. Boating facilities encompass moorage, piers, slips, buoy fields, launch facilities, and ramps. The demand of some of these facilities might exceed availability at certain times or exasperated with low lake levels. Other types of boating facilities include 11 fueling locations around the lake. There are 14 public marinas at Lake Tahoe, 768 piers, 43 available for public use. In prior plans, there were a capped number of piers at 128 single-use private piers, 5 allocated per year, and 10 new public piers over the life of the plan. Today there are no new piers until a Shoreline Plan is adopted. The Joint Fact Finding Committee emphasized the need to address the Low lake level adaptation. In 2015 the lake was at its lowest level since 1998. The Steering Committee is discussing the options for these boating facilities and access in relation to low lake level operations. Launching facilities may need to consider modifications, how will buoys and buoy fields be addressed? It also includes the consideration of temporary structures and what modifications they may need.

Ms. Bartlett said the Steering Committee has addressed the topics and have identified the key issues and are working on policy recommendations. All these issues except permitting have been discussed at the public workshops.

Presentation can be viewed at:
http://www.trpa.org/wp-content/uploads/Agenda-Item-No.-VII.B-Shoreline-Presentation-Final.pdf

Board Comments & Questions

Ms. Aldean asked if they have given any consideration to swim platforms.

Mr. Nickel said it was not a deliberate exclusion and will be considered as they fit in these categories of a water dependent structures.

Ms. Aldean asked if there are any insurmountable issues identified to date.

Ms. Bartlett said the partners are willing to work hard and are committed to this. There are some tough issues coming before the Steering Committee that will eventually go before the Board. The Steering Committee has built the ability to delve in and explore these tough issues. They have the scientific and technical support available to assist. Mr. Nickel is working on the planning process independently and reviewing the GIS maps to help make decisions around some of these ideas.

Mr. Sevison said we need to review homeowner buoy fields so that they are consistent. Some have many more lots than buoys and vice versa.

Ms. Marchetta said that issue is on the radar for the Steering Committee.

Ms. Aldean asked if grandfathering some of these structures and buoys is being considered.

Ms. Bartlett said they would like to address that at future meetings in November and December.

Mr. Beyer asked if the Steering Committee have reached out to the water purveyors.

Ms. McMahon said she has engaged with Madonna Dunbar, Incline Village General Improvement District. Ms. McMahon is gathering all the comment letters including one from Ms. Dunbar and will be posted on http://shorelineplan.org/.

Public Comments & Questions

Ed Moser, South Lake Tahoe resident said that development and its effect on the shoreline needs to be addressed. The Basin is all sensitive land. The impacts of building on the shoreline are great and there are no remedies for it except filling it in.

VIII. PUBLIC HEARINGS

A. Appeal of Executive Director's Grant of Permit to Transfer Coverage, TRPA File No. TRAN2016-0496, 2227 Dundee Circle, El Dorado County, California, APN 032-050-78

Mr. Marshall said this discussion today is to determine whether or not the Executive Director errored in granting the transfer permit.

Ms. Aldean said after hearing testimony from both parties and Mr. Feldman as a third party the Legal Committee recommended that the appeal be denied and the

actions of the Executive Director to issue the transfer of permit be upheld.

Mr. Shute said there were two important factors; one was that there was no

violation of TRPA's Code of Ordinances, procedures, or actions by the staff. The second was the argument of the current owner is a legal argument having to do with whether or not the original deeds reserved coverage or did not go to the transferee but stayed with property, we cannot resolve those issues. We are obligated under those circumstances to uphold the Executive Director's decision.

Mr. Lawrence asked if it was correct that the deed restriction that is going to be filed against the sending property will not be signed by the current property owner but will be signed by the land coverage owner. Also, does the deed restriction get filed after the person that is transferring the coverage has relinquished ownership of the subject property.

Mr. Marshall said fundamentally what is happening is the same that happens in a large number of our transfers of tourist accommodation units, commercial floor areas, development rights, and existing residential units. They are all transferred on a private market that we do not see. Once you pull the ownership and control away from the owner of the sending parcel, how do you navigate TRPA's system. What allows a person to do that, to comply with the rules if they are no longer owner of the sending parcel is this power of attorney. That allows the person who controls the commodity to subsequently record, acknowledge the permit and record the deed restriction on behalf of the owner of the property because of the prior execution of the power of attorney. In this case, TRPA issued the permit for the transfer, the permit was acknowledged and as part of that acknowledgement they have to record a deed restriction against the property that was then signed by Mrs. Kohs.

Mr. Sevison asked if it is correct that if transfer leaves parcel A to parcel B, then parcel A is restricted and lost its ability to have coverage.

Mr. Marshall said that is correct. They lost control of the coverage when it was sold to another party. For TRPA purposes and to finalize the transfer a deed restriction is recorded for that amount of coverage.

Mr. Sevison asked if it was correct that when it leaves parcel A and goes to parcel B, it would be rerecorded as a commodity on that parcel or is it held in an agreement until it is used.

Mr. Marshall said no. It must be transferred for the service of a project. Two items take place; one is the transfer of the coverage from parcel A to parcel B and then the issuance of a development permit on parcel B that recognizes that the coverage is being used for this purpose.

Mr. Glasson, Alling & Jillson represents the property owner, Mr. Kumar, 2227 Dundee Circle. The processes are not codified in the Code of Ordinances, they

maybe how TRPA has been operating but it is not under any statutory authority. The deed restriction is not signed by the current property owner and is a violation under California law. It must be signed by all property owners including the current property owner to be a valid deed restriction. It currently stands as a slander of title. On January 27, 2011, TRPA staff member Ms. Avance issued a letter that stated "TRPA will not process future transfers of coverage from that parcel absent his consent (Mr. Kumar), powers of attorney executed by previous owner of APN 032-050-78 will not be sufficient to demonstrate Mr. Kumar's consent and will not be used as authority to process transfer coverage from this parcel." In the Legal Committee, Mr. Marshall referred to a letter that was sent to his office that modified that statement by TRPA, overriding it to be in alignment with what the current decision is. The first time he saw that letter was a few months ago when it was provided to his client. The January 2011 letter identified three prior transfers by Ms. Kohs; one for 2,200 square feet, one for 1,650 square feet, and one for 2,337 square feet of Class III coverage. This greatly exceeds the 3,000-square foot option. Under TRPA's current understanding Ms. Walker would have been the retainer of that coverage at that time and would have been the signer. Their view is that these power of attorney documents do not touch or concern the land, they are not covenants that run with the land or equitable servitudes, therefore, they are not binding on the successive owner, Mr. Kumar. Ms. Kohs has not paid any taxes on this property during this period. If the appeal is denied, it will embroil all parties involved in litigation.

Mr. Marshall said their characterization of the January 27, 2011 letter and the restoration of land issue was not raised in their appeal documents. Staff did issue the letter in 2011 stating the amount of coverage that should have already been transferred off and there is sufficient coverage for the 360 being covered here. Subsequent documentation establishes that TRPA walked that back and said no that they would process an application. An undated letter was sent out last year stating that TRPA will entertain an application. Staff hoped that they would settle this themselves and come to a resolution. It did not appear that there was progress there so staff decided to move an application forward. Restoring the land is relevant when the coverage being removed is existing coverage, this was potential coverage. There was not a need for Ms. Kohs to restore land; Mr. Kumar cannot put down coverage without a permit. There was not any restoration to begin with because there was not any existing coverage. For TRPA the covenant or equitable servitude is irrelevant.

Mr. Huckaby representing Ms. Kohs said he disputed the January 27, 2011 letter. TRPA's response was that until they had a transfer presented they could not rule on it. TRPA has reviewed all the applicable documentation and made the determination that Ms. Kohs has the adequate control over this coverage to be able to initiate the transfer. This transfer of coverage was part of the transaction when Ms. Kohs purchased this party from Ms. Walker. Then Ms. Walker reserved 23,000 plus square feet of coverage from the parcel she sold to Ms. Kohs as shown in a 2004 document. That coverage was reserved from the property sold from Ms. Walker to Ms. Kohs and Ms. Kohs consent back giving Ms. Walker an irrevocable

power of attorney to sign transfer documents on behalf of the sending parcel for this coverage that was reserved from that parcel. That irrevocable power of attorney was repeated through subsequent documents for transfers and for the reacquisition by Ms. Kohs of 3,000 square feet of coverage back from Ms. Walker. That irrevocable power of attorney has been consistently documented through each of these transfers which states on its face that the holder of that power of attorney has the power to sign on behalf of the present owner of the sending parcel. This gives Ms. Kohs the legal ability at this time to do the transfer documents even though she is not the owner of the sending parcel. Ms. Kohs sold the sending parcel to Mr. Lewis a few years later and in the title report it was stated that there were these transfers of coverage off the sending parcel. Besides the 2004 reservation of coverage to Ms. Walker, she had processed transfers of a large part of that coverage to third parties and were processed by TRPA. Mr. Glasson referred to three transfers identified to Ms. Kohs, however, those were transfers by Ms. Walker. Mr. Kumar's title derives from a foreclosure trustees deed. The foreclosure trustee had the legal title to the property which Mr. Lewis posted as collateral for his loan. That collateral did not include the coverage which was previously recorded as reserved from the parcel. Following that chain of title, Mr. Kumar does not have title to that coverage that was reserved in 2004.

Mr. Glasson said the appeal materials did include the information about the repatriation of area to a natural state as well as the previous letters. Mr. Huckaby said that there is a foreclosure deed that was secured by certain things but has not produced it and is not in the evidentiary record. TRPA's documentation provided to them said the reported three transfers were from Ms. Kohs. Mr. Huckaby said an examination of those documents states otherwise. He has not been provided those documents from Ms. Kohs so he is unable to speak to that at this time.

Public Comments & Questions

None

Board Comments & Questions

Mr. Shute made a motion to grant the appeal.

Nays: Mr. Beyer, Mr. Bruce, Mr. Cashman, Mr. Lawrence, Ms. Matijevich, Ms. McDermid, Ms. Novasel, Mr. Sass, Mr. Shute, Ms. Aldean, Mr. Sevison, Ms. Faustinos

Absent: Mr. Yeates, Ms. Berkbigler

Motion denied.

IX. REPORTS

A. Executive Director Status Report

Ms. Marchetta said although the Board may not be seeing many agenda items for action now, staff is working on seven major initiatives. Staff will be bringing forward various informational briefings and items needing possible direction to keep the Board informed as we move towards final action on some of these initiatives.

1) 2016 Third Quarter Report, July – September

B. General Counsel Status Report

No report.

X. GOVERNING BOARD MEMBER REPORTS

Ms. McDermid said the East Fork Fire and Paramedic said has been under the Douglas County Board of County Commissioners since its inception. Ten years ago, a recommendation by the Grand Jury as well as being on the East Fork's Strategic Plan that East Fork be its own District. On January 1, 2017, East Fork Fire and Paramedic District will be a separate District under Chief Tod Carlini.

Mr. Lawrence said we have a system in place and processes that we want to uphold. But there is a path forward that deed restrictions can be placed on a subject property without the property owners' acknowledgment or permission. For Transfer of Development Rights programs to work we need to feel comfortable that something has been transferred from a sending site that it will not be put back on.

Mr. Marshall said it was a private side reaction to make the system work within TRPA's set rules. The Development Rights Working Group can address this. The system was set up in the 1980s when it was attached to the property/Assessor's Parcel Number to follow it and that may not be the case anymore. But because of items such as coverage and restoration there are ongoing obligations but to find balance we can review this.

Ms. McDermid said that in each jurisdiction it would be on the map that is recorded. If there is any deed restriction or anything that effects the parcel is on the map and would be recorded.

Ms. Aldean said we should always be working on continuous improvement to refine the process. When Mr. Kumar purchased the property, there was a title report that identified those documents of record.

Mr. Lawrence is concerned that a deed restriction can be filed against the subject property that does not have the owner's acknowledgment or permission. We need to have proper safeguards in place for the Transfer of Development Rights program to be successful.

XI. COMMITTEE REPORTS

A. Legal Committee

None

B. Operations & Governance Committee

None

C. Environmental Improvement Program & Public Outreach Committee

None

D. Catastrophic Wildfire Committee

Ms. McDermid said the committee plans to meet in early 2017.

E. Local Government Committee

Ms. McDermid said this committee plans to be again in early 2017.

F. Regional Plan Implementation Committee

Mr. Shute said this committee will meet in November.

Development Rights Working Group:
Mr. Hester said the group agreed on goals and criteria for coming up with alternatives. We received a grant from the California Strategic Growth Council and in coordination with the local governments they will be looking for a fiscal impact consultant. The interviews with potential consultants will be conducted the week of November 7. Staff is working on an analysis of the capacity of land use that our current adopted plans would allow to compare to what the development rights allow.

XII. PUBLIC COMMENT

None

XIII. ADJOURNMENT

Chair Mr. Beyer adjourned the meeting at 2:09 p.m.

Respectfully Submitted,

Marja Ambler

Marja Ambler
Clerk to the Board

The above meeting was taped in its entirety. Anyone wishing to listen to the tapes of the above mentioned meeting may call for an appointment at (775) 588-4547. In addition, written documents submitted at the meeting are available for review

TAHOE REGIONAL PLANNING AGENCY
REGIONAL PLAN IMPLEMENTATION COMMITTEE

Meeting Minutes

TRPA November 16, 2016
Stateline, NV

I. CALL TO ORDER AND DETERMINATION OF QUORUM

Chair Mr. Shute called the meeting to order at 9:10 a.m.

Members present: Ms. Aldean, Mr. Bruce, Mr. Lawrence, Mr. Sass, Mr. Sevison, Mr. Shute, Mr. Yeates

II. PUBLIC INTEREST COMMENTS

None

III. APPROVAL OF AGENDA

Mr. Shute deemed the agenda approved as posted.

IV. APPROVAL OF MINUTES

Mr. Sevison moved approval of the August 24, 2016 minutes.
Motion carried unanimously.

V. Item Number 4: Discussion and possible direction on Placer County Tahoe Basin Area Plan, Tahoe City Lodge Final Environmental Impact Report/Final Environmental Impact Statement

Ms. Maloney, TRPA, Ms. Jacobsen, Placer County, and Mr. Lewandowski, Ascent Environmental provided an overview of the comments received Draft Area Plan and the Draft Environmental Impact Report, and the Draft Environmental Statement for both the Area Plan and Lodge project.

Ms. Maloney said comments were considered and integrated to refine the proposals to better align with the Regional Plan. The environmental document analyzed both the Area Plan and the Tahoe City Lodge to better understand the impacts of the Area Plan and the projects that will be proposed because of the plan. The Area Plan being proposed has been scaled down and is more refined than what was presented in 2014. The Tahoe City Lodge project was also refined to meet and respond to the concerns of the public and Boards. Placer County has already started their approval processes for the Area Plan and Lodge. The projects were both heard by the North Tahoe Regional Advisory Council (NTRAC) on November 10, 2016. The NTRAC unanimously recommended approval of the Tahoe City Lodge and Area Plan to the Placer County Planning Commission. The Planning Commission will hear these items on November 17 to consider recommending approval to their Board of Supervisors.

The concerns about parking on the neighbor's easement has been removed from the easement and redistributed onsite. Additional parking spaces were added to respond to peak winter parking demands and there was additional mitigation to address possible offsite noise concerns. The project will also provide bus passes for employees, electric vehicle charging stations, bike racks, showers, and changing facilities to encourage alternative transportation modes and a bike program for guests. In addition, a deed restriction will be placed on the use of the units for the Lodge that restricts owners use to a maximum of 90 days per calendar year and 30 days per quarter. This condition will survive any possible financial issues that the hotel may experience in the future and will be a condition of approval within both the Placer County and TRPA project permits.

Three changes were made to the Area Plan to better align with the Regional Plan. The secondary residential unit program was originally proposed to be applicable to all residential parcels less than one acre within one quarter mile of transit or mixed use. In response to comments the program is proposed to be expanded to include all residential parcels and the impact is the addition of approximately ten parcels that could be eligible under the program. This expanded program was already evaluated in the Draft EIR/EIS under another alternative, therefore, additional environmental analysis was not necessary. The County is also proposing a deed restriction for affordability on the units and has a requirement for restriction to prohibit tourist, vacation, or conversion to tourist accommodation units. Comments were received about inconsistencies with the conversion ratio within the plan on the limited commercial floor area to tourist accommodation unit's conversion program. It has been corrected to reflect 450 square feet of CFA to TAU which was analyzed in the environmental document and consistent with TRPA's pilot program for the bonus unit conversions. The County has decreased the maximum number of units that could be created under this program from 400 units to 200 units. They added a requirement that the units must be used within a town center or within one quarter mile of transit, and the units must have BMPs and sidewalk access. The program will be reviewed periodically for efficacy and ensure it meets the needs of the region. Mobility has been a focus of the Area Plan and how it could meet regional goals. Although, the Draft EIR/EIS disclosed that implementation of the Area Plan would result in a decrease in vehicle miles traveled over the base line condition there were multiple comments regarding transportation and circulation and the analysis of vehicle miles traveled and level of service. Several policies have been added related to traffic and mobility; including adaptive traffic management of the Basin entry roads, parking management strategies, parking wayfinding signage, trip reduction and transportation demand management plan requirements, and emergency preparedness and evacuation plans. The Final EIR/EIS also contains added and enhanced mobility mitigation measures.

Ms. Jacobsen, Placer County said policies have been added to address emergency preparedness evacuation; the policy requires emergency preparedness and evacuation plans for all new development projects within the Area Plan. The Area Plan has incorporated the Placer County Operational East Side Emergency Evacuation Plan. Text and exhibits were modified related to the Lakeside Trail missing link. Language was eliminated noting that there was a preferred alternative of that alignment and language added that any future implementation of that trail segment would require further project and environmental review. The exhibits were modified to not indicate any specific alignment of that trail segment. The policies on the adaptive traffic

management is to collaborate with the TRPA, Caltrans, and the Town of Truckee to discuss strategies on traffic in and out of the Basin. There was modification to the North Tahoe East Mixed Use Zoning Map to include all public beach lands and recreational zone districts. Language was added to prioritize stream environmental zone restoration projects in the County focusing on Griff Creek, Pomin Park, and Burton Creek. They deleted and modified some uses in the town centers in response to concerns over laundry and dry cleaning in the Tahoe City town center areas; it was deleted from one district and modified the use permit requirement in another district. They eliminated more intense recreational uses such snowmobile courses and Recreation Vehicle Parks within the town centers. Policies were added related to the public trust; eradication of non-native terrestrial plants and protection of Tahoe Yellow Cress.

Additional comments were received that are being proposed to the County's Planning Commission on November 17. Mitigation Measures 10-1h and 10-1g are being included as policies. They were not included in the Area Plan but are being proposed as policies in the transportation chapter. The first being the implementation of TRPA's congestive management process and second the four-year review of vehicle trips and mobility strategies. Mitigation Measure 10-1c relating to the Tahoe City Lodge and the traffic mitigation fees; it states that those fees are dedicated to capital improvement projects in the Tahoe area. The deed restriction on the golf course that was negotiated by stakeholders and the Tahoe City Public Utility District was approved by the TCPUD last week.

Presentation can be viewed at:
http://www.trpa.org/wp-content/uploads/Agenda-Item-No.-4-Placer_FEIR_FEIS.pdf

Committee Comments & Questions

Mr. Shute asked who approved the deed restriction.

Ms. Jacobsen, Placer County said the Tahoe City Public Utility District Board. It does not go to the County for approval, because the they do not hold any ownership of that land.

Mr. Shute asked if the County had any issues with that.

Ms. Jacobsen, Placer County said the County is a part of the Tahoe City PUD Golf Course oversight committee and provided a recommendation, but they do not have the authority to deed restrict the land.

Mr. Lawrence confirmed that the County does not have any authority to place the deed restriction on the property because they are not the landowners, and conversely, the County would not have the authority to remove the deed restriction.

Ms. Jacobsen, Placer County said that is correct.

Mr. Sevison suggested to change the language for the dry-cleaning services in that the

cleaning would not be done in that location but business could be conducted there for the purposes of dropping off and picking up dry cleaning. It would save vehicle miles traveled.

Ms. Jacobsen, Placer County said it has not been deleted entirely from Tahoe City; it was deleted from one of the mixed-use districts but is still included in others with the requirement of a use permit. Initially a minor use permit had been required, but it has been upped to a conditional use permit so it goes before the Placer County Planning Commission.

Ms. Aldean said there is a difference in the way the industry used to treat dry cleaning and the self-contained units that address environmental concerns with contamination. A complete prohibition anywhere is probably unfounded. The objective is to provide as many convenient services as possible so vehicle miles traveled do not have a negative impact.

Mr. Lewandowski, Ascent Environmental said the corrections and revisions to Chapter 2 in the Draft Environmental document reviews those changes to ensure that they do not result in any new or more significant environmental impacts. Many are clarifications, technical corrections, and a number of new and expanded mitigation measures.

Most of the environmental comments on the Tahoe City Lodge were focused on noise and parking. Many of the noise comments were about the noise on the roof top terrace. Mitigation 13-5 was expanded to require design features on the roof top terrace to minimize noise and be reviewed by a qualified acoustic specialist. There is a detailed parking demand study in Chapter 10 that found that the project provided adequate parking for peak periods. There were concerns about the distance of parking from the lodge and spillover. It was reviewed in the final document and found that although some people might park in the public parking spaces on Highway 28, it is not likely due to the existing parking restrictions.

There were a number of comments about stream environment zone restoration and that the Area Plan should do more to promote SEZ restoration and the focus on private property restoration as opposed to public property. The final environmental documents clarified that public restoration is still a priority in the Area Plan and the plan has been revised to identify additional restoration priorities. The environmental document clarified that the Area Plan implemented the Regional Plan restoration strategies but also includes additional incentive and requirements for SEZ restoration. These are primarily in the special planning areas such as the Tahoe City Western Gateway, the Tahoe City Golf Course, and the Kings Beach entry near Griff Creek. Most of the comments for affordable housing second residential unit program were on the program itself rather than the environmental analysis. The final environmental document details those changes and clarified how the existing in lieu fee program works to provide affordable housing. Steps are being taken by the County to address short term rentals that could displace affordable housing. There were some site-specific comments that addressed a section of Kings Beach that is south of Highway 28

and west of Secline Street and comments that addressed the alignment of a trail through Tahoe City near the Tahoe Marina Lakefront property. Again, comments are on the area plan and not the environmental review. The final environmental document clarified where the zoning changes are and are not occurring and that future trail projects would have to go through a separate design and environmental review process. The Area Plan and the environmental document for the Area Plan are not approving any specific trail alignments. The Area Plan itself is not changing the amount of development that could occur but is affecting the location and design of development. The final environmental document includes an emergency evacuation analysis. Key points of the analysis were that during an emergency evacuation standard traffic controls would be overridden by public safety officials manually directing traffic. The traffic entering the evacuation zone would be turned back and blocked opening the entire roadway capacity for those evacuations. The final environmental document found that compared to baseline conditions the plan would result in less than a significant impact on emergency evacuation. There is no discernible difference between evacuation times with or without an area plan. The document also clarified the role of the existing evacuation plans and describes the new policy that requires evacuation plans for individual projects.

The cumulative build out with an area plan includes not only full development of the Tahoe Basin but maximum development of the Martis Valley area, Squaw Valley, and the Town of Truckee. Under the Area Plan vehicle miles traveled would decrease compared to existing conditions. Under cumulative build out conditions vehicle miles traveled would increase under any scenario but it would have less increase with an Area Plan.

The intersection at Highway 28 and Grove Street exceeds the level of service standard and under build out conditions with or without an area plan that intersection would continue to exceed those level of service standards. There is one roadway segment that exceeds the level of service standard in one direction and under build out conditions that segment would exceed the level of service standards in both directions with or without an area plan. The final environmental document provides detailed background and analysis on the approach and assumption of the analysis for the vehicle miles traveled and level of service.

Two mitigation measures were expanded (10-1a and 10-1b) and five new mitigation measures (10-1d, 10-1e, 10-1f, and 10-1g, 10-1h) related to traffic were added to the final document. They addressed the level of service impacts and have an added benefit to further reduce vehicle miles traveled.

Ms. Merchant, Placer County said there are five upcoming meetings with TRPA and Placer County to consider this Area Plan and Tahoe City Lodge project. Any failure to move forward on this would result in status quo which is not working for the environment, economy, and a healthy sustainable community.

<u>Committee Comments & Questions</u>

Mr. Sass asked what geographical areas were considered, outside the Basin, that would affect the vehicle miles traveled when looking at the cumulative area plan.

Mr. Lewandowski, Ascent Environmental said it is based off the TRPA transportation demand model, which includes full buildout of the Tahoe Basin as well as general growth outside of the Basin. The cumulative analysis looked at full build out of the Martis Valley Community plan, the Town of Truckee based on their general plan, and the Squaw Valley Project that was approved yesterday, as well as a number of other projects in that area.

Mr. Sass asked if it took anything into account for locations in Reno or Sacramento.

Mr. Lewandowski, Ascent Environmental said that is captured in the general growth assumptions that are embedded in the model.

Mr. Sass asked how many residential units or tourist accommodation units were forecasted to come about as a result of looking at Martis Valley, Squaw Valley, and Truckee.

Mr. Lewandowski, Ascent Environmental said he didn’t have the exact number, but it looked at the maximum development potential that would be allowed under the existing land use documents. The Martis Valley and Town of Truckee build out was based on a model that the Town of Truckee has that looks at future growth and build out in that region.

Mr. Sass asked if the analysis took into account the targeted transportation system that Placer County would like to have.

Mr. Lewandowski, Ascent Environmental said it did not.

Mr. Sass asked if the bus system goes in, will the number go down?

Mr. Lewandowski, Ascent Environmental said that is correct.

Mr. Sass asked why that was not factored in.

Mr. Lewandowski, Ascent Environmental said they didn't want to take credit for future improvements that did not happen. This is a conservative analysis in that it is not factoring in the benefits from future improvements.

Mr. Sass said they made a leap of faith on the growth estimates but why didn’t they make the same assumptions with the bus factors.

Mr. Lewandowski, Ascent Environmental said they were conservative and looked at a worst case scenario.

Ms. Maloney added that there were timing issues. The 2016 Tahoe Truckee Area Regional Transit (TART) Systems Plan Update was being adopted concurrently with

development of the area plan. Once those forecasts for transit improvements were adopted by the County, the analysis of traffic for the area plan had already been completed.

Mr. Sass asked if they had an estimate on how much the vehicle miles traveled may go down.

Gordon Shaw, LSC Transportation said given that the measure did not pass in last week's election, they have some new funding sources that are being proposed and developed as part of these approval processes. Realistically, it is a few percentage points of vehicle miles traveled.

Ms. Aldean said concern has been expressed about limiting the availability of these secondary units to low and moderate income individuals. Even people who earn more than 120 percent of median income are having difficulty finding housing in the Basin. It has been suggested that if Placer restricts these units to use by low and moderate income individuals that this program should be reevaluated in two years to determine its effectiveness and address the needs of people that fall out of this category.

Ms. Jacobsen, Placer County said staff could add a provision to reevaluate any trend changes at the four-year mark when they are reevaluating the vehicle miles traveled. There are numbers that look at the market rate for rentals would be versus the restriction for affordability based on the state's numbers, and they are very close. Based on the size of the unit, it dictates the affordability of the unit.

Ms. Aldean recommended that Placer County makes a commitment to do so.

Mr. Lawrence said he supported the changes and the adjustments that were made to the deed restrictions for moderate income housing. He agreed with Ms. Aldean's suggestion to have a provision for a check in to ensure they are achieving the goal. He also supported some of the transportation mitigation measures, particularly at Grove Street, that ensures completion within a reasonable time frame.

Regarding the transportation demand management plan requirements that were changed for businesses of 20 employees and included recreation and tourist accommodation projects. He asked if the recreation projects would be applicable to both public and private projects, would the County or PUD have the same requirements as a private entity doing a recreation project?
Mr. Lewandowski, Ascent Environmental said yes, it applies to all recreation and tourist accommodation projects.

Mr. Lawrence asked why Griff Creek, Pomin Park, and Burton Creek were specifically identified.

Ms. Jacobsen, Placer County said staff worked with the County's Department of Public Works and Facilities to identify these three key sites. They have been areas of focus for the County in terms of funding and restoration for a number of years.

Ms. Merchant, Placer County said they have been prioritized because of the opportunity to reduce sediment into the lake. Those are three areas closest to town centers and important watersheds. Missing on the list is Black Wood Creek. In coordination with the Forest Service a lot of restoration has been accomplished.

Mr. Sevison said Black Wood Creek, as an example, had been quarried extensively before the 1960s.The Forest Service in coordination with the California Tahoe Conservancy has done a lot of work in that area.

Ms. Maloney said the streams and areas identified as priority restoration areas within plan area statements and community plans, were all carried forward into the area plan.

Public Comments & Questions

Shannon Eckmeyer, League to Save Lake Tahoe appreciated all the work that went into the area plan and environmental review. Placer County, TRPA, and Assent Environmental staff worked through their concerns and it is a great example of public process and collaboration. They supported the additional the mitigation measures and elimination of the uses in the final environmental review. The laundry and dry cleaning uses shouldn't be a full-on prohibition; the use was carried over to different districts that were not analyzed in the Regional Plan Update. They requested that those districts be looked at or have a conditional use. They had commented on 10-1C traffic mitigation which Placer County made the clarification that the Tahoe City Lodge is being tied to capital improvement plan in the Tahoe area. The Tahoe Oversight Golf Committee met for two years to create the language on the deed restriction; it was a collaborative effort by all stakeholders. They are in support of this assuming all the addendums are certified by the Placer County Planning Commission.

Pat Davison, Contractors Association of Truckee Tahoe said their goal has always been to increase the supply of affordable and workforce housing. She distributed excerpts of the Regional Housing study that was conducted by the Tahoe Truckee Community Foundation. The area that was studied was the Truckee North Tahoe Area for housing demand. The regional housing study identified a current existing need of 12,000 units to address the existing substandard housing or the lack of housing. The Tahoe Basin Area Plan concentrated on second units because it is an easier way to try and increase the supply of affordable and workforce housing. The area plan assumes in its 20-year life span there will be 25 units created or an average annual of 1.25 second units. They are also concerned with the deed restriction based on income. For TRPA purposes, those deed restrictions require either for the low-income units to be 55 years' deed restriction or for the bonus units in perpetuity. The County cannot force a homeowner to build a second unit, we need to find ways to incentivize the homeowner to build that second unit.

Samir Tuma, Tahoe City Lodge said he is also concerned with noise and parking. These recommendations made his project better.

Jennifer Quashnick, Friends of the West Shore thanked everyone involved for a more thorough response in the Final environmental document. They liked the addition on new mitigation measures to help improve items such as transit, and affordable housing. The 2015 Threshold Evaluation Report showed that the vehicle miles traveled around the region, is going down almost everywhere except Placer County. They are concerned with addressing vehicle miles traveled from a regional perspective. If we are not going to look at nearshore and the local traffic impacts now, when are we going to do it?

Committee Comments & Questions

Mr. Yeates said he is concerned about the traffic. Recognizing that they may not have the answers today but we do have to do something different. They are trying to include the Sacramento area region to be proactive not from a case by case situation, but to get ahead of the potential impacts of people wanting to come to Tahoe. For the system to work, we must work outside of the Basin.

VI. Item Number 5: Discussion and possible direction on Shoreline Planning Concepts

Ms. McMahon, TRPA, Ms. Bartlett, Senior Mediator, Consensus Building Institute, and Mr. Nickel, Shoreline Planning Consultant, Watershed Company provided an overview of the Shoreline Planning Initiative.

Ms. McMahon said the process began with a Stakeholder Assessment that was used to identify policy issues to inform the development planning process that would engage critical stakeholders, permitting agencies, and the public.

The purpose is to develop Regional Plan Goals and Policies to guide future decision making and associated regulations to achieve the overarching goal of enhancing the recreational experience along Lake Tahoe's shoreline while protecting the environment.

The Steering Committee was convened to oversee the process which consists of representatives from the League to Save Lake Tahoe, Tahoe Lakefront Owners Association, Lake Tahoe Marina Association, California and Nevada State Lands, Lahontan Regional Water Quality Control Board, and TRPA. Staff also convened a Joint Fact Finding Committee consisting of technical experts to provide recommendations on the best available information and science to inform the Shoreline Plan and environmental analysis. The Steering Committee identified the proposed scope, policy issues, and now are working with the committee to develop policy proposals for consideration by the Regional Plan Implementation Committee.

This fall the Shoreline Community Workshop Series was launched. In early 2017, the scoping process for the environmental review will begin. The final planning documents for approval by the Governing Board plan to be brought forward in the summer of 2018.

Ms. Bartlett said there are four areas of overarching strategy being focused on for the Shoreline Plan; focus on water dependent structures, low lake level adaptation, streamlining permitting

and approvals, and finding a balance between use and environmental protection.

Mr. Nickel said with the focus on water dependent structures, the Steering Committee is trying to develop an understanding of a reasonable system of access to the water. The focus has been on the Shorezone (backshore, nearshore, and foreshore). Some of these structures at times may interact with the Lake zone; buoys and buoy fields. They looked at a number of different topic areas related to their scope of shoreline structures. The focus is with boat access; boat moorings (buoys, buoy fields, boat slips, boat lifts) and boat ramps both public and private. Motorized and non-motorized is related to access of the water. It is the structures that allow boats to have access to the water.

The Committee is looking at the existing structures and capacity of the 14 marinas located around Lake Tahoe and addressing some of their issues such as adapting to low lake levels or expansion needs. They are also working towards an inventory of structures for the Tahoe Keys. Other items being addressed are concessionaires in the shoreline, public and private pier structures, including single and multi-use. Pier structure uses can be mooring, direct access to the water, viewing, swimming, and fishing.

The Steering Committee has broad support for implementation of infrastructure elements that may enhance conditions such as electric boats and charging stations. The Committee recommended moving forward with the existing tolerance districts and permissible uses.

Other items that inform the shoreline plan but are outside of the scope are upland uses and structures, the Aquatic Invasive Species Program, transportation issue related to upland development, nearshore and threshold policy work, marina master planning, public health and safety, and other lakes in the Basin and their relation to the new policy direction.

Committee Comments & Questions

Mr. Yeates asked when the Tahoe Keys is referred to in the presentation, is that the marina or the individual homes in the Tahoe Keys.

Mr. Nickel said when they refer to the marinas, it is the 14 marinas around the Lake which includes the Tahoe Keys Marina.

Ms. Marchetta said the Tahoe Keys is being addressed in two different aspects. The Tahoe Keys is a lagoon system and is not part of the lake per say, and there are also structures within the Tahoe Keys that are part of the property owners' association. An inventory of those structures will be carried forward into the environmental analysis. Whatever recommendations the Steering Committee brings forward on marinas will include the Tahoe Keys Marina.

Mr. Yeates asked if the waterborne transit would be part of the shoreline plan.

Ms. Marchetta said the Steering Committee is not taking on the planning of the waterborne transit system. That would be a separate planning process done through the transportation planning rubric. The shoreline planning goes back 30 years and was the only portion of the 1987 Regional Plan that had not been updated. There was a prohibition that existed pre-1987 on new structures in fish habitats. That prohibition was premised on what are now out of date scientific assumptions about the effects of structures on fish. Studies completed in 1989 on the effects of

structures on fish showed that structures do not have a lot of impacts on fish. There is an unresolved question of the effects of placing new structures in fish habitat. In the 1987 plan, as they were developing standards, development caps, development design standards, and development potential for all forms of land use except the shoreline.

Mr. Yeates asked why the waterborne transit would not be included since it would require a mooring location.

Ms. Marchetta said to begin planning for waterborne transit, upland development must be considered. The Steering Committee is working on establishing a foundation then other elements of planning can be considered.

Mr. Bruce suggested adding an acknowledgment that this is on the horizon and that the proposed plan would not preclude the waterborne transit idea.

Ms. Aldean agreed that as the shoreline plan is developed, waterborne transit should not be forgotten. We don't want to amend the Code later to accommodate waterborne transit.

Mr. Sass said the obstacles for waterborne transit on the South Shore are enormous. Dredging would cost millions of dollars and parking would be an issue in the Ski Run area. He does not feel that waterborne transit would will happen in the next five to ten years.

Mr. Lawrence agreed with previous comments about waterborne transit. Waterborne transit is outside the scope, but policies should not be put in place that would preclude where they may want to go with waterborne transit. He also agreed that individual marina master plans need to be outside the scope of this endeavor. We need to look at the public private sector to create those incentives and partner with the marinas.

Ms. Bartlett, Consensus Building Institute said there is a subcommittee that will begin work next week to develop those incentives for marinas to do environmental improvements and expand that partnership.

Mr. Marshall said they are taking on the master planning concept to see how to get the environmental improvements that are needed.

Ms. Aldean said there is reference to various Code sections such as provision that does not allow an owner of a single use pier to attach a temporary structure to compensate for low water conditions and dredging. Is the Steering Committee referencing these Codes because they plan to review them?

Ms. Bartlett, Consensus Building Institute said that is correct. They are trying to manage the information overload and have a streamline process to be able to understand previous work and existing code and draw off the 2008 Shorezone Plan were beneficial. They have been including those references so that they are readily available and people can understand what the status quo is right now.

Mr. Shute suggested that the plan is clear in that it is intended for the shoreline of Lake Tahoe and no other lakes around the Basin. If there are general principles that come out of this plan they can be looked at for other lakes in the future. But for now, this covers only just Lake Tahoe.

Mr. Nickel said that is the intent to focus specifically on Lake Tahoe. The term "guidelines" was intended to mean that they will see what is relevant to other lake systems after the policies of this plan are developed.

Mr. Shute said it is ambiguous the way it is worded and may cause confusion and recommended that it be clarified.

Public Comments & Questions.

None

Ms. Bartlett said there are number of policy issues under consideration for low lake level adaptation. There are six policy memos that are being updated after key milestones; issues are how to provide access, managing both motorized and nonmotorized boating, and recreational access. There is an interest to consider dredging to provide that access. There are opportunities to improve permit coordination and timing with the permitting agencies. All this needs to consider the effect of environmental thresholds. The Committee is requesting recommendations to move forward on developing an adaptive phased approach to low lake levels. They are recommending that the plan have a reasonable form of access to the phase two, 6220 level and that there is recognition that in some areas there may not be access below that level. The policy framework and recommendations are considering the available access at 6220 and adaptation of water dependent structures to that that level. The 6220 level is the historic low and projected central tendency for the Bureau of Reclamation Truckee River Basin study. The recommended direction is to encourage access or direct access to marinas and public ramps during these phase two levels and managing those facilities to that phase two, 6220 level. The plan will consider two new public boat ramps and recommend that they be distributed around the Lake in areas where they would be beneficial in low lake levels.

Mr. Nickel said the approach for phase one, 6223 level will still need consideration for existing or new structures would need to be accommodated for to provide access. The strategy for phase two that occurs during low lake levels is to allow for adaptation to where it is reasonably appropriate.

Presentation can be viewed at:
http://www.trpa.org/wp-content/uploads/Agenda-Item-No.-5-Shoreline.pdf

Committee Comments & Questions

Mr. Sevison asked for clarification in that the plan is referring to larger (trailered) vessels and not kayaking, stand up paddling, etc.

Mr. Nickel, Watershed Company said that is correct. The scope and focus on structures, for boating access it is related to boats of a certain size that would need to have structures to

launch. Kayaks and stand up paddle boards that can be hand carried and launched are not associated with that.

Ms. Bartlett, Consensus Building Institute said the Shoreline Steering Committee is recommending that the shoreline plan accommodate motorized boats up to 30 feet in length. The concept is to have a system of access around the Lake and one of the opportunities envisioned was with public boat ramps some are not well situated for low lake level conditions. The concept in the environmental document is to look at the existing ramps plus two additional ramps. Because over time some of ramp locations may shift existing ramps that allow for trailers and boats to non-motorized access points.

Mr. Yeates asked where to find a list of the low lake adaptations.

Ms. Marchetta said there is not one place that will list all the low lake adaptations. Low lake limits access from a preferred location. They are looking at developing a system that addresses that with overlays with different forms of ownership. They have been looking at an array of adaptation mechanisms for a reasonable opportunity but not a guarantee to adapt onsite if you are off private property. It also depends on the nature of the structure; a moveable structure, fixed structure, or a temporary structure. If it doesn't work on site, then we may need to look at a different location where someone would drive to more publicly accessible facilities; marinas and public ramps. The Steering Committee is also looking at the potential for dredging.

Mr. Yeates asked how they address access if the lake continues to be at low levels.

Mr. Nickel, Watershed Company said there are a series of memos available on the shorelineplan.org that addresses low lake level adaptation and these various mechanisms that are being discussed as policy issues.

Ms. Bartlett, Consensus building Institute said there is so much uncertainty on the future with low lake levels. The Truckee Basin Study-Bureau of Reclamation was the most relevant. There is a high degree of uncertainty that part of the thinking of choosing this phased approach was to consider that this plan has a 20-year horizon and it may be in ten years they are reconsidering that.

Mr. Lawrence said the current location or development standards for single use piers and TRPA's pier head line of 6219. If the new normal is going to be at 6220, is the thought process to revisit the pier head line, location standards or development standards of going out to 6219.

Ms. Bartlett, Consensus Building Institute said piers are being addressed more in the context of providing access in the water dependent structures. Building out piers in response to low lake level adaptation is not as prominent in the recommendations that are being developed. The Steering Committee is developing recommendations on both single use and multi-use piers and examining the 6219 in the pier head line. How do you reach threshold attainment while still providing some form of balanced access? This information will be brought back at a later date.

<u>Public Comments & Questions</u>

Becky Bell, Lake Tahoe Water Trail said the Water Trail created in 2003 is a way for paddlers to access the Lake. Sierra Business Council received a grant from the California Tahoe Conservancy, they created an educational way finding platform. They are working with the Forest Service, California State Parks, Nevada State Parks, the City of South Lake Tahoe, Tahoe City Public Utility District, and North Tahoe Public Utility District about signage. They identified 20 trailhead signs around the Lake that was implemented this year. Until this point the land managers with lake access did not have plans to address the large amount of people wanting to get on the Lake. Six out of 20 signs have been completed and they are located from Commons Beach to Lake Forest, William Kent, Carnelian Bay, North Tahoe Beach, and Tahoe Vista. Signage has been approved for Cave Rock and Sand Harbor paid by the Nevada Department of Wildlife. The City of South Lake Tahoe is going to do Regan Beach and Lake View Commons. Their signage includes water safety, EIS prevention, wayfinding routes, and safety on the Lake.

Laurel Ames, Tahoe Area Sierra Club said they have an issue with the carrying capacity on the Lake. On peak weekends, there too many boats on the Lake. This process has had very little public input and the public is not aware of what is happening.

Mr. Sevison said near his home, the paddle boarders no longer attempt to stay within the buoy fields where they have some protection. This is a concern and safety issue.

Becky Bell, Lake Tahoe Water Trail said their organization is working on getting the word out about that safety.

Ms. Marchetta asked the Committee for a straw vote to endorse the scope that was just reviewed and one endorsing the concepts that have been offered on low lake adaptation. This will allow the Steering Committee to continue using these concepts for purposes of planning.

Mr. Sevison made a motion to endorse the scope of work as presented by staff.

Motion carried unanimously.

Ms. Aldean made a motion to endorse the low level lake adaptation as presented by staff.

Motion carried unanimously.

<u>Committee Comments & Questions</u>

Mr. Yeates asked staff for a response to Ms. Ames comment regarding the lack of public awareness for this plan.

Ms. Marchetta said it is not a correct statement that they have not reached out to a wide variety of public and forums. They have reached out to community groups, engaged with different public forums to let the public know how they can access information and stay involved.

Ms. Bartlett, Consensus Building Institute said they have a communication strategy in place with Fresh Tracks, a local organization that works on a number of issues. There are 200 people on an email list, there have been two public workshops with a total of 120 participants. TRPA staff did

12 briefings this summer, the Joint Fact Finding committee has met approximately six times and are open to the public. In the future, they plan on more workshops. The Steering Committee members have taken on the responsibility of keeping the constituents abreast of what is happening.

Ms. Aldean suggested having the shoreline.org link on other agencies websites who have jurisdiction over Lake Tahoe.

Ms. McMahon said TRPA convenes a monthly shoreline review committee meeting for permitting agencies to discuss shoreline projects and coordination. She will make that recommendation at their next meeting.

VII. Item Number 6: Proposed Amendments to Update Chapter 10, TRPA Regional Plan Maps, of the TRPA Code of Ordinances to integrate Geographic Information System (GIS) Mapping and Corresponding Technical Correction Updates to Chapters 11, 12, 14, 30, 60, 61, 62, 66, 67, 68, and 90 of the TRPA Code of Ordinances

TRPA team member Ms. Cannon provided an overview of the proposed amendments.

These proposed amendments are to integrate current GIS technologies instead of using outdated paper and Mylar mapping techniques. Amendments were added to distinguish between processes for updating data versus making changes that have discretion to TRPA's official regulatory boundaries. Lastly, it will add a more rigorous process for changing TRPA region boundaries.

There are no presentation and analysis option with that kind of mapping. Digital data allows for secure storage and multiple backups, and analysis. Data will be able to be shared through the online portal or interactive mapping tools. The updating process is quicker, more accurate, and streamlined. Over the past ten years, TRPA has worked on digitizing mapped information.

The official GIS mapping is defined as mapping that is produced and maintained by TRPA that outlines boundaries for regulations. These updates would go through a plan amendment process which would require discretionary review by the Advisory Planning Commission, the Regional Plan Implementation Committee, and the Governing Board. This would include town centers, plan areas, scenic units, and fish habitat. The "other" types of GIS mapping would require updating on a regular basis using best available information and science. The last proposed amendments are to add rigorous applicant initiated process for amending TRPA region boundary. It would require a plan amendment review and approval by a certified by an Engineer or Surveyor. Boundary amendments would go before the Advisory Planning Commission, the Regional Plan Implementation Committee, and the Governing Board. The Initial Environmental Checklist found no significant effects.

The Advisory Planning Commission unanimously recommended these proposed amendments at their November 8, 2016 meeting.

Presentation can be viewed at:
http://www.trpa.org/wp-content/uploads/Agenda-Item-No.-6-GIS-Mapping.pdf

Committee Comments & Questions

Ms. Aldean said on page 67 of the staff packet, paragraph 10.3.2, Other Maps, GIS Layers and Data has some confusing language. It appears that this paragraph addresses maps and GIS data layers that are not official. But the following sentence addresses with official mapped information.

Ms. Cannon said staff will clarify and make it more consistent.

Mr. Sass asked if the scanning is being done in house.

Ms. Cannon said a variety of methods were used both with in house staff and outside resources.

Mr. Sass recommended getting the highest quality scanning if important if layers are continually added.

Mr. Marshall said TRPA has had digitized copies of all maps for quite some time. What these amendments are addressing is the designation of the GIS layer as the official map rather than the Mylar maps. The pier head line GIS layer on page 67 is still in the process of being accurately digitized.

Mr. Lawrence asked if the tax assessor information is being used as the baseline for the parcel information.

Ms. Cannon said the parcel boundary information is updated every six months.

Mr. Lawrence recommended a disclaimer that this information does not necessarily reflect accurate legal descriptions.

Ms. Cannon said staff will review and clarify if necessary the existing disclaimers.

Public Comments & Questions

None

Committee Comments & Questions

Ms. Aldean made a motion to recommend approval of the required findings, including a finding of no significant effect, for adoption of the amendments to update Chapters 10, 11, 12, 14, 30, 60, 61, 62, 66, 67, 68, and 90 of the TRPA Code of Ordinances as provided in Attachments C and D.

Motion carried unanimously.

Ms. Aldean made a motion to recommend adoption of Ordinance 2016-, amending Ordinance 87-9, as previously amended, to amend Chapters 10, 11, 12, 14, 30, 60, 61, 62, 66, 67, 68, and 90 of the TRPA Code of Ordinances to integrate Geographic Information System mapping as provided in Attachment D subject to the amendments on the record to Paragraph 10.3.2.

Motion carried unanimously.

VIII. Item Number 7: Upcoming Topics

Mr. Hester said the Development Rights Working Group will meet again in February 2017.

IX. COMMITTEE MEMBER REPORTS

Mr. Marshall said the Ninth Circuit addressed four issues; two procedural and two substantive. On the procedural issues, they found that the environmental groups had standing to bring the challenge at this time. TRPA's argument was that their challenges had to do with when the area plans were adopted and implemented rather than at the Regional Plan stage. That is when the decision regarding if there was going to be an increase in coverage within town centers as a result of going to 70 percent for redevelopment of existing developed parcels. The other procedural aspects of the case were costs. TRPA has a rule that states if you are suing TRPA it is the obligation of the plaintiff to pay for preparation of the administrative record. The Sierra Club challenged that rule and said it conflicts with Federal Court rules regarding allocation of cost to the prevailing party. The panel of judges did not do anything different with the decision of the District Court which was to assign cost to TRPA. That rule remains valid and they did not directly address the legal arguments that the plaintiffs were making. The first substantive finding was the environmental analysis regarding aggregation of coverage within town centers and second reliance on BMPs to make the findings regarding water quality. The plaintiffs said the Environmental Impact Statement said the EIS did not accurately access these two items. The issue with coverage was did TRPA look at coverage on a close enough scale in each individual localized area plan or potential town center for where coverage might be aggregated as a result of policies that would either move development that might have the effect of development of un-developed parcels, adding coverage and also the policies regarding increasing allowable coverage in redevelopment areas. The judges found that TRPA did an adequate job. TRPA received comments in from a full range of parties on the EIS, responded to those comments and did additional analysis to indicate and disclose that they looked at the impacts associated with the programmatic Regional Plan Update document and its potential impacts in implementation down the road regarding aggregation of coverage within town centers. Primarily relying upon the Pollution Load Reduction Model (PLRM) that was done on a basin wide level and changes to the program that were first proposed in the 2012 RPU and were then subsequently modified. Particularly the transfer across hydro boundaries. The other issue was reliance on BMPs; the court noted that there have been issues with both implementation and in continued maintenance. They said TRPA was explicit in recognition of those issues and provided increased implementation efforts through the BMP handbook. In addition, the local governments through implementation of the TMDL have distinct interest in maintaining the efficacy of those installed BMPs. The court emphasized that they looked at this at the programmatic level and gave a fair amount of deference in terms of the area plan level. In regards to BMPs there was an expectation that particularly maintenance of those critical BMPs within town centers which tend to be more area wide or over larger parcels.

<u>Committee Comments & Questions</u>

Ms. Aldean asked how this decision effect previously approved area plans.

Mr. Marshall said the statutory limitations has passed on all previously approved plans. As modeling, has been improved and the ability to assess local conditions those earlier analyses were just as affective.

Mr. Bruce commended Mr. Marshall and staff for all their work on this effort.

Mr. Yeates said the outside legal firm used was very successful in the US District Court. The arguments made by the opponents were different in the Ninth Circuit Court of Appeals. They adapted their arguments and briefs accordingly.

X. PUBLIC COMMENT

None

XI. ADJOURNMENT

Chair Mr. Shute adjourned the meeting at 12:11 p.m.

Respectfully Submitted,

Marja Ambler

Marja Ambler
Clerk to the Board

The above meeting was taped in its entirety. Anyone wishing to listen to the tapes of the above mentioned meeting may call for an appointment at (775) 588-4547. In addition, written documents submitted at the meeting are available for review

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

MEMORANDUM

Date: December 7, 2016

To: TRPA Governing Board

From: TRPA Staff

Subject: Fiscal Year 2016/17, November Financial Statements

Requested Action: Governing Board Acceptance of the November Financial Statements for Fiscal Year 2016/17.

Staff Recommendation: Staff recommends Governing Board acceptance of the November financial statements for Fiscal Year 2016/17 as presented.

Required Motion: In order to accept the Financial Statements, the Governing Board must make the following motion:

1) A motion to accept the November 2016/17 Financial Statements

In order for the motions to pass, an affirmative vote of any eight Board members is required.

Summary:

There are no major financial issues at this time. TRPA is now five months into the fiscal year. General Fund contributions from California and Nevada have been received. Thus, Net Assets are in excellent shape, but will decline over the balance of the fiscal year as we spend against those revenues. Expenditures are slowly ramping up, normal as many contract costs lag during the year.

Discussion:

Revenue: California and Nevada have both funded their contributions to the General Fund. Planning fees are 2% behind last year, closing a YTD gap from the last two months. Total planning fees are at 49% of the budgeted year's total. AIS fees are strong YTD, although the program operations are at a minimal level now as the boating season has ended. Grants are low, which is normal. Most Grants bill quarterly in arrears, so we will not see that revenue until next month.

Expenses: Year to date (YTD) expenses are running below the budget at 31%, largely due to lagging contract costs. Staff compensation is at 35% of budget, lagging slightly. Contract expenses are only 23%, not proportionate to the year at this point. Most contract payments lag

CONSENT CALENDAR ITEM NO. 1

and occur one to three months after the relevant period of performance. Financing costs are low, but we only make debt payments twice a year. The first (interest only) payment of $289 thousand hit in November.

The following table shows YTD Revenues and Expenses.

Tahoe Regional Planning Agency

Fiscal YTD November 2016 ($K)

General Funds	**Gen Fund**	**Planning**	**Other**	**Total**
State Revenue	6,427		0	6,427
Applicants		626	548	1,175
Other	(21)		417	396
Total Revenue	6,406	626	966	7,998
Staff	1,284	396	42	1,722
Contracts	368	86	212	665
Financing	(0)		289	289
Other	302	1	67	370
Total Expenditures	1,954	483	610	3,047
General Funds Balance	**4,453**	**143**	**356**	**4,952**

Grants	**AIS**	**TMPO**	**Other**	**Total**
Grants	4	201	157	363
Fees	368		0	368
Other	0	0	0	0
Total Revenue	372	201	157	731
Staff	100	182	62	345
Contracts	19	94	219	332
Other	34	147	29	210
Total Expenditures	153	424	310	887
Special Funds Balance	**219**	**(223)**	**(152)**	**(156)**

Net Assets: Assets declined by $0.4M this month. This is a result of updating accumulated depreciation. We do not book depreciation monthly in Fund Accounting, but update it during the annual audit. There was an increase of $0.1 in Cash and Marketable Securities and a corresponding increase in Liabilities due to receipt of Mitigation Funds.

Tahoe Regional Plannning Agency

Balance Sheet, 11/30/2016

	Gen Fund	Grants	Agency	Grand Total
Asset				
Cash & Invest	10,677,700	3,457,791	13,456,722	27,592,213
Benefits	6,053			6,053
Current Assets	47,741			47,741
LT Assets	9,751,746			9,751,746
Asset Total	**20,549,032**	**3,924,929**	**13,456,722**	37,930,683
Liabilities				
A/P				0
Benefits	505,338			505,338
Deferred Rev	374,734	1,785,207		2,159,940
Deposits	130,074	10,190		140,264
LT Debt	11,655,000			11,655,000
Mitigation			8,918,468	8,918,468
Securities			4,504,607	4,504,607
Liabilities Total	**12,665,145**	**1,795,397**	**13,423,075**	27,883,617
Fund Balances	**7,883,887**	**2,129,532**	**33,646**	**10,047,066**

When reading the detailed reports attached, be aware that fund balances are reversed, a negative means revenues exceed expenses and a positive number would appear when expenses exceed revenue. This reflects the formatting in our accounting system.

If you have any questions, please contact Chris Keillor at (775) 589-5222 or ckeillor@trpa.org.

Attachments:

Attachment I November Financial Statements

TRPA Financials

Fiscal YTD November 2016 ($K)

General Funds

	General Funds						
	GF	**Planning**	**Shrzone**	**Reimb.**	**Settl.**	**Bldg**	**Total**
Page #	8	11	11	12	12	13	
Revenue							
State Revenue	6,427						6,427
Grants							
Fees For Service	0	626	(5)	508	46		1,175
Local Revenue							
Other Revenue	(21)		(2)			0	(23)
Rent Revenue						419	419
Total Revenues	**6,406**	**626**	**(7)**	**508**	**46**	**419**	7,998
Budget	*5,827*	*1,284*		*240*	*150*	*995*	8,496
Expenses							
Compensation	1,284	396	42	0			1,722
Contracts	368	86		137	30	45	665
Other	191	1	15			47	254
Rent	290		5				295
Financing	(0)					289	289
A&O/Transfers	(179)						(179)
Total Expenses	**1,954**	**483**	**62**	**137**	**30**	**381**	**3,047**
Budget	*5,911*	*1,088*	*129*	*240*	*71*	*1,057*	***8,496***
% of Ann Budg	*33%*	*44%*	*48%*	*57%*	*42%*	*36%*	*36%*
Net Fund Balance	**4,453**	**143**	**(69)**	**371**	**16**	**38**	**4,952**
Budgeted Net	*(84)*	*196*	*(129)*		*79*	*(63)*	

TRPA Financials

Fiscal YTD November 2016 ($K)

Special Funds (Grants)

	Special Funds				
	EIP	BMP	AIS	TMPO	Total
Page #	14	13	16	19	
Revenue					
State Revenue					
Grants	101	56	4	201	**363**
Fees For Service			368		**368**
Other Revenue					
Rent Revenue					
Total Revenues	***101***	***56***	***372***	***201***	**731**
Budget	*640*	*294*	*1,994*	*1,425*	*4,353*
Expenses					
Compensation	2	61	100	182	**345**
Contracts	219		19	94	**332**
Other	7	3	22	4	**36**
Rent					
Financing			11		**11**
A&O/Transfers	2	17	0	143	**162**
Total Expenses	***230***	***80***	***153***	***424***	**887**
Budget	*640*	*294*	*1,994*	*1,425*	*4,353*
% of Ann Budg	*36%*	*27%*	*8%*	*30%*	1
Net Fund Balance	**(128)**	**(24)**	**219**	**(223)**	**(156)**
Budgeted Net	-	-	-	-	-

Tahoe Regional Plannning Agency

Balance Sheet, 11/30/2016

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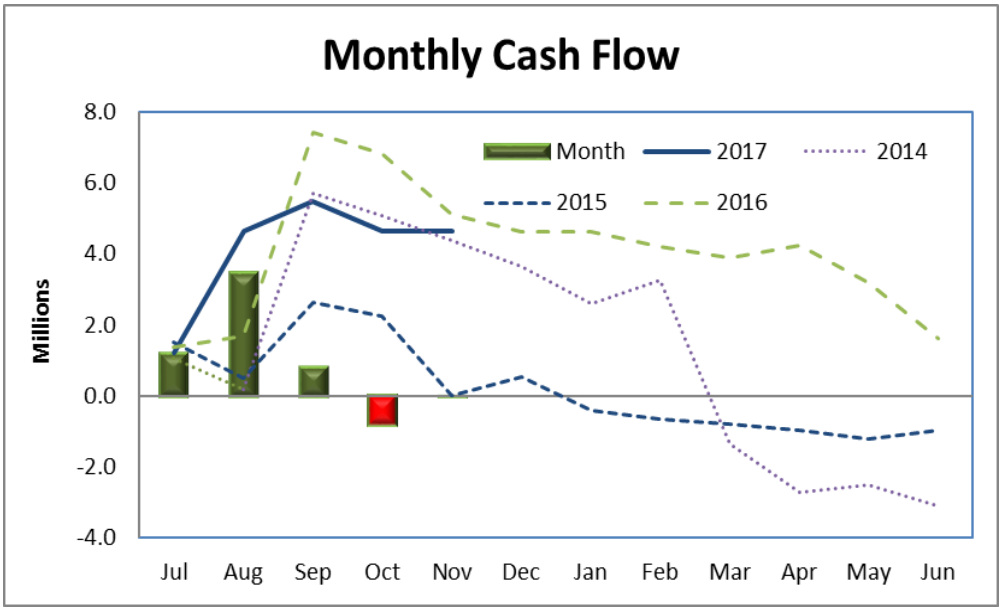
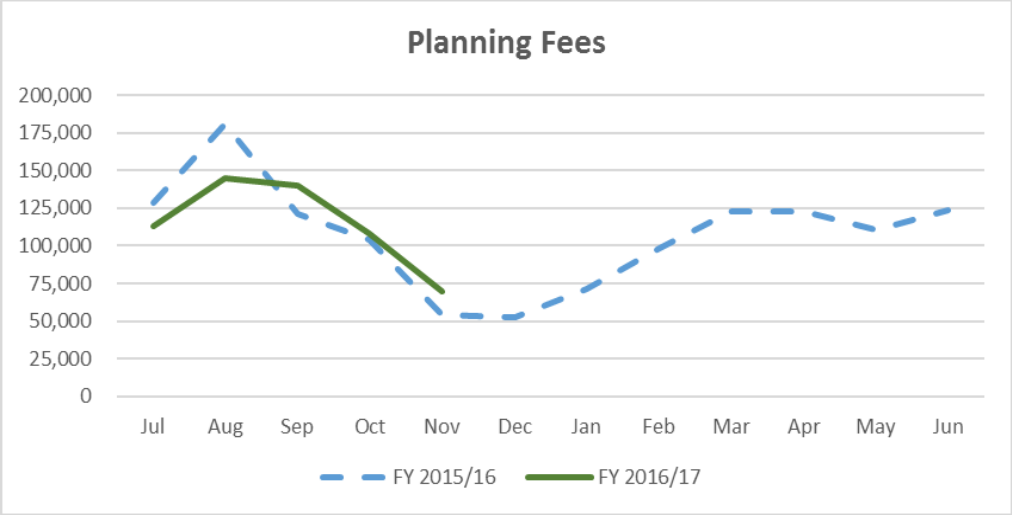


TRPA Fee Report

$ - Fiscal YTD for July - Oct 2016 v. July - Oct. 2015

Type	Prior FY	Curr FY	Inc(Dec)	% Change
LAND CAPABILITY	83,064	130,144	47,080	57%
COST RECOVERY	80,541	52,277	(28,265)	-35%
ADMIN FEES	61,045	49,561	(11,484)	-19%
ENFORCEMENT	27,693	41,939	14,246	51%
PUBLIC/RECREATION	35,785	27,887	(7,899)	-22%
GENERAL	46,528	25,855	(20,673)	-44%
SHOREZONE	33,507	23,126	(10,381)	-31%
GRADING	16,522	22,708	6,186	37%
TREE REMOVAL	21,624	19,451	(2,173)	-10%
SECURITIES	16,471	16,483	12	0%
MONITORING	6,816	14,664	7,848	115%
DEV RIGHTS	4,240	14,616	10,376	245%
COMMERCIAL	9,897	11,498	1,601	16%
IPES	13,509	7,310	(6,199)	-46%
SUBDIV	4,144	3,081	(1,063)	-26%
QUALIFED EXEMPT	3,672	2,992	(680)	-19%
LLADJ_ROW	7,284	2,980	(4,304)	-59%
HISTORIC	5,156	2,661	(2,495)	-48%
PRE-APP	1,696	1,272	(424)	-25%
TEMP USE	2,035	1,245	(790)	-39%
UNDERGROUND TANKS	912	1,216	304	33%
LMTD_INCENT		267	267	
ALLOCATION	1,790	100	(1,690)	-94%
CEP	2,500		(2,500)	-100%
ENVIRONMENT	192		(192)	-100%
SCENIC	400		(400)	-100%
SIGNS	738		(738)	-100%
STD	400		(400)	-100%
	588,376	576,073	(12,303)	-2%



Tahoe Regional Planning Agency

Fiscal YTD November, 2016

	Ann Budget	YTD	Remaining	Spent
General Fund				
GF Revenue				
Revenue				
Fees for Service	0	243	243	0%
Other Revenue	0	31,219	31,219	0%
Local Revenue	150,000	0	150,000	0%
Revenue Total	5,827,187	6,396,211	569,024	110%
GF Revenue Total	**5,827,187**	**6,396,211**	**569,024**	**110%**
Gov Board				
Expenses				
Contracts	4,036	400	3,636	10%
Rent	3,226	2,746	480	85%
Other	15,308	3,020	12,288	20%
Expenses Total	22,570	6,166	16,404	27%
Gov Board Total	**22,570**	**6,166**	**16,404**	**27%**
Executive				
Expenses				
Compensation	521,512	201,041	320,471	39%
Contracts	126	0	126	0%
Other	5,129	3,064	2,065	60%
Expenses Total	526,767	204,105	322,662	39%
Executive Total	**526,767**	**204,105**	**322,662**	**39%**
Legal				
Expenses				
Compensation	220,969	79,154	141,815	36%
Contracts	144,833	19,710	125,123	14%
Other	10,801	2,309	8,492	21%
Expenses Total	376,603	101,173	275,430	27%
Legal Total	**376,603**	**101,173**	**275,430**	**27%**
TMPO				
Expenses				
Compensation	11,780	2,865	8,915	24%
Contracts	33,243	3,592	29,651	11%
Rent	0	100	100	0%
Other	30,000	14,278	15,722	48%
Expenses Total	75,023	20,835	54,188	28%

Tahoe Regional Planning Agency

Fiscal YTD November, 2016

	Ann Budget	YTD	Remaining	Spent
TMPO Total	**75,023**	**20,835**	**54,188**	**28%**
Communications				
Expenses				
Contracts	378	3,000	2,622	794%
Other	42,479	13,653	28,826	32%
Expenses Total	233,722	85,959	147,763	37%
Communications Total	**233,722**	**85,959**	**147,763**	**37%**
General Services				
Expenses				
Compensation	72,941	28,568	44,373	39%
Contracts	937	0	937	0%
Rent	688,980	287,075	401,905	42%
Other	125,875	52,357	73,518	42%
Expenses Total	888,733	368,000	520,733	41%
General Services Total	**888,733**	**368,000**	**520,733**	**41%**
IT				
Expenses				
Contracts	150,000	62,231	87,769	41%
Other	219,226	81,866	137,360	37%
Expenses Total	369,226	144,096	225,130	39%
IT Total	**369,226**	**144,096**	**225,130**	**39%**
Finance				
Expenses				
Compensation	332,211	135,292	196,919	41%
Contracts	130,190	31,009	99,181	24%
Financing	474	78	552	-16%
Other	449	1,243	794	277%
Expenses Total	463,324	167,466	295,858	36%
Finance Total	**463,324**	**167,466**	**295,858**	**36%**
HR				
Expenses				
Compensation	331,240	101,299	229,941	31%
Contracts	86,225	12,200	74,025	14%
Other	31,774	8,362	23,412	26%
Expenses Total	449,239	121,861	327,378	27%
HR Total	**449,239**	**121,861**	**327,378**	**27%**

Tahoe Regional Planning Agency

Fiscal YTD November, 2016

	Ann Budget	YTD	Remaining	Spent
Other				
Expenses				
Compensation	133,130	0	133,130	0%
A&O/Transfers	600,791	179,027	421,764	30%
Expenses Total	467,661	179,027	288,634	38%
Other Total	**467,661**	**179,027**	**288,634**	**38%**
RP Impl.				
Revenue				
Other Revenue	0	10,000	10,000	0%
Revenue Total	0	10,000	10,000	0%
Expenses				
Compensation	394,558	170,378	224,180	43%
Contracts	426,000	107,171	318,829	25%
Rent	0	408	408	0%
Other	968	2,677	1,709	277%
Expenses Total	821,526	280,634	540,892	34%
RP Impl. Total	**821,526**	**270,634**	**550,892**	**33%**
Sustainable Communities				
Expenses				
Compensation	48,248	10,093	38,155	21%
Other	689	0	689	0%
Expenses Total	48,937	10,093	38,844	21%
Sustainable Communities Total	**48,937**	**10,093**	**38,844**	**21%**
Env. Improv.				
Expenses				
Compensation	487,346	174,868	312,478	36%
Contracts	10,000	0	10,000	0%
Other	2,424	631	1,793	26%
Expenses Total	499,770	175,499	324,271	35%
Env. Improv. Total	**499,770**	**175,499**	**324,271**	**35%**
Research & Analysis				
Expenses				
Compensation	907,486	311,100	596,386	34%
Contracts	652,798	128,487	524,311	20%
Rent	649	0	649	0%
Other	42,584	7,132	35,452	17%

Tahoe Regional Planning Agency

Fiscal YTD November, 2016

	Ann Budget	YTD	Remaining	Spent
Expenses Total	1,603,517	446,719	1,156,798	28%
Research & Analysis Total	**1,603,517**	**446,719**	**1,156,798**	**28%**
General Fund Total	**84,109**	**4,452,631**	**4,536,740**	
Planning				
Planning				
Revenue				
Fees for Service	1,283,987	626,435	657,552	49%
Revenue Total	1,283,987	626,435	657,552	49%
Expenses				
Compensation	784,187	303,145	481,042	39%
Contracts	52,600	85,951	33,351	163%
Rent	811	0	811	0%
Other	8,185	1,109	7,076	14%
Expenses Total	845,783	390,205	455,578	46%
Planning Total	**438,204**	**236,230**	**201,974**	**54%**
Code Enforcement				
Expenses				
Compensation	241,158	92,915	148,243	39%
Other	725	0	725	0%
Expenses Total	241,883	92,915	148,968	38%
Code Enforcement Total	**241,883**	**92,915**	**148,968**	**38%**
Planning Total	**196,321**	**143,315**	**53,006**	**73%**
Shorezone				
Enforcement				
Expenses				
Compensation	63,126	41,594	21,532	66%
Contracts	5,000	0	5,000	0%
Rent	16,600	5,000	11,600	30%
Other	43,904	15,325	28,579	35%
Expenses Total	128,630	61,919	66,711	48%
Enforcement Total	**128,630**	**61,919**	**66,711**	**48%**
Implementation				
Expenses				
Compensation	0	238	238	0%
Expenses Total	0	238	238	0%

Tahoe Regional Planning Agency

Fiscal YTD November, 2016

	Ann Budget	YTD	Remaining	Spent
Implementation Total	**0**	**238**	**238**	**0%**
Other				
Revenue				
Other Revenue	0	1,913	1,913	0%
Revenue Total	0	1,913	1,913	0%
Other Total	**0**	**1,913**	**1,913**	**0%**
Monitoring				
Revenue				
Fees for Service	0	5,000	5,000	0%
Revenue Total	0	5,000	5,000	0%
Monitoring Total	**0**	**5,000**	**5,000**	**0%**
Shorezone Total	**128,630**	**69,070**	**59,560**	**54%**
Reimburseables				
Legal				
Expenses				
Compensation	0	429	429	0%
Expenses Total	0	429	429	0%
Legal Total	**0**	**429**	**429**	**0%**
Planning				
Revenue				
Fees for Service	240,000	507,921	267,921	212%
Revenue Total	240,000	507,921	267,921	212%
Expenses				
Contracts	240,000	136,782	103,218	57%
Expenses Total	240,000	136,782	103,218	57%
Planning Total	**0**	**371,139**	**371,139**	**0%**
Reimburseables Total	**0**	**370,710**	**370,710**	**0%**
Settlements				
Settlements				
Revenue				
Fees for Service	150,000	45,506	104,494	30%
Revenue Total	150,000	45,506	104,494	30%

Tahoe Regional Planning Agency

Fiscal YTD November, 2016

	Ann Budget	YTD	Remaining	Spent
Expenses				
Contracts	66,000	29,828	36,172	45%
Other	5,000	0	5,000	0%
Expenses Total	71,000	29,828	41,172	42%
Settlements Total	**79,000**	**15,677**	**63,323**	**20%**
Settlements Total	**79,000**	**15,677**	**63,323**	**20%**
Building				
Building				
Revenue				
Rent Revenue	990,238	418,343	571,895	42%
Revenue Total	990,238	418,343	571,895	42%
Expenses				
Contracts	6,943	44,958	38,015	648%
Financing	911,366	289,333	622,033	32%
Other	59,917	29,556	30,361	49%
Expenses Total	978,226	363,847	614,379	37%
Building Total	**12,012**	**54,496**	**42,484**	
CAM				
Revenue				
Rent Revenue	4,618	889	3,729	19%
Revenue Total	4,618	889	3,729	19%
Expenses				
Other	79,212	17,093	62,119	22%
Expenses Total	79,212	17,093	62,119	22%
CAM Total	**74,594**	**16,204**	**58,390**	**22%**
Revenue				
Revenue				
Other Revenue	0	32	32	0%
Revenue Total	0	32	32	0%
Revenue Total	**0**	**32**	**32**	**0%**
Building Total	**62,582**	**38,323**	**100,905**	**-61%**
BMP				
319 (CA)				
Revenue				

Tahoe Regional Planning Agency

Fiscal YTD November, 2016

	Ann Budget	YTD	Remaining	Spent
Grants	128,056	33,369	94,687	26%
Revenue Total	128,056	33,369	94,687	26%
Expenses				
Compensation	105,759	34,038	71,721	32%
Other	10,000	1,311	8,689	13%
A&O/Transfers	12,297	4,097	8,200	33%
Expenses Total	128,056	39,445	88,611	31%
319 (CA) Total	**0**	**6,076**	**6,076**	
319 (NV)				
Revenue				
Grants	166,147	22,743	143,404	14%
Revenue Total	166,147	22,743	143,404	14%
Expenses				
Compensation	110,011	26,546	83,465	24%
Other	6,630	1,191	5,439	18%
A&O/Transfers	49,506	12,838	36,668	26%
Expenses Total	166,147	40,576	125,571	24%
319 (NV) Total	**0**	**17,833**	**17,833**	
NDSL LTLP BMP Map Viewer				
Expenses				
Compensation	0	54	54	0%
A&O/Transfers	0	35	35	0%
Expenses Total	0	90	90	0%
NDSL LTLP BMP Map Viewer Total	**0**	**90**	**90**	**0%**
BMP Total	**0**	**23,998**	**23,998**	
EIP				
TIIMS SNPLMA R9 & 10				
Revenue				
Grants	163,077	1,516	161,561	1%
Revenue Total	163,077	1,516	161,561	1%
Expenses				
Compensation	36,503	236	36,267	1%
Contracts	19,374	44,753	25,379	231%
Other	83,315	0	83,315	0%
A&O/Transfers	23,884	249	23,635	1%
Expenses Total	163,076	45,238	117,838	28%

Tahoe Regional Planning Agency

Fiscal YTD November, 2016

	Ann Budget	YTD	Remaining	Spent
TIIMS SNPLMA R9 & 10 Total	**1**	**43,722**	**43,723**	
CEC TahoeTruckee PEV Readiness				
Revenue				
Grants	93,610	18,421	75,189	20%
Revenue Total	93,610	18,421	75,189	20%
Expenses				
Compensation	2,181	1,169	1,012	54%
Contracts	90,000	20,134	69,866	22%
A&O/Transfers	1,428	1,087	341	76%
Expenses Total	93,609	22,390	71,219	24%
CEC TahoeTruckee PEV Readiness Total	**1**	**3,969**	**3,970**	
Cal Fire Education				
Revenue				
Grants	66,020	22,211	43,809	34%
Revenue Total	66,020	22,211	43,809	34%
Expenses				
Compensation	3,770	124	3,646	3%
Contracts	30,000	11,972	18,028	40%
Other	32,250	7,418	24,832	23%
A&O/Transfers	0	0	0	0%
Expenses Total	66,020	19,514	46,506	30%
Cal Fire Education Total	**0**	**2,697**	**2,697**	
CalFire Def. Space				
Revenue				
Grants	130,332	9,694	120,638	7%
Revenue Total	130,332	9,694	120,638	7%
Expenses				
Contracts	130,332	4,705	125,627	4%
Expenses Total	130,332	4,705	125,627	4%
CalFire Def. Space Total	**0**	**4,990**	**4,990**	**0%**
Lahontan Nearshore/LTIMP				
Revenue				
Grants	187,181	41,005	146,176	22%
Revenue Total	187,181	41,005	146,176	22%

Tahoe Regional Planning Agency

Fiscal YTD November, 2016

	Ann Budget	YTD	Remaining	Spent
Expenses				
Compensation	5,999	267	5,732	4%
Contracts	176,783	69,491	107,292	39%
A&O/Transfers	4,401	296	4,105	7%
Expenses Total	187,183	70,055	117,128	37%
Lahontan Nearshore/LTIMP Total	**2**	**29,050**	**29,048**	
Cal State Lands - Buoy Count				
Expenses				
Contracts	0	44,029	44,029	0%
Expenses Total	0	44,029	44,029	0%
Cal State Lands - Buoy Count Total	**0**	**44,029**	**44,029**	**0%**
Shoreline				
Revenue				
Grants	0	8,473	8,473	0%
Revenue Total	0	8,473	8,473	0%
Expenses				
Contracts	0	23,573	23,573	0%
Expenses Total	0	23,573	23,573	0%
Shoreline Total	**0**	**15,099**	**15,099**	**0%**
EIP Total	**0**	**128,183**	**128,183**	
AIS				
USFWS ANS AIS Mgmt Plan				
Revenue				
Grants	48,895	0	48,895	0%
Revenue Total	48,895	0	48,895	0%
Expenses				
Compensation	2,142	0	2,142	0%
Contracts	45,119	0	45,119	0%
A&O/Transfers	1,634	0	1,634	0%
Expenses Total	48,895	1	48,894	0%
USFWS ANS AIS Mgmt Plan Total	**0**	**1**	**1**	
SNPLMA Rnd 12 Final				
Revenue				
Grants	432,276	717	431,559	0%
Revenue Total	432,276	717	431,559	0%

Tahoe Regional Planning Agency

Fiscal YTD November, 2016

	Ann Budget	YTD	Remaining	Spent
Expenses				
Compensation	2,142	730	1,412	34%
Contracts	508,000	0	508,000	0%
A&O/Transfers	1,634	495	1,139	30%
Expenses Total	511,776	1,225	510,551	0%
SNPLMA Rnd 12 Final Total	**79,500**	**508**	**78,992**	
Boat Insp				
Revenue				
Grants	97,513	0	97,513	0%
Revenue Total	97,513	0	97,513	0%
Expenses				
Compensation	8,400	4,029	4,371	48%
Contracts	89,114	0	89,114	0%
Other	0	25,475	25,475	0%
A&O/Transfers	0	0	0	0%
Expenses Total	97,514	21,446	118,960	-22%
Boat Insp Total	**1**	**21,446**	**21,447**	
CA AIS Funding				
Revenue				
State Revenue	375,000	0	375,000	0%
Revenue Total	375,000	0	375,000	0%
Expenses				
Compensation	0	378	378	0%
Contracts	375,000	0	375,000	0%
A&O/Transfers	0	0	0	0%
Expenses Total	375,000	378	374,622	0%
CA AIS Funding Total	**0**	**378**	**378**	
NV AIS Funding				
Revenue				
State Revenue	375,000	0	375,000	0%
Revenue Total	375,000	0	375,000	0%
Expenses				
Compensation	236,384	95,122	141,262	40%
Contracts	86,000	13,711	72,289	16%
Other	52,617	33,884	18,733	64%
A&O/Transfers	0	0	0	0%

Tahoe Regional Planning Agency

Fiscal YTD November, 2016

	Ann Budget	YTD	Remaining	Spent
Expenses Total	375,001	142,717	232,284	38%
NV AIS Funding Total	**1**	**142,717**	**142,716**	
Inspection Fees				
Revenue				
Fees for Service	450,000	367,685	82,315	82%
Revenue Total	450,000	367,685	82,315	82%
Expenses				
Compensation	0	9	9	0%
Contracts	139,000	5,165	133,835	4%
Financing	11,000	11,208	208	102%
Other	220,500	9,135	211,365	4%
A&O/Transfers	0	0	0	0%
Expenses Total	370,500	25,517	344,983	7%
Inspection Fees Total	**79,500**	**342,167**	**262,667**	**430%**
AIS				
Revenue				
Fees for Service	0	0	0	0%
Revenue Total	0	0	0	0%
AIS Total	**0**	**0**	**0**	**0%**
NDSL Finance Plan				
Revenue				
Grants	215,000	0	215,000	0%
Revenue Total	215,000	0	215,000	0%
Expenses				
Compensation	2,142	0	2,142	0%
Contracts	212,856	0	212,856	0%
Expenses Total	214,998	0	214,998	0%
NDSL Finance Plan Total	**2**	**0**	**2**	
DBW WIS Tracking				
Revenue				
Grants	0	3,589	3,589	0%
Revenue Total	0	3,589	3,589	0%
Expenses				
Other	0	4,584	4,584	0%
Expenses Total	0	4,584	4,584	0%

Tahoe Regional Planning Agency

Fiscal YTD November, 2016

	Ann Budget	YTD	Remaining	Spent
DBW WIS Tracking Total	**0**	**995**	**995**	**0%**
AIS Total	**0**	**219,015**	**219,015**	
Transportation				
Transportation				
Revenue				
Grants	1,425,001	199,186	1,225,815	14%
Revenue Total	1,425,001	199,186	1,225,815	14%
Expenses				
Compensation	626,838	182,327	444,511	29%
Contracts	335,494	94,492	241,002	28%
Other	0	4,061	4,061	0%
A&O/Transfers	462,669	143,270	319,399	31%
Expenses Total	1,425,001	424,150	1,000,851	30%
Transportation Total	**0**	**224,963**	**224,963**	
CA 5303				
Revenue				
Grants	0	2,245	2,245	0%
Revenue Total	0	2,245	2,245	0%
CA 5303 Total	**0**	**2,245**	**2,245**	**0%**
Transportation Total	**0**	**222,718**	**222,718**	
	0	14,368,050	14,368,050	
(blank)			0	0%
Other				
Env. Newsletter				
Revenue				
Other Revenue	0	1,059	1,059	0%
Revenue Total	0	1,059	1,059	0%
Expenses				
Other	0	7,411	7,411	0%
Expenses Total	0	7,411	7,411	0%
Env. Newsletter Total	**0**	**6,352**	**6,352**	**0%**
Other Total	**0**	**6,352**	**6,352**	**0%**

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

MEMORANDUM

Date: December 7, 2016

To: TRPA Governing Board

From: TRPA Staff

Subject: Allocation of FY 2016-2017 State Transit Assistance Funds of $134,118 to Placer County for Transit Operations in the Placer County Portion of the Tahoe Region

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Requested Action: Tahoe Regional Planning Agency (TRPA) Governing Board adoption of the attached resolution approving the release of FY 2016-2017 State Transit Assistance funds to Placer County in the amount of $134,118 for transit operations in the Placer County portion of the Tahoe Region.

Staff Recommendation: Staff recommends Governing Board adopt the attached resolution (Attachment A) approving the allocation of FY 2016-2017 State Transit Assistance funds to Placer County.

Required Motion: In order to adopt the proposed resolution, the Board must make the following motion based on this staff summary and the evidence in the record:

1. A motion to approve the proposed resolution (Attachment A).

In order for the motion to pass, an affirmative vote of any eight Board members is required.

Background: TRPA is designated by the State of California as the Regional Transportation Planning Agency (RTPA) for the California portion of the Tahoe Region. Under this designation, TRPA is responsible for the administration of the Transportation Development Act (TDA) funds that are made available to support public transportation services. The TDA legislation provides two funding sources: the Local Transportation Fund (LTF) and the State Transit Assistance (STA) fund.

Staff determined that the allocation of FY2016-2017 LTF funds to the Tahoe Regional Planning Agency designated to the Administration and Planning of the Transportation Development Act program was $75,000.
Tahoe Regional Planning Agency, TRPA Resolution 2016-09 was passed on June 22, 2016, accepting this funding in the amount of $75,000.

The STA fund was created under Chapter 161 of the Statutes of 1979 (SB 620) and has been revised over the years. The fund provides a second source of TDA funding for transportation planning and mass transportation purposes, which is derived from the statewide sales tax on diesel fuel. The money is appropriated to the Controller by the Legislature, to be allocated by formula to each RTPA. The formula allocates 50 percent of the funds according to population and the remaining 50 percent are allocated

according to operator revenues from the prior year. STA allocations are deposited in each RTPA's state transit assistance fund.

For fiscal year 2016-2017 there is $134,118 of STA funds available for use in the Placer County portion of the Tahoe Region. The Placer County has submitted a claim requesting the STA funds in the amount of $134,118 to provide public transit services within the El Dorado County portion of the Tahoe Region. TRPA staff has reviewed the claim and found it to be consistent with the TDA rules and regulations, and also consistent with the goals and policies of the Regional Transportation Plan. The Transportation Development Act findings of Subsection 6754(a) and (b) have been made as identified in the Resolution. The Placer County STA claim will be forwarded to the El Dorado County Auditor Controller Office for release of funds once the allocation is approved.

The table below shows the State Transit Assistance fund allocations for the previous four years for Placer County.

Placer County - State Transit Assistance Fund Allocations

FY 12/13	FY 13/14	FY 14/15	FY 15/16
$ 204,443	$ 172,186	$ 158,625	$ 164,878

Issues/Concerns: The proposed allocation of STA funds to Placer County does not have any known issues or concerns.

Regional Plan Compliance: The proposed allocation of funds complies with all requirements of the State of California TDA rules and regulations and will help to further the objectives of the TRPA Regional Plan Goals and Policies.

Contact Information: If there are any questions regarding this agenda item, please contact Melinda Kolb at (775) 589-5231 or mkolb@trpa.org.

Attachment:

A. Resolution

TAHOE REGIONAL PLANNING AGENCY
TRPA RESOLUTION NO. 2016 -

A RESOLUTION ALLOCATING FY 2016-2017 STATE TRANSIT ASSISTANCE FUNDS OF $134,118 TO PLACER COUNTY FOR TRANSIT OPERATIONS IN THE PLACER COUNTY PORTION OF THE TAHOE REGION

WHEREAS, the Tahoe Regional Planning Agency (TRPA) is designated by the State of California as the Regional Transportation Planning Agency (RTPA) for the California portion of the Tahoe Region, and is responsible for allocating State Transit Assistance (STA) for the Tahoe Region; and

WHEREAS, the STA fund is a discretionary fund and may be allocated at the discretion of the Regional Transportation Planning Agency for public transportation purposes; and

WHEREAS, there are STA funds in the amount of $449,440 available to eligible claimants in the Tahoe Region for FY 2016-2017; and

WHEREAS, TRPA has received an application from Placer County for STA funds of $134,118 to provide transit services to the Tahoe Area Regional Transit (TART) system in the Placer County area of the Tahoe Region; and

WHEREAS, the required findings of the Transportation Development Act Rules and Regulations Article 5, Section 6754 have been made as follows:

Subsection 6754 (a):

1. The claimant's proposed expenditures are in conformance with the Regional Transportation Plan.

2. Fares charged by the transit claimant are sufficient to meet farebox ratio requirements applicable to the claimant.

3. The claimant is making full use of federal funds available under Urban Mass Transportation Act of 1964, as amended.

4. The sum of the claimant's allocations from Local Transportation Funds and STA funds does not exceed the amount the claimant is eligible to receive.

5. Priority consideration was given to claims to offset reductions in federal operating assistance and unanticipated increased costs for fuel, to enhance existing public transportation services, and to meet high priority regional public transportation needs.

Subsection 6754(b):

1. The operator has made a reasonable effort to implement any recommended productivity improvements.

2. The operator has submitted certification that the claimant is in compliance with Section 1808.1 of the Vehicle Code.

3. The operator is in compliance with the eligibility requirements of Public Utilities Code section 99314.6 or 99314.7.

NOW THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency authorizes the release of FY 2016-2017 STA funds in the amount of $134,118 to Placer County to provide for transit operations for TART in the Placer County portion of the Tahoe Region.

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at its regular meeting held on December 14, 2016, by the following vote:

Ayes:

Nays:

Abstain:

Absent:

_____

Casey Beyer, Chair
Tahoe Regional Planning Agency
Governing Board

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

MEMORANDUM

Date: December 7, 2016

To: TRPA Governing Board

From: TRPA Staff

Subject: Allocation of FY 2016-2017 Local Transportation Funds of $596,128 to Placer County for Transit Operations in the Placer County Portion of the Tahoe Region

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Requested Action: Tahoe Regional Planning Agency (TRPA) Governing Board adoption of the attached resolution approving the release of FY 2016-2017 Local Transportation Funds to Placer County in the amount of $596,128 for transit operations within the Placer County portion of the Tahoe Region.

Staff Recommendation: Staff recommends the Governing Board adopt the attached resolution (Attachment A) approving the allocation of FY 2016-2017 Local Transportation Funds to Placer County.

Required Motion: In order to adopt the proposed resolution, the Board must make the following motion based on this staff summary and the evidence in the record:

1. A motion to approve the proposed resolution (Attachment A).

In order for the motion to pass, an affirmative vote of any eight Board members is required.

Background: As the designated Regional Transportation Planning Agency (RTPA) for the California portion of the Tahoe Region, TRPA has the responsibility for administering the funds that are provided by the Transportation Development Act (TDA). TDA provides two funding sources that are intended to support and develop transportation services. These funds are the Local Transportation Fund (LTF) and the State Transit Assistance (STA) fund.

TDA legislation provides financial support for public transportation through the LTF, which is derived from a ¼ cent of the general sales tax collected statewide. The State Board of Equalization, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. These funds are deposited in a local transportation fund. RTPAs administer these funds within their areas of jurisdiction based upon population and the priorities set by the TDA.
As required by the TDA, the Placer County Auditor/Controller Office has notified TRPA of the LTF monies available for allocation within the Placer County portion of the Tahoe Region.

Following the priorities set by the TDA, TRPA has allocated LTF monies for its costs of administering the TDA programs in the Region and for its transportation planning functions. These costs are prorated to Placer County and to Tahoe Transportation District for the El Dorado County portion. The allocations of these funds to TRPA have been acted upon separately.

Staff determined that the allocation of FY2016-2017 LTF funds to the Tahoe Regional Planning Agency designated to the Administration and Planning of the Transportation Development Act program was $75,000.
Tahoe Regional Planning Agency, TRPA Resolution 2016-09 was passed on June 22, 2016, accepting this funding in the amount of $75,000.

After the costs for administration and planning have been taken into account, there is $596,128 of LTF available for use within the Placer County portion of the Tahoe Region. Placer County has submitted a claim to TRPA to program 100 percent of these funds for the operating costs of the Tahoe Area Regional Transit (TART) system, which provides public transit services in Placer County within the Tahoe Region. Staff has reviewed the claim and found it to be consistent with the TDA rules and regulations, and also consistent with the goals and policies of the Regional Transportation Plan. The Placer County LTF claim will be forwarded to the Placer County Auditor Controller Office for release of funds once the allocation is approved.

The table below shows the Local Transportation Fund allocation for the previous four years for Placer County.

Placer County - Local Transportation Fund Allocations

FY 12-13	FY 13-14	FY 14-15	FY 15-16
$ 519,820	$ 646,408	$ 610,054	$ 677,727

Issues/Concerns: The proposed allocation of LTF funds to Placer County does not have any known issues or concerns.

Regional Plan Compliance: The proposed allocation of funds complies with all requirements of the State of California TDA rules and regulations and will help to further the objectives of the TRPA Regional Plan Goals and Policies.

Contact Information: If there are any questions regarding this agenda item, please contact Melinda Kolb at (775) 589-5231 or mkolb@trpa.org.

Attachment:

A. Resolution

Attachment A

TAHOE REGIONAL PLANNING AGENCY
TRPA RESOLUTION NO. 2016-_____

A RESOLUTION ALLOCATING FY 2016-2017 LOCAL TRANSPORTATION FUNDS OF $596,128 TO PLACER COUNTY FOR TRANSIT OPERATIONS IN THE PLACER COUNTY PORTION OF TAHOE REGION

WHEREAS, the Tahoe Regional Planning Agency (TRPA) was designated by the State of California as the Regional Transportation Planning Agency (RTPA) for the Lake Tahoe Region; and

WHEREAS, the RPTA is responsible for allocating the Local Transportation Funds (LTF) for the Tahoe Region; and

WHEREAS, the amount of FY 2016-2017 LTF available for allocation within the Placer County portion of the Tahoe Region is $596,128; and

WHEREAS, TRPA has received a claim from Placer County for the allocation of these funds for transit operating assistance to the Tahoe Area Regional Transit (TART) system within Placer County area of the Tahoe Region; and

WHEREAS, the claim submitted by Placer County was reviewed and found to be consistent with the Transportation Development Act Rules and Regulations; and

WHEREAS, the provision of public transit operations by Placer County is consistent with TRPA Regional Transportation Plan Goals and Policies.

NOW THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency authorizes the release of FY 2016-2017 LTF in the amount of $596,128 to Placer County to provide for transit operating assistance in the Placer County portion of the Tahoe Region.

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at its regular meeting held on December 14, 2016 by the following vote:

Ayes:

Nays:

Abstain:

Absent:

_____
Casey Beyer, Chair
Tahoe Regional Planning Agency Governing Board

MK/

CONSENT CALENDAR ITEM NO. 3

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

MEMORANDUM

Date: December 7, 2016

To: TRPA Governing Board

From: TRPA Staff

Subject: FY 2016-2017 funding from the State of California, Department of Transportation (Caltrans) Funding Agreement #00503S, in the amount of $225,000 to the Tahoe Regional Planning Agency through the Systemic Safety Analysis Report Program (SSARP) to support the Lake Tahoe Region Safety Action Plan.

Requested Action: Governing Board adoption of the attached resolution approving the FY 2016-2017 acceptance of FY 2016-2017 funding through June 30, 2021, from the State of California, Department of Transportation (Caltrans), in the amount of $225,000 to the Tahoe Regional Planning Agency to fund a Lake Tahoe Region Safety Plan, through the Highway Safety Improvement Program (HSIP) federal funds.

Staff Recommendation: Staff recommends the Governing Board adopt the attached resolution (Attachment A) approving the acceptance of FY 2016-2017 funding Agreement #00503S, from the State of California, Department of Transportation (Caltrans), in the amount of $225,000 to the Tahoe Regional Planning Agency for the Lake Tahoe Region Safety Plan project.

Required Motion: In order to adopt the proposed resolution, the Board must make the following motion, based on this staff summary and the evidence in the record:

1. A motion to approve the proposed resolution (Attachment A).

In order for the motion to pass, an affirmative vote of any eight Board members is required.

Summary: The Tahoe Regional Planning Agency would like to contract for a study of safety issues for the Lake Tahoe Region Safety Plan. A total of $225,000 is being funded for this plan by the State of California, Department of Transportation (Caltrans) for TRPA to administer for the Lake Tahoe Region Safety Action Plan project. TRPA has committed $25,000 in match.

Background: The Tahoe Regional Planning Agency, serving as the MPO for the Lake Tahoe Region, is responsible for identifying and coordinating safety improvement from a planning perspective.

The need for a comprehensive Lake Tahoe Region Safety Action Plan requires in part, that data analysis of fatality and severe injury crashes between 1/1/2011 and 12/31/13 in the Lake Tahoe Basin California Corridor areas be performed. Tahoe Regional Planning Agency intends to procure a consultant, following the internal procurement process to perform this research and analysis. The areas

to be analyzed include all local regional roads, and State Highways 50, 89, and 28. This data will be analyzed and recommendations made to inform the Lake Tahoe Region Safety Plan.

TRPA will contract to have performed the following tasks:

Task 1: Safety Data Collection and Analysis: Includes current data inventory and analysis. Evaluation of current regional reporting practice, identification of reporting gaps, performance measure integration, best practice research and implementation of recommendations for improvements in data collection.

Task 2: Safety Improvements Analysis & Recommendations: Using the data analyzed from task 1, the Regional Transportation Plan, the Active Transportation Plan and the local general plans consultant will identify priority locations and conduct further analysis. Analysis will result in recommendations for improvement. Challenge areas to be studied include safety issues related to intersections, walking and bicycle use, street crossing, and improving safety for older roadway users.

Task 3: Lake Tahoe Region Safety Plan: This report will include all components of Task 1 & 2.

Issues/Concerns: The proposed acceptance of the Caltrans funding does not have any known issues or concerns.

Contact Information: If there are any questions regarding this agenda item, please contact Melinda Kolb at (775)589-5231 or mkolb@trpa.org.

Attachment:

A. Resolution

TAHOE REGIONAL PLANNING AGENCY,
TRPA RESOLUTION NO. 2016 -_____

A RESOLUTION ACCEPTING FUNDING FROM THE STATE OF CALIFORNIA, DEPARTMENT OF TRANSPORTATION (CALTRANS) IN THE AMOUNT OF $225,000 TO THE TAHOE REGIONAL PLANNING AGENCY FOR THE LAKE TAHOE REGION SAFETY ACTION PLAN.

WHEREAS, The State of California, Department of Transportation (Caltrans) shall reimburse Tahoe Regional Planning Agency (Contractor) for the performance of work specified for the amount not to exceed $225,000.

WHEREAS, TRPA will perform "In-Kind" match in the amount of $25,000.

NOW THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency authorizes the acceptance of funding from the State of California, Department of Transportation (Caltrans), in the amount of $225,000, to the Tahoe Regional Planning Agency for the Lake Tahoe Region Safety Plan project.

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at its regular meeting held on December 14, 2016, by the following vote:

Ayes:

Nays:

Abstain:

Absent:

_____
Casey Beyer, Chair
Tahoe Regional Planning Agency
Governing Board

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

MEMORANDUM

Date: December 7, 2016

To: TRPA Governing Board

From: TRPA Staff

Subject: Fiscal Year 2016 Audited Financial Statements

Requested Action: Governing Board Acceptance of the final, audited, Fiscal Year 2016 Financial Statements.

Staff Recommendation: Staff recommends Governing Board acceptance of the Fiscal Year 2016 Audited Financial Statements

Required Motion: In order to accept the final Fiscal Year 2016 Financial Statements, the Governing Board must make the following motion:

1) A motion to accept the Fiscal Year 2016 Audited Financial Statements.

In order for the motion to pass, an affirmative vote of any eight Board members is required.

Project Description/Background:
The independent audit firm of Davis Farr completed their review of TRPA's Fiscal Year 2016 Financial Statements and issued an unmodified audit report. An unmodified auditor's report means the Agency is compliant with GAAP and GASB accounting standards. A copy of their opinion letter, and SAS 114 Summary of Audit Results is attached.

Advance copies of the audited financial statements will be available to Governing Board members by request, and bound copies will be distributed at the December 16th Governing Board meeting. Fiscal Year 2016 Audited Financial Statements will be published on the TRPA website following acceptance by the Governing Board.

Financial Results:
The following tables summarize the Agency's FY 2016 financial results. The first reflects assets and liabilities, the second revenues and expenses.

The Agency finished FY 2016 with $5.2 million in net assets, an increase of $0.3 million from FY 2015. The main change is a surplus of $0.3 million. Capital Assets declined by depreciation, offset by a reduction in Long Term Liabilities due to a principle payment on our Lease Revenue Bonds.

Table 1 - Summary of Statement of Net Position

	2016	2015	Change	%
Assets				
Current & Other Non-Current Assets	16,743,314	16,735,994	7,320	0%
Capital Assets	9,751,744	10,083,708	(331,964)	-3%
Total Assets	26,495,058	26,819,702	(324,644)	-1%
Liabilities				
Current Liabilities and Other	7,222,589	7,261,409	(38,820)	-1%
Unearned Revenue	2,586,654	2,915,697	(329,043)	-11%
Long Term Liabilities	11,439,338	11,783,697	(344,359)	-3%
Total Liabilities	21,248,581	21,960,803	(712,222)	-3%
Net Position				
Net Investment in Capital Assets of Debt	(107,542)	(70,563)	(36,979)	52%
Restricted	1,958,382	1,496,583	461,799	31%
Unrestricted	3,395,637	3,432,879	(37,242)	-1%
Total Net Position	5,246,477	4,858,899	387,578	8%

For Fiscal Year 2016, TRPA received revenues of $16.4 million, a 4% decrease over FY 2015. The major change was a reduction in Transportation Grants due to expiration of the ½% Federal Highways money. State Revenue was up due to a special allocation from both California and Nevada for the Threshold Evaluation. Expenditures were $16.0 million, a 4% reduction from FY 2015. This was largely due to the reduced Grant funding. The net result is a surplus of $0.3 million.

Table 2 - Revenue, Expenses, Changes in Net Assets				
	2016	**2015**	**Change**	**%**
Revenues				
Program Revenues				
Charges for Services	2,398,399	2,624,876	(226,477)	-9%
Grants and Contributions	7,428,507	8,638,675	(1,210,168)	-14%
General Revenues				
State Revenue	6,303,136	5,648,553	654,583	12%
Local Revenue	150,000	150,000	0	0%
Investment Earnings - Unrestricted	88,620	26,161	62,459	239%
Miscellaneous	3,484	12,131	(8,647)	-71%
Total Revenues	16,372,146	17,100,396	(728,250)	-4%
Program Expenses				
General Government	2,323,756	2,349,786	(26,030)	-1%
Env. Planning & Implementation	12,823,758	13,535,429	(711,671)	-5%
Building Operations	259,714	129,689	130,025	100%
Interest and Debt Service	593,052	612,384	(19,332)	-3%
Total Expenses	16,000,280	16,627,288	(627,008)	-4%
Increase (Decrease) in Net Assets	371,866	473,108	(101,242)	-21%

These numbers are based full accrual accounting and, as a result, are comparable to corporate financial statements. Additional detail by Fund (modified accrual basis) is included in the Financial Statements. Detailed information can be found in the complete set of Audited Financial Statements that will be distributed at the Governing Board meeting.

Independent Auditor:
Davis Farr is a specialized audit firm focusing on Government clients. Originally part of a larger firm, CBIZ/Meyer Hoffman McCann PC, Davis Farr spun off last year. MHM was the TRPA auditor for five years prior to the spinoff. Davis Farr conducted last year's audit.

For Fiscal Year 2016, Davis Farr conducted six audits for TRPA. In addition to the audit of the overall TRPA Financials; a) a single audit for Federal Awards, c) an audit of Proposition 1B (California) grants, b) Placer County Local Transportation Fund, c) El Dorado County Local Transportation Fund, and d) El Dorado County State Transit Assistance Fund.

If you have any questions, please contact Chris Keillor at (775) 589-5222 or ckeillor@trpa.org.

Attachments:
A. Independent Auditor's Opinion
B. Summary of Audit Results - SAS 114 Letter

Attachment A
Independent Auditor's Opinion

DavisFarr
CERTIFIED PUBLIC ACCOUNTANTS

Davis Farr LLP
2301 Dupont Drive | Suite 200 | Irvine, CA 92612
Main: 949.474.2020 | Fax: 949.263.5520

INDEPENDENT AUDITOR'S REPORT

Board of Directors
Tahoe Regional Planning Agency
Stateline, Nevada

Report on the Financial Statements

We have audited the accompanying financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the Tahoe Regional Planning Agency (TRPA), as of and for the year ended June 30, 2016, and the related notes to the financial statements, which collectively comprise TRPA's basic financial statements as listed in the Table of Contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditor's judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, each major fund, and the aggregate remaining fund information of TRPA, as of June 30, 2016, and the respective changes in financial position thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

The financial statements for the year ended June 30, 2016, reflect certain prior period adjustments as described further in Note 13 to the financial statements. Our opinion is not modified with respect to this matter.

Report on Summarized Comparative Information

We have previously audited the financial statements of TRPA for the year ended June 30, 2015, and we expressed and unmodified audit opinion on those financial statements in our report dated December 7, 2015. The financial statements of TRPA for the year ended June 30, 2014 were audited by other auditors whose report dated January 20, 2015, respectively, expressed an unmodified opinion on those statements. In our opinion, the summarized comparative information presented herein as of and for the years ended June 30, 2015 and June 30, 2014, is consistent, in all material respects, with the audited financial statements from which it has been derived.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the Management's Discussion and Analysis and Budgetary Comparison Schedules for the General Fund and each major special revenue fund be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the Required Supplementary Information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise TRPA's basic financial statements. The combining financial statements and individual nonmajor budgetary comparison schedules are presented for purposes of additional analysis and are not a required part of the basic financial statements. The combining and individual nonmajor fund financial statements are the responsibility of management and were derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the combining financial statements and individual nonmajor budgetary comparison schedules are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated December 7, 2016 on our consideration of TRPA's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering TRPA's internal control over financial reporting and compliance.

Davis Farr LLP

Irvine, California
December 7, 2016

Attachment B
Summary of Audit Results - SAS 114 Letter

DavisFarr
CERTIFIED PUBLIC ACCOUNTANTS

Davis Farr LLP
2301 Dupont Drive | Suite 200 | Irvine, CA 92612
Main: 949.474.2020 | Fax: 949.263.5520

SUMMARY OF AUDIT RESULTS

Operations and Governance Committee
Tahoe Regional Planning Agency
Stateline, Nevada

We have audited the financial statements of the governmental activities, each major fund and the aggregate remaining fund information of the Tahoe Regional Planning Agency (TRPA) as of and for the year ended June 30, 2016. Professional standards require that we provide you with information about our responsibilities under generally accepted auditing standards, *Government Auditing Standards* and 2 CFR 200 Uniform Guidance, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter dated October 13, 2016. Professional standards also require that we communicate to you the following information related to our audit.

Significant Audit Findings

Qualitative Aspects of Accounting Practices

Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by TRPA are described in Note 1 to the financial statements. TRPA implemented GASB 72 regarding the fair value measurement of certain assets and liabilities during the year ended June 30, 2016. We noted no transactions entered into by TRPA during the year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting TRPA's financial statements were:

- Management's estimate involving the useful lives and depreciation methodology to use for capital assets is based on past history of similar types of assets, future plans as to their use, and other factors that impact their economic value to TRPA.

- Management's estimate of the accruals for goods or services received, but for which invoices have not yet been received by vendors is based on communication with the vendors for quoted amounts; and

- Management's estimate of employee usage of accumulated vacation and/or compensatory leave balances within the next year is based on the nature of the leave and actual experience of prior year usage.

We evaluated the key factors and assumptions used to develop these estimates in determining that they are reasonable in relation to the financial statements taken as a whole.

The financial statement disclosures are neutral, consistent and clear.

Difficulties Encountered in Performing the Audit

We encountered no significant difficulties in dealing with management in performing and completing our audit.

Corrected and Uncorrected Misstatements

Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are trivial, and communicate them to the appropriate level of management. Management has corrected all such misstatements. In addition, none of the misstatements detected as a result of audit procedures and corrected by management were material, either individually or in the aggregate, to each opinion unit's financial statements taken as a whole.

Disagreements with Management

For purposes of this letter, a disagreement with management is a financial accounting, reporting or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

Management Representations

We have requested and received certain representations from management that are included in the management representation letter dated December 7, 2016.

Management Consultations with Other Independent Accountants

In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to TRPA's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

Other Audit Findings or Issues

We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as TRPA's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

Other Matters

We applied certain limited procedures to *Management's Discussion and Analysis* and the *Budgetary Comparison Schedules* for the major funds, which are required supplementary information (RSI) that supplements the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on the combining and individual nonmajor budgetary comparison schedules, which accompany the financial statements but are not RSI. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

Restriction on Use

This information is intended solely for the use of the Board of Directors and management of TRPA and is not intended to be and should not be used by anyone other than these specified parties.

Davis Farr LLP

Irvine, California
December 7, 2016

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

MEMORANDUM

Date: December 7, 2016

To: TRPA Governing Board

From: TRPA Staff

Subject: Resolution of Enforcement Action, Graham Trust and Ed Maslanka, Unauthorized Tree Removal, 271 Wren Circle, Douglas County, NV, Assessor's Parcel Number 1418-27-810-017.

Requested Action: Governing Board action on the proposed Settlement Agreement.

Staff Recommendation: Staff recommends that the Governing Board accept the proposed Settlement Agreement (Attachment A) in which Graham Trust ("Graham") and Ed Maslanka ("Maslanka") agree to pay a $5,000 fine to TRPA and revegetate the affected area.

Required Motion: In order to approve the proposed violation resolution, the Board must make the following motion, based on this staff summary and the evidence in the record:

A motion to approve the Settlement Agreement as set forth in Attachment A.

In order for the motion to pass, an affirmative vote of any 8 members of the Board is required.

Violation Description/Background: This violation involves unauthorized removal of one tree larger than 14 inches dbh located at 271 Wren Circle, Douglas County, NV, Assessor's Parcel Number 1418-27-810-017 ("Graham Property").

In June 2016, TRPA staff investigated a complaint regarding unauthorized tree removal on the Graham Property. Upon Investigation, TRPA staff discovered that one tree approximately 20 inches dbh had been removed on the downhill side of the Graham residence without any authorization from TRPA or the local fire department.

After further investigation and meeting with Graham, TRPA staff found that Maslanka, a neighbor of Graham approached Graham about removing a tree on his property that was directly in the view of the lake from a portion of the Maslanka residence. Graham explained that he had given permission for Maslanka to remove the tree based on information regarding the health of the tree from his landscaper. Graham further explained that the landscaper said the tree was full of mistletoe and would most likely die in the near future. Mistletoe infestation is not always a reason for removing trees and would require review and authorization from the TRPA forester.

The unauthorized tree removal of the one tree violated TRPA Code Section 2.3.2.M (the tree removal is a non-exempt project and must be reviewed by TRPA) and Section 61.1.5 (requiring TRPA approval for removal of all trees greater than 14 inches dbh).

The Settlement Agreement requires that Graham and Maslanka pay a penalty of $5,000 and plant one mature 15-20 foot Jeffery Pine tree in a similar location where the tree was removed or retain three established Jeffrey pines under 14 inches dbh downslope of the Graham residence.

Regional Plan Compliance: The Tahoe Regional Planning Compact Article VI(k), Compliance, provides for enforcement and substantial penalties for violations of TRPA ordinances or regulations. The proposed resolution complies with all requirements of the TRPA Goals and Policies, Plan Area Statements, and Code of Ordinances.

Supporting evidence for making the determination of a violation includes the violation file and photographs of the site. These documents are in TRPA's possession and may be reviewed at the TRPA offices.

If you have any questions, please contact Steve Sweet, Senior Environmental Specialist at ssweet@trpa.org or 775-589-5250.

Attachments:

A. Settlement Agreement

Attachment A
Settlement Agreement

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

ATTACHMENT A
PROPOSED SETTLEMENT AGREEMENT

This Settlement Agreement is made by and between the Graham Trust ("Graham"), Ed Maslanka ("Maslanka"), and the Tahoe Regional Planning Agency ("TRPA"). This Settlement Agreement represents the full and complete compromise and settlement of certain violations alleged by TRPA, as described below:

> In June 2016, The Tahoe Regional Planning Agency (TRPA) inspected Property located at 271 Wren Circle, Douglas County, NV, Assessor's Parcel Number 1418-27-810-017 ("Graham Property") and found that the following violations of the TRPA Code of Ordinances had occurred:
>
> - Unauthorized tree removal of a tree larger than 14 inches DBH in violation of TRPA Code Section 61.1.5 (requiring TRPA approval for removal of all trees greater than 14 inches DBH or 6 inches DBH on lakefront properties where the trees to be removed provide vegetative screening of existing structures as viewed from Lake Tahoe) and Section 2.3.2.M (the tree removal is a non-exempt project and must be reviewed by TRPA).

This Settlement Agreement is conditioned upon approval by the TRPA Governing Board. Execution of the Agreement prior to Board action shall not be binding on either party in the event that the Board does not authorize settlement on the terms set forth below:

In order to fully resolve the matter, the parties hereby agree as follows:

1. The Settling Parties (Graham and Maslanka) shall pay TRPA $5,000 within 30 days of Governing Board approval of the Settlement Agreement.

2. As mitigation for the tree removed without authorization, Graham shall either plant one mature 15-20 foot Jeffery Pine tree in a similar location where the tree was removed or retain three established Jeffrey pines under 14 inches dbh downslope of the Graham residence. If Graham chooses to plant a tree, the planted tree shall be inspected after two years for survival and may not be removed without TRPA approval. If the tree dies within the first two years, a new tree shall be planted and monitored for two years after planting. The tree shall be planted no later than June 1, 2017. If Graham chooses to retain three existing trees on the property, Graham and TRPA will meet onsite to identify the three trees. The trees will be documented by photos in the TRPA parcel database and may not be removed without TRPA approval.

3. If the Settling Parties fail to comply with any of the actions required by this Settlement Agreement, the Settling Parties confess to judgment against them and in favor of TRPA in the amount of $10,000 (payable immediately) and an injunction to enforce the terms of this Settlement Agreement. The Settling Parties also agree to pay all reasonable attorney's fees and costs associated with collecting the increased settlement of $10,000. Notwithstanding the foregoing, the confession of judgment shall not be filed unless TRPA has provided the Settling

Parties with written notice of default and notice to cure such default within ten days of the date of written notice. If the default has not been cured by that time, TRPA may file the confession of judgment.

4. Once the Settling Parties have fully complied with all of the terms herein, TRPA shall release the Settling Parties of all claims arising out of their failure to follow TRPA procedures during the activities described in this Settlement Agreement.

The Settling Parties have read this Settlement Agreement and understand all of its terms. The Settling Parties have executed this Settlement Agreement after opportunity to review the terms with an attorney and acknowledges that the above-described activities constitute a violation of TRPA regulations. The Settling Parties agree to comply with all applicable TRPA requirements in the future.

Signed:

_____	_____
Graham Trust Loren Graham, Trustee	Date
_____	_____
Ed Maslanka	Date
_____	_____
Joanne S Marchetta, Executive Director Tahoe Regional Planning Agency	Date

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Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

MEMORANDUM

Date: December 7, 2016

To: TRPA Governing Board

From: TRPA Staff

Subject: Implementing Ordinance for Amendments to Code of Ordinances as previously approved for Chapter 84 for Essential Public Safety Facilities within the Shorezone

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Requested Action: Adopt Implementing Ordinance 2016-__, formally adopting the proposed amendments to the Code of Ordinances Chapter 84 for Essential Public Safety Facilities within the Shorezone.

Staff Recommendation: Staff recommends that Governing Board (GB) approve the implementing ordinance.

Project Description/Background: At their September 28, 2016 meeting, the TRPA Governing Board unanimously approved the proposed amendments to Chapter 84 of the Code based on the staff summary and the evidence in the record. The purpose of the recommended action is to formally adopt the Ordinance necessary to make effective the approved Code amendments, which was unintentionally excluded from the board packet. Additional project information is contained within the September 2016 Governing Board meeting materials.[1]

Advisory Planning Commission Action: The Advisory Planning Commission (APC) considered this item at their November 9, 2016 meeting and unanimously recommended Governing Board adoption of the implementing ordinance.

Required Motions: To adopt the Implementing Ordinance, GB must make the following motion, based on this staff summary and the evidence in the record:

1) A motion to adopt Implementing Ordinance 2016-__, amending Ordinance 87-9, as previously amended, to amend Code of Ordinances Chapter 84, as shown in Attachment A.

In order for the motion to pass, an affirmative vote of at least four of the members of each state agreeing with the vote of at least four members of the other state shall be required.

Contact Information: If you have any questions, please contact: Lucia Maloney, Senior Planner, at lmaloney@trpa.org or (775) 589-5324.

Attachments:

A. Ordinance 2016-__ with Proposed Code Amendments

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[1] http://www.trpa.org/governing-board-documents-september-28-2016/

Attachment A
Ordinance 2016-__ with Proposed Code Amendments

TAHOE REGIONAL PLANNING AGENCY

ORDINANCE 2016-

AN AMENDMENT TO ORDINANCE NO. 87-9, AS PREVIOUSLY AMENDED, TO AMEND THE TRPA CODE OF ORDINANCES, CHAPTER 84, TO: (1) ACCOMMODATE REGIONAL EMERGENCY RESPONSE LAKE ACCESS AND EGRESS NEEDS; AND (2) PROVIDE FOR OTHER MATTERS PROPERLY RELATED THERETO.

The Governing Board of the Tahoe Regional Planning Agency does ordain as follows:

Section 1.00 Findings

1.10 It is desirable to amend TRPA Ordinance 87-9, as amended, by amending the TRPA Code of Ordinances to further implement the Regional Plan pursuant to Article VI (a) and other applicable provisions of the Tahoe Regional Planning Compact.

1.20 The TRPA Code of Ordinances amendments were the subject of an Initial Environmental Checklist (IEC), which was processed in accordance with Chapter 3: *Environmental Documentation* of the TRPA Code of Ordinances and Article VI of the Rules of Procedure. The TRPA Code of Ordinances amendments have been determined not to have a significant effect on the environment, and are therefore exempt from the requirement of an Environmental Impact Statement (EIS) pursuant to Article VII of the Compact.

1.30 The Advisory Planning Commission (APC) and the Governing Board have each conducted a noticed public hearing on the proposed TRPA Code of Ordinances amendments. The APC has recommended Governing Board adoption of the necessary findings and adopting ordinance. At these hearings, oral testimony and documentary evidence were received and considered.

1.40 The Governing Board finds that the TRPA Code of Ordinances amendments adopted hereby will continue to implement the Regional Plan, as amended, in a manner that achieves and maintains the adopted environmental threshold carrying capacities as required by Article V(c) of the Compact.

1.50 Prior to the adoption of this ordinance, the Governing Board made the findings required by Section 4.5 of the TRPA Code of Ordinances, and Article V(g) of the Compact.

1.60 Each of the foregoing findings is supported by substantial evidence in the record.

Section 2.00 TRPA Code of Ordinances Amendments

Subsection 6.10 of Ordinance 87-9, as amended, is hereby further amended by amending the TRPA Code of Ordinances, as shown below. Deletions are shown in ~~red~~ and additions are shown in blue.

84.10 ~~SAFETY AND NAVIGATION DEVICES~~ PUBLIC SAFETY

84.10.1 Safety and Navigation Devices

New safety and navigational structures may be permitted only upon the recommendation of the Army Corps of Engineers or the U.S. Coast Guard.

84.10.2 Essential Public Safety Facilities

Essential Public Safety facilities within the Shorezone provide lake access and egress for public safety and emergency response.

A. One Essential Public Safety Facility in the Shorezone may be designated within each of El Dorado, Placer, Washoe, and Douglas Counties, and one for the U.S. Coast Guard.

B. Essential Public Safety Facilities in the Shorezone shall comply with the location, design and construction standards set forth in subsections 84.5.1 and 84.5.2 for piers, subsections 84.6.1 and 84.6.2 for boat ramps, subsection 84.7.1 for mooring buoys, and subsections 84.8.1 and 84.8.2 for floating docks and platforms; except that a facility recognized by TRPA as an Essential Public Safety Facility pursuant to this subsection may deviate from location, design and construction standards set forth in the following subparagraphs, when necessary for functionality: 84.5.1.A, 84.5.1.D, 84.5.1.E, 84.5.2.A, 84.6.1.A, 84.6.1.C, 84.6.2.A, 84.7.1.A, 84.7.1.C, 84.8.1.A, 84.8.1.D, and 84.8.2.A.

C. If an Essential Public Safety Facility ceases to be used for public service, any portion of the structure allowed to deviate from general location, design or construction standards pursuant to this subsection must be removed or brought into conformance with development standards.

Section 3.00 Interpretation and Severability

The provisions of this ordinance amending the TRPA Code of Ordinances adopted hereby shall be liberally construed to affect their purposes. If any section, clause, provision or portion thereof is declared unconstitutional or invalid by a court of competent jurisdiction, the remainder of this ordinance and the amendments to the Regional Plan Package shall not be affected thereby. For this purpose, the provisions of this ordinance and the amendments to the Regional Plan Package are hereby declared respectively severable.

Section 4.00 Effective Date

The provisions of this ordinance amending the TRPA Code of Ordinances shall become effective on January 16, 2016.

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at a regular meeting held on November 16, 2016, by the following vote:

Ayes:

Nays:

Abstentions:

Absent:

_____

Casey Beyer, Chair
Tahoe Regional Planning Agency
Governing Board

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

MEMORANDUM

Date: December 7, 2016

To: TRPA Governing Board

From: TRPA Staff

Subject: Amend the Catastrophic Wildfire and Environmental Improvement Program & Public Outreach Committees membership

---

Requested Action: Governing Board Appointment of Belinda Faustinos to the Catastrophic Wildfire and Environmental Improvement Program & Public Outreach Committees to replace Elizabeth Carmel.

Staff Recommendation: Staff recommends the Governing Board approve the change in membership of the Catastrophic Wildfire and Environmental Improvement Program & Public Outreach Committees.

Required Motion: The Governing Board must make the following motion:

1. A motion to appoint Belinda Faustinos to the Catastrophic Wildfire and Environmental Improvement Program & Public Outreach Committees

In order for the motion to pass, an affirmative vote of any eight Board members is required.

Project Description/Background: To fill position vacated by Elizabeth Carmel.

Contact Information: If you have any questions, please contact Joanne Marchetta, Executive Director, at (775) 589-5226, jmarchetta@trpa.org

CONSENT CALENDAR ITEM NO. 8

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

MEMORANDUM

Date: December 7, 2016

To: TRPA Governing Board

From: TRPA Staff

Subject: APC Membership Appointment

Requested Action: Governing Board reappointment for Advisory Planning Commission El Dorado County lay member, Jason Drew for the term of January 1, 2017 through December 31, 2018.

Staff Recommendation: Staff recommends that the Governing Board approve the proposed APC appointment.

Required Motion: In order to approve the proposed APC appointment, the Board must make the following motion:

1) A motion to approve the proposed appointment. In order for the motion to pass, an affirmative vote of any eight Board members is required.

Background: The Tahoe Regional Planning Agency Compact provides for a two-year term for lay member appointments to the Advisory Planning Commission, which term may be renewed.

Contact Information: If you have any questions, please contact Joanne Marchetta, Executive Director, at (775) 589-5226, jmarchetta@trpa.org

TAHOE REGIONAL PLANNING AGENCY
GOVERNING BOARD

RESOLUTION NO. 2016-
IN MEMORY OF
CAROL YEATES

WHEREAS, we are saddened by and wish to acknowledge the passing on October 24, 2016, at age 69, of Carol Fulton Yeates, beloved wife of Tahoe Regional Planning Agency Governing Board member Bill Yeates;

WHEREAS, Carol was born in San Mateo to Bob and Nancy Stephens and raised in Menlo Park with her brother David, graduating from Menlo Atherton High School in 1965 and the University of California, Berkeley, in 1969;

WHEREAS, Carol became the executive director of Friends of the Sea Otter in 1981, advocating for California's sea otters during a period that saw the species go from nearly extinct to numbering in the thousands;

WHEREAS, Carol then turned her passion for advocacy and the outdoors toward protecting the California mountain lion and achieved success in safeguarding the species, as well as wildlife including the California Condor;

WHEREAS, Carol built consensus around protecting wildlife and empowering women to speak out for the humane treatment of wildlife, incorporating women into organizations like Defenders of Wildlife, the Humane Society of the United States and the ASPCA;

WHEREAS, Carol lovingly supported her husband's endeavors in environmental law, his service as counsel for the California Coastal Commission, and as the California Senate Rules Committee's appointee to the Tahoe Regional Planning Agency Governing Board;

NOW THEREFORE, BE IT RESOLVED that the Governing Board of the Tahoe Regional Planning Agency wishes to express its sincere condolences to Carol's family and hereby recognizes and expresses its appreciation for Carol's invaluable contributions and dedication to California's environment. We also offer our full support to Bill, our friend and dedicated fellow board member.

PASSED and ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at its regular meeting held on December 14, 2016, by the following vote:

_____
Casey Beyer, Chair
Tahoe Regional Planning Agency
Governing Board

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

MEMORANDUM

Date: December 7, 2016

To: TRPA Governing Board

From: TRPA Staff

Subject: Recommendation of Proposed Amendments to Update Chapter 10, TRPA Regional Plan Maps, of the TRPA Code of Ordinances to integrate Geographic Information System Mapping and Corresponding Technical Correction Updates to Chapters 11, 12, 14, 30, 60, 61, 62, 66, 67, 68, and 90 of the TRPA Code of Ordinances

---

Requested Action: Recommend approval of the proposed amendments to the Tahoe Regional Planning Agency (TRPA) Code of Ordinances.

Staff Recommendation: Approve the requested action. To approve the requested action, the Governing Board (GB) should make the following motions:

1) A motion to approve the required findings, including a finding of no significant effect, for adoption of the amendments to update Chapters 10, 11, 12, 14, 30, 60, 61, 62, 66, 67, 68, and 90 of the TRPA Code of Ordinances as provided in Attachments C and D hereto.

2) A motion to adopt Ordinance 2016-__, amending Ordinance 87-9, as previously amended, to amend Chapters 10, 11, 12, 14, 30, 60, 61, 62, 66, 67, 68, and 90 of the TRPA Code of Ordinances to integrate Geographic Information System mapping as provided in Attachment D hereto.

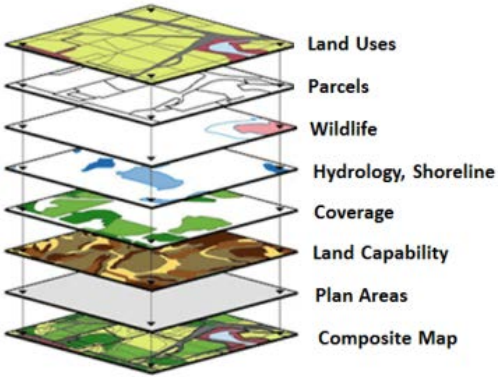
In order for the motions to pass, an affirmative vote of at least four GB members with votes from each state is required.

RPIC and APC Actions:
At the November 16th Regional Plan Implementation Committee (RPIC) public hearing, the RPIC voted unanimously to recommend approval of the above-mentioned Findings and Ordinance to the Governing Board. A RPIC member recommended approval if a few minor modifications improving clarity were added to the "Other Maps" Code Section. In addition, another RPIC member asked that TRPA add map disclaimers pointing out that the information is not survey-grade accuracy level (for example, the GIS data is not survey level information). TRPA includes disclaimers on all GIS maps and data and will ensure that this information is conveyed. At the November 9th Advisory Planning Commission (APC) meeting, the APC unanimously recommended approval of the above-mentioned Findings and Ordinance to the Governing Board.

Background:
TRPA staff is recommending updates to the TRPA Code of Ordinances to comprehensively integrate the advancements of GIS technologies into Regional Plan mapping. During past meetings, several APC and Governing Board members have requested updates and clarification on the use of GIS data for regulatory purposes. The main reasons for many of the proposed Chapter 10 Code amendments are:

- To update the Code to reflect the contemporary usage of GIS technologies;
- To clarify the "official" maps that require Governing Board approval, such as the Regional Land Use Map, in order to be amended; and
- To clarify that "other" maps are to be maintained and updated by TRPA staff based on the best available information.

TRPA staff now uses GIS digital data which were previously provided only on hard-copy maps. Today, GIS is the industry standard method for mapping geographic information and the best available information pertaining to local and regional environmental resources and development regulations. Other agencies have upgraded to GIS technologies and the data they produce (such as parcel and soils data) are primarily provided in a GIS digital data layer format. Consequently, TRPA geographic information must be in a matching GIS format to allow for integration, comparison, streamlined analysis, and improved compatibility with other data. Hard copy maps such as mylar overlays are typically no longer used since they are prone to damage and data loss; difficult to update and provide backup security; and the data analyses, information sharing, data comparison abilities, and customization for projects all are limited. Thus, TRPA staff recommends discontinuing the regular use of mylar overlays after this information is integrated electronically into the GIS database. GIS data, often referred to as GIS data layers can be used dynamically to create maps. Consistent with other well-run organizations, standard operating procedures for GIS have already been established at TRPA in a regularly updated document referred to as, *The TRPA GIS Protocols, Rules and Procedures*. The purpose for these guidelines is to outline standards for TRPA staff or contractors to deliver consistent, standardized GIS data, maps, data analyses, and tools (such as online interactive mapping tools). These guidelines establish GIS data standards such as a specific geographic projection for GIS data (Universal Transverse Mercator North American Datum 1983, Zone 10 North); metadata documentation standards; map design; file saving guidelines to improve data retrieval, navigation, and backup; and best practices. TRPA provides various GIS data/map resources on the www.trpa.org/gis and http://gis.trpa.org/ webpages. These webpages are updated regularly to provide new and improved resources and mapping tools.



The graphic above illustrates how GIS streamlines the integration, comparison, and analysis of different GIS digital layers.

In addition, staff recommends that Governing Board continue to review updates to "Official Regional Plan Maps and GIS Data Layers" such as Town Center, Area Plan or Basin boundaries as these are created through a discretionary action to implement the Regional Plan, primarily through regulatory processes. For non-regulatory data, staff recommends adding Code language to support regular updates to GIS data to promote the use of better quality, more accurate, current data provided by partner agencies or from TRPA field work. The non-regulatory GIS data targeted for these regular updates includes datasets such as special

species needed for monitoring. These Code updates will help streamline the integration of GIS data quality improvements and remove unnecessary review.

Lake Tahoe Region Boundary Amendments

Along with the integration of GIS, staff recommends adding an applicant initiated process for amendment to regulatory jurisdictional boundaries for which TRPA is responsible (e.g. Lake Tahoe Region boundary). The guidelines for amending these boundaries are provided in Attachment A.

The most widely used example of a regulatory boundary that would be subject to this process is the Tahoe Region boundary. The origin and current status of the boundary is provided to illustrate the need.

When the Region boundary was originally delineated on the official maps of the agency, TRPA staff used hydrology and topography information from U.S. Forest Service maps and other maps created for the Regional Plan Map Series to delineate the Tahoe Region boundary (or the Lake Tahoe Region Jurisdictional Boundary). The Region boundary was primarily delineated according to the Lake Tahoe watershed or Basin and this includes the area of land where all the water that is under it or drains off of it goes into Lake Tahoe with an exception of a few boundary adjustments outlined in the Bi-State Compact (described in Attachment A). The entire "Region" boundary was never surveyed. More recently, TRPA staff used GIS software to digitize the Tahoe Region boundary, based on the boundary established on the original maps.

In general, the fact that the Tahoe Region boundary has never been surveyed has not been an issue because the majority of the boundary crosses public lands and will not be developed. In fact, TRPA staff was only able to identify 184 privately owned parcels that intersect with the Tahoe Region boundary. The owners of some of these privately owned parcels have expressed an interest in having the ability to have the Tahoe Region boundary line surveyed to precisely delineate the TRPA jurisdiction. A map showing where public and private lands intersect the Tahoe Region boundary is provided as Figure 2, in Attachment A. TRPA staff recommends amendments to Code Section 10.3.3 to clearly outline how TRPA jurisdictional boundary adjustment requests will be processed.

A general overview of proposed code amendments is described below:

- For most of the maps, TRPA staff proposes an update from the term "Overlay" to "Layer" to accurately describe these as GIS data layer updates vs. updates to mylar overlays. TRPA staff added definitions to improve understanding on GIS and different key GIS resources.
- TRPA staff proposes that the scale of the hard copy maps be removed from the code as they can be generated from a GIS at many different scales and the metadata typically will describe the level of accuracy. TRPA staff proposes a definition for "Official Regional Plan Maps and GIS Data Layers" that clarifies the intent for listing these resources. The definition of an official TRPA Regional Plan map/GIS data layer shall only be those that are both created and maintained by TRPA to provide boundaries for implementing TRPA policies and Code. Following this definition, TRPA proposes some modifications to the content listed in the "Official Regional Plan Maps and GIS Data Layers" (New Subsection 10.3.1) and "Other Maps" (New Subsection 10.3.2). The amendments include the addition of "regional land use classification boundaries," "special planning districts (includes Town Centers)," and "Area Plan zoning district boundaries" in Code Section 10.3.1A: Plan Area GIS Layers since these layers are regulatory. These layers are a part of Map 1: *Conceptual Regional Land Use* which was included in the 2012 Regional Plan Update (link to maps: www.trpa.org/wp-

content/uploads/RP_Final_Adopted_Map_Packet_amended5_2014.pdf). Regional Plan Maps 2 through 5 are not included here since they include GIS data such as transit service that that tends to be updated regularly.

- TRPA staff proposes an applicant initiated process for amendment to regulatory jurisdictional boundaries for which TRPA is responsible and has provided specific guidelines for amending the TRPA jurisdictional boundaries. These amendments should be consistent with the definition of "Region" in Article II. Definitions – in the Tahoe Regional Planning Compact and should be reviewed carefully for consistency with Figure 1 in the TRPA Regional Plan.[1] The survey used to delineate the TRPA jurisdictional boundary shall evaluate both the topography and hydrology of a site using the best available, most current, and accurate data. The proposed boundary should be submitted in a GIS compatible format. Certified Engineers and/or Surveyors must rely on the most current, more precise, and most comprehensively surveyed boundary information to indicate the reason the proposed boundary is a more accurate one.

TRPA staff has researched and provided a rationale for each recommended amendment (see Attachment B). Additional Code amendments are expected later for the Shoreline Planning Initiative (such as the prime fish habitat and shorezone tolerance district boundaries) and the land capability overlay.

Environmental Review: The environmental effects of the proposed Code amendments were evaluated using an Initial Environmental Checklist (IEC), prepared pursuant to the provisions of the Tahoe Regional Planning Compact, Chapter 3: *Environmental Documentation* of the TRPA Code of Ordinances, and Article 6: *Environmental Impact Statements* and Rules of Procedure. The IEC found that the proposed amendments would have no significant effects on the environment (see Attachment E).

Contact Information: For questions or to provide additional input regarding this item, please contact Jennifer Cannon, AICP, GISP, Senior Planner, at (775) 589-5297 or JCannon@TRPA.org.

Attachments:

A. Guidelines for Amending TRPA Jurisdictional Boundaries and Figures 1 and 2
B. Code Corrections and Rationale in a table format
C. Required Findings/Rationale
D. Adopting Ordinance and Exhibit 1, Code Amendments
E. Initial Environmental Checklist
F. Compliance Measures and Threshold Indicators Checklist

[1] The Tahoe Regional Planning Compact (Compact), Article II – Definitions (a), defines "Region" as including Lake Tahoe, the adjacent parts of Douglas and Washoe Counties and Carson City, which for the purposes of this compact shall be deemed a county, lying within the Tahoe Basin in the State of Nevada, and the adjacent parts of the counties of Placer and El Dorado lying within the Tahoe Basin in the State of California, and that additional and adjacent part of the county of Placer outside of the Tahoe Basin in the State of California which lies southward and eastward of a line starting at the intersection of the basin crestline and the north boundary of section 1, thence west to the northwest corner of section 3, thence south to the intersection of the basin crestline and the west boundary of section 10; all sections referring to township 15 north, range 16 east, M.D. B. & M. The region defined and described herein shall be precisely delineated on the official maps of the agency.

Attachment A

Guidelines for Amending TRPA Jurisdictional Boundaries and Figures 1 and 2

Guidelines for Amending TRPA Jurisdictional Boundaries and Figures 1 and 2

Staff recommends the following applicant initiated process for amendment to regulatory jurisdictional boundaries for which TRPA is responsible (e.g. Lake Tahoe Region boundary).

1) Only proposed boundaries prepared by licensed engineers/surveyors will be considered. As shown in TRPA Regional Plan Figure 1 – Lake Tahoe Region, the Region boundary does not always follow the Basin boundary. A section is removed from Alpine County and a section is added near Tahoe City. These boundaries are not related to hydrology and the watershed. TRPA staff review of any proposed boundary must ensure compliance with these TRPA Regional Plan Figure 1 non-watershed boundaries.
2) Applicants will be required to submit the boundary amendment in a GIS compatible format.
3) Engineers/surveyors will be required to evaluate both the topography and hydrology of a site using best available, most current, more accurate information (e.g. site surveys, aerial maps, topographic maps, etc.) to delineate the boundary in question, and they must provide an explanation of the reason the data they used are superior to those used for any prior surveys of that portion of the boundary. TRPA staff has added an addendum to the Request for Qualifications (RFP) for Consultant Services that was issued on March 24, 2015 for engineering/surveying services in order identify consultants that would be interested in performing this work.
4) TRPA staff will process applications for these amendments pursuant to Section 10.4.1of TRPA Code.

Figure 1 – Lake Tahoe Region

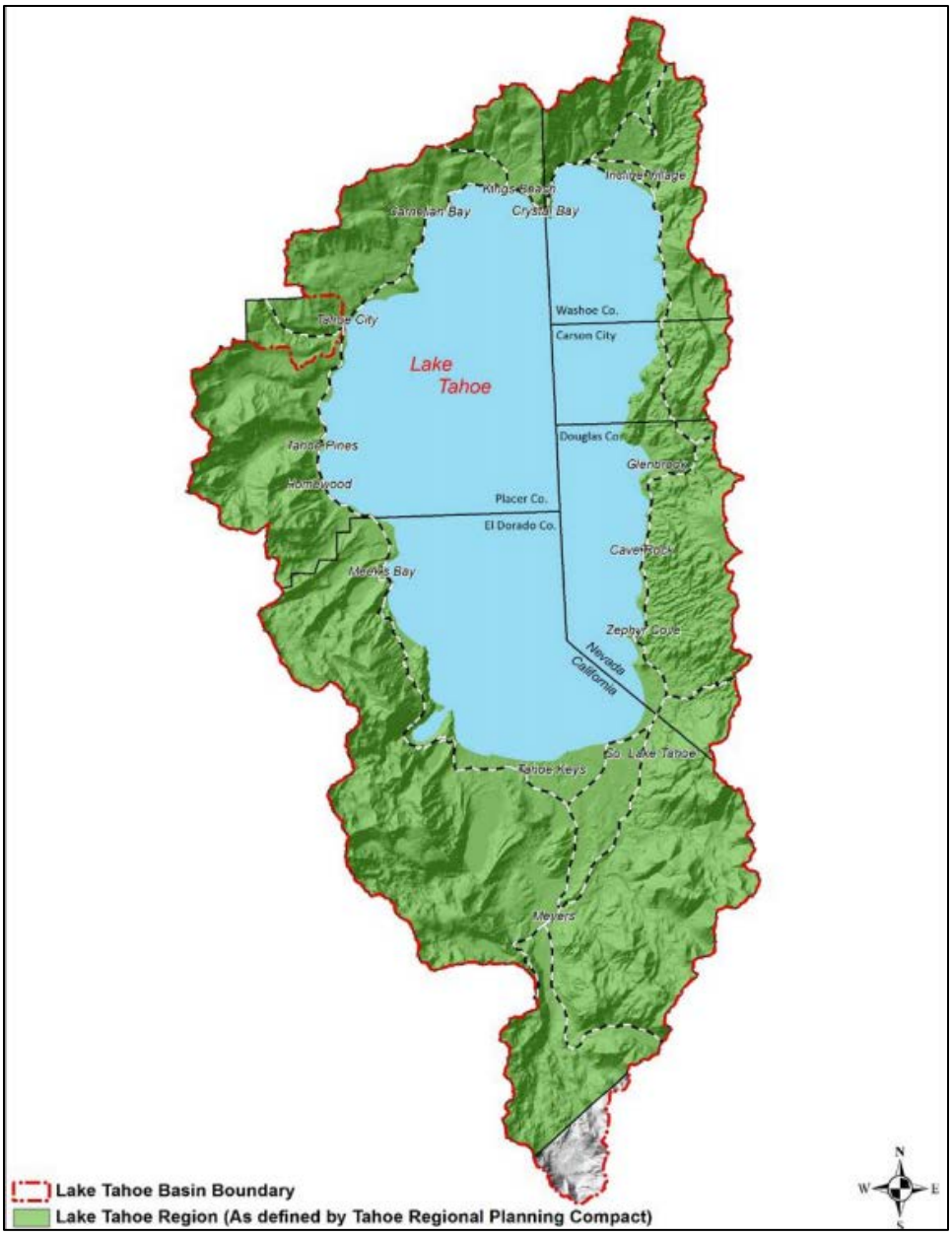
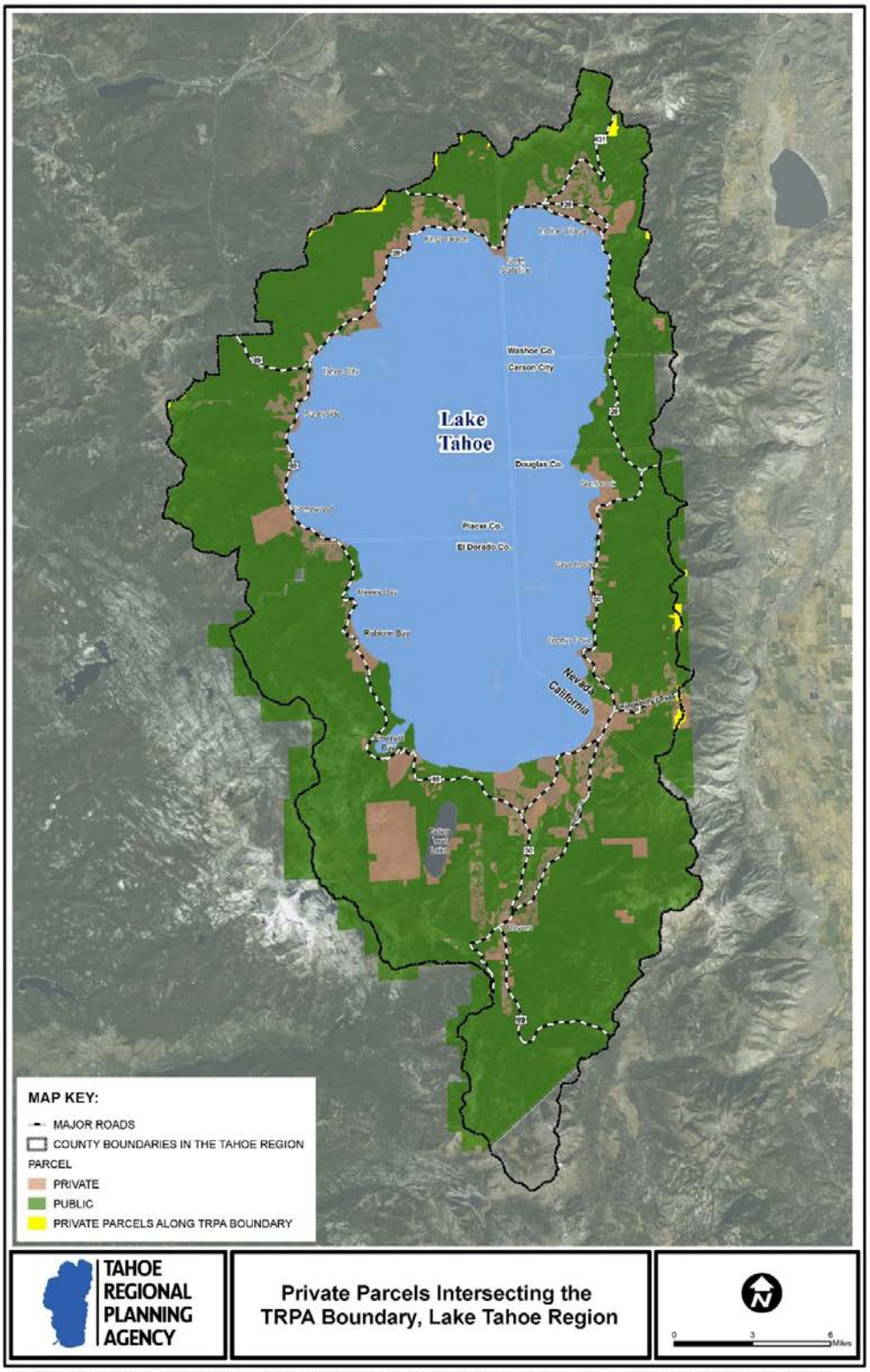


Figure 2 – Public and Private Parcels Along the TRPA Boundary



TRPA MAP DISCLAIMER: This map was developed and produced by the TRPA GIS department. It is provided for reference only and is not intended to show map scale accuracy or all inclusive map features. The material on this map was compiled using the most current data available, but the data is dynamic and accuracy cannot be guaranteed.

Attachment B
Code Corrections and Rationale

Code Corrections and Rationale

TRPA Code of Ordinances Corrections:

New language is in "blue" and underlined and deleted language is in "red" and ~~stricken~~ through. Note: In addition to the proposed Code changes within Attachment A, other formatting corrections are proposed as part of this Code update, including Table of Contents, Header, and Footer adjustments necessary due to the revisions proposed. Refer to the amended draft Code in Attachment E to review the formatting changes.

TABLE 1: PROPOSED CODE AMENDMENTS – PRIMARY CHAPTER 10 AMENDMENTS

TABLE 1: PROPOSED CODE AMENDMENTS – PRIMARY CHAPTER 10 AMENDMENTS The amendments in this table integrates digital-based Geographic Information System (GIS) mapping into regional plan mapping and discontinues the use of hard-copy overlays for most of the Code-referenced maps.			
Item #	**Code Section**	**Amendment**	**Rationale**
1.1	10.2	**Applicability** Any map or Geographic Information System (GIS) data layer referenced by Code Section 10.3.1 ~~this Code~~ shall be an official TRPA Regional Plan map or official TRPA Regional Plan GIS data layer. TRPA shall not approve any project or implement any program that is inconsistent with an official TRPA map or GIS dataset, unless otherwise provided by this Code.	This Code Section presents applicability of the Chapter 10 contents. The purpose of the amendments within this Section is to clarify specific applicability of official TRPA Regional Plan maps and GIS data layers.

TABLE 1: PROPOSED CODE AMENDMENTS – PRIMARY CHAPTER 10 AMENDMENTS The amendments in this table integrates digital-based Geographic Information System (GIS) mapping into regional plan mapping and discontinues the use of hard-copy overlays for most of the Code-referenced maps.			
Item #	**Code Section**	**Amendment**	**Rationale**
1.2	10.3	**Establishment of Official TRPA Maps and GIS Data Layers** The maps and GIS data layers listed below in Code Section 10.3.1 are established as the official TRPA Regional Plan maps and GIS data layers. The official TRPA Regional Plan Maps shall include mapped information and GIS data layers produced and maintained by TRPA that outline the boundaries for adopted TRPA goals, policies and Code. ~~Official TRPA maps shall be certified by a signature block for the Governing Board Chair as official maps of the TRPA.~~	This Code Section establishes clear definitions for official TRPA Regional Plan maps and GIS data layers. This section defines an official TRPA Regional Plan map and GIS data layer as something that is both produced and maintained by TRPA. It has come to the attention of staff that as adopted, the Code does not specify which maps are "Official", thus implying overly broad jurisdiction for map-keeping. This amendment corrects for that issue by clarifying that TRPA "official" map and layers shall be only those which are both produced and maintained by TRPA to provide boundaries for TRPA Code regulations and policies. The amendment in this section removes the requirement that official maps be certified by a signature block. Modern GIS technology no longer requires hard-copy mapping. During the drafting of the 1987 Regional Plan, mapping was conducted using hard copy overlays. Today, modern GIS technology uses GIS data layers to create maps needed for effective planning. As adopted the Code refers to "overlays". The proposed amendments update the Code to "layers", as that is the modern term used throughout the industry today.

TABLE 1: PROPOSED CODE AMENDMENTS – PRIMARY CHAPTER 10 AMENDMENTS The amendments in this table integrates digital-based Geographic Information System (GIS) mapping into regional plan mapping and discontinues the use of hard-copy overlays for most of the Code-referenced maps.			
Item #	**Code Section**	**Amendment**	**Rationale**
1.3	~~10.3.1~~	~~**10.3.1. Base Maps**~~ ~~The base map is a reference map for all the overlays and indicates the location of existing features, roads, parcels, and other relevant information.~~	The amendment in this section removes Base Maps as Official TRPA maps. TRPA staff currently use GIS data layers to provide location reference information. The GIS data layers used for base map, reference purposes are typically produced and managed by other organizations such as state departments of transportation (roads) and local county jurisdictions (parcels). TRPA staff is not notified of changes to these data and modifications do occur regularly.

TABLE 1: PROPOSED CODE AMENDMENTS – PRIMARY CHAPTER 10 AMENDMENTS The amendments in this table integrates digital-based Geographic Information System (GIS) mapping into regional plan mapping and discontinues the use of hard-copy overlays for most of the Code-referenced maps.			
Item #	**Code Section**	**Amendment**	**Rationale**
1.4	10.3.~~2~~1	**10.3.~~2~~1. Regional Plan ~~Overlay~~ Map~~s~~ Layers** The following series of geographic data layers~~overlay maps at a scale of 1" = 400' and 1" = 2,000'~~ are the official TRPA Regional Plan GIS Data Layers and ~~Overlay~~ Maps. **A. Plan Area GIS Layers~~Overlay~~** The plan area GIS data layers~~overlay maps~~ relate to the Plan Area Statements, Regional Plan Map 1: *Conceptual Regional Land Use*, Community Plans, and Area Plans and indicate plan area boundaries, special area boundaries, community plan boundaries, redevelopment and master plan boundaries, hydrologic related areas boundaries, regional land use classification boundaries, special planning districts (includes Town Centers), Area Plan zoning district boundaries, and other relevant information. **B. Land Capability Overlay** The land capability overlay maps indicate the boundaries of land capability districts, the boundaries of stream environment zones, the boundaries of shorezone tolerance districts, and other relevant information. ~~**C. Historic Resources Overlay**~~ ~~The historic resources overlay maps indicate the location of archaeological and historic sites determined by TRPA to be significant.~~ ~~**D**~~**C. Prime Fish Habitat GIS Layer~~Overlay~~** The prime fish habitat ~~overlay~~GIS data layer ~~maps~~ identifies~~y~~ the location of spawning areas and habitat of game and forage fish in Lake Tahoe. Spawning and habitat areas targeted for restoration are also identified.	Staff recommends removal of approximate scales from map descriptions, since digital maps in GIS can be refined to any desired scale. The amendments in this section also include the addition of "regional land use classification boundaries," "special planning districts (includes Town Centers)," and "Area Plan zoning district boundaries". These layers tie directly with Regional Plan land use districts and they are a part of Map 1: *Conceptual Regional Land Use* which was included in the 2012 Regional Plan Update. Regional Plan Maps 2 through 5 are not included here since they include GIS data such as transit service that that tends to be updated regularly. Staff recommends that modifications and updates to the Official TRPA Regional Plan Maps/Layers undergo plan amendment procedures, while in contrast, modifications to the items listed under the Other Maps category does not require amendment procedures. Per the definition of "Official TRPA Regional Plan" map, as defined above, the Historic Resources Overlay has been removed and is defined in Chapter 67, *Historic Resource Protection*. The historic resources layers are subject to updates based on information provided from agencies other than TRPA. The designation of historically significant sites by TRPA will still require amendment review by the Governing Board.

TABLE 1: PROPOSED CODE AMENDMENTS – PRIMARY CHAPTER 10 AMENDMENTS The amendments in this table integrates digital-based Geographic Information System (GIS) mapping into regional plan mapping and discontinues the use of hard-copy overlays for most of the Code-referenced maps.			
Item #	**Code Section**	**Amendment**	**Rationale**
1.5	10.3.~~2~~1	~~E~~**D. Stream Habitat Quality GIS Layer~~Overlay~~** The stream habitat quality ~~overlay maps~~ GIS data layer indicates the existing and potential quality (excellent, good, or marginal) of instream fish habitat. **E. Pierhead Line GIS Layer~~Aerial Photograph Map~~** ~~**E. Special Species Overlay**~~ ~~The special species overlay maps indicate the location of habitat for threatened, endangered, rare, and special interest species and where populations of sensitive or uncommon plants have been observed.~~	Per the definition of "Official TRPA Regional Plan" map, as defined above, the Special Species layers have been removed and is defined in Chapter 61, *Vegetation and Forest Health*. Staff regularly updates GIS data layers representing different key species habitat (such as goshawk, bald/golden eagle GIS data layers) based on the best available information from a variety of sources such as the US Forest Service GIS data layer. Per the definition of "Official TRPA Regional Plan" map, as defined above, the Pierhead Line Map has been moved to Section 10.3.1.
1.6	10.3.~~2~~1	~~**F. EIP Overlay**~~ ~~The Environmental Improvement Program overlay maps indicate the type and locations for stream environment zone, water quality, transportation, and other environmental improvements.~~ ~~**H**~~ **F. Scenic Units ~~Overlay~~ GIS Layers** The scenic units GIS data layers ~~overlay maps~~ indicate the location of the roadway units, the shoreline units, the recreation areas, and the bicycle trails established by the scenic thresholds. Scenic highway corridors, including specific urban, transition and natural corridor designations are also identified. ~~**I. Transportation Corridors CNEL Overlay**~~ ~~The CNEL corridor overlay maps indicate the location of special noise corridors for highways and the South Lake Tahoe Airport. [To be drafted from Noise Subelement of the Regional Plan for the Lake Tahoe Basin: Goals and Policies.]~~	Per the definition of "Official TRPA Regional Plan" map, as defined above, the EIP layer has been removed and defined in Chapter 90, *Definitions* and the Transportation Corridors CNEL layer is defined in Chapter 68, *Noise Limitations*. The EIP project boundaries are modified regularly and these boundary modifications tend to be outside of TRPA's purview. Likewise, amendments to the CNEL layer typically only occur through adoption or amendment of Area Plans.

TABLE 1: PROPOSED CODE AMENDMENTS – PRIMARY CHAPTER 10 AMENDMENTS The amendments in this table integrates digital-based Geographic Information System (GIS) mapping into regional plan mapping and discontinues the use of hard-copy overlays for most of the Code-referenced maps.			
Item #	**Code Section**	**Amendment**	**Rationale**
1.7	10.3.~~3~~2	**Other Maps, GIS Layers, and Data** TRPA produces other maps and GIS data layers not listed above that are not ~~The following maps are official maps of the TRPA but shall not be included in the~~ official TRPA Regional Plan ~~Overlay Maps~~ Maps and GIS data layers. Updates to this other mapped information based on better quality data and completed in compliance with this Code may be made regularly as a matter of day-to-day operations of the Agency. ~~**A. IPES Maps**~~ ~~The IPES working maps include the Need for Water Quality Improvements (2" = 1 mile), Proximity to Lake Tahoe (1" = 2,000'), and Rainfall Factor (R) Map (2" = 1 mile).~~ ~~**B. Geomorphic Unit Map**~~ ~~The geomorphic unit map (1971) indicates the type and location of geomorphic units (2" = 1 mile).~~ ~~**C. Natural Hazard Maps**~~ ~~The natural hazard maps indicate locations of avalanche zones, earthquake zones, and flooding zones (1" = 2,000).~~	This Code Section establishes clear definitions for other non-official TRPA maps and GIS data layers and clarifies how updates to mapped information should be based on the better quality data or best available information. Per the definition of "Official TRPA Regional Plan" map, as defined above, the IPES, Geomorphic Units, and Natural Hazard Map layers have been removed and are defined in other sections of the Code. The IPES related mapping is described already in Chapter 53, *Individual Parcel Evaluation System* and Geomorphic Units and Natural Hazard Maps are defined in Chapter 90, *Definitions.*
1.8	10.3.~~3~~2	~~**D. Pierhead Line Aerial Photographs**~~ ~~Approximate scale 1" = 400'.~~ ~~**E. Source Water Assessment Maps**~~ ~~The Source Water Assessment Maps indicate the location of drinking water sources serving five or more user service connections in the Region, protection zones around each source, and uses with a higher propensity to contaminate source water. Approximate scale 1" = 2,000'.~~	The Pierhead Line maps were moved to the "Official TRPA Regional Plan" to improve clarity. Per the definition of "Official TRPA Regional Plan" map, as defined above, the Source Water Assessment Maps have been removed since other agencies are involved with locating drinking water sources (wells). The TRPA Source Water Assessment map layers are now defined in Chapter 60, *Water Quality*.

TABLE 1: PROPOSED CODE AMENDMENTS – PRIMARY CHAPTER 10 AMENDMENTS The amendments in this table integrates digital-based Geographic Information System (GIS) mapping into regional plan mapping and discontinues the use of hard-copy overlays for most of the Code-referenced maps.			
Item #	**Code Section**	**Amendment**	**Rationale**
1.9	10.3.~~3~~2	~~**F. Westside and Eastside Forest Type**~~ ~~The Westside and Eastside Forest Types Maps delineate the eastside forest types and westside forest types in the region.~~	The removal of Westside and Eastside Forest Type Maps clarifies how updates to mapped information should be based on the better quality data. This map is defined in Chapter 90, *Definitions*.

TABLE 1: PROPOSED CODE AMENDMENTS – PRIMARY CHAPTER 10 AMENDMENTS The amendments in this table integrates digital-based Geographic Information System (GIS) mapping into regional plan mapping and discontinues the use of hard-copy overlays for most of the Code-referenced maps.			
Item #	**Code Section**	**Amendment**	**Rationale**
1.10	10.3.43	~~**Interim Maps**~~ ~~The following maps are adopted Regional Plan Maps that have not been revised to fit into the Regional Plan Overlay Map System.~~ ~~**A. Water Quality Capital Improvements**~~ ~~Volume IV of the 1988 Water Quality Management Plan for the Lake Tahoe Region, as it may be amended.~~ ~~**B. Transportation Capital Improvements**~~ ~~Volume IV of the 1992 Regional Transportation Plan/Air Quality Plan, as it may be amended.~~ **TRPA Jurisdictional Boundary Amendments** Amendments to the TRPA jurisdictional boundaries shall be based on a survey provided by a certified Engineer or Surveyor and reviewed by TRPA staff for consistency with the TRPA Regional Plan. The TRPA jurisdictional boundary should be consistent with the definition of "Region" in Article II. Definitions – in the Tahoe Regional Planning Compact. The survey used to delineate the TRPA jurisdictional boundary shall evaluate both the topography and hydrology of a site using the best available, most current, more accurate data and shall be submitted in a GIS compatible format. Certified Engineers and/or Surveyors must rely on the most current, more precise, and most comprehensively surveyed boundary information to indicate the reason the proposed boundary is a more accurate one. All proposals to change this boundary shall include an explanation of the reason the data they used are superior to those used for any prior surveys of that portion of the boundary.	Staff recommends removal of the "Interim Maps" section. At the time of adoption, these maps were intended to be revised. Since adoption, Water Quality Capital Improvements have been integrated into the EIP program, and the Transportation Capital Improvements are adopted as part of the Regional Transportation Plan. Staff recommends the addition of a clear, regional plan amendment procedure for amending the TRPA Jurisdictional boundary. The amendment will require the use of the best available information regarding topography and hydrology to ensure that the Lake Tahoe watershed is accurately captured.

TABLE 1: PROPOSED CODE AMENDMENTS – PRIMARY CHAPTER 10 AMENDMENTS The amendments in this table integrates digital-based Geographic Information System (GIS) mapping into regional plan mapping and discontinues the use of hard-copy overlays for most of the Code-referenced maps.			
Item #	**Code Section**	**Amendment**	**Rationale**
1.11	10.4.1	**Procedure for Map and GIS Layer Amendment** ~~Amendments to Regional Plan Overlay Maps shall be processed as plan amendments pursuant to TRPA's Rules of Procedure.~~ Amendments to the official Regional Plan M~~m~~aps and GIS Data Layers identified in subsection 10.3.1 and 10.3.3 shall be processed as ~~ordinance~~ plan amendments pursuant to TRPA's Rules of Procedure. ~~Base maps identified in subsection 10.3.1 shall be amended by resolution.~~	Staff recommends plan amendment procedures for the official TRPA Regional Plan map and GIS data layers since they are produced and maintained by TRPA for the implementation of regulations. Not requiring plan/ordinance amendment procedures for "Other Maps and Data" prevents overly broad jurisdiction for map-keeping and avoids cross-agency conflicts.
1.12	10.4.2	**Notice of Map and GIS Layer Amendments** Amendments to the official TRPA GIS layers and maps that substantially impact properties shall require notice given to affected property owners as provided in TRPA's Rules of Procedure.	The proposed amendments update the Code to "layers", as that is the modern term used throughout the industry today.

TABLE 2: PROPOSED CODE AMENDMENTS – SECONDARY AMENDMENTS

TABLE 2: PROPOSED CODE AMENDMENTS – SECONDARY AMENDMENTS The amendments in this table correct other Chapters and Sections within the Code to be consistent with the proposed amendments to Chapter 10 in Table 1, above.			
Item #	**Code Section**	**Amendment**	**Rationale**
2.1	11.3	The plan areas where ~~and the~~ related plan area statements apply are established as depicted on the Plan Area Map of the TRPA Regional Plan ~~Overlay~~ Maps, and in the document entitled "Regional Plan for the Lake Tahoe Basin, Plan Area Statements."	The purpose of this amendment is to remove the term "overlay", in order to be consistent with the proposed amendments to Chapter 10, within Table 1.
2.2	11.6.3	**E. Scenic Restoration Areas** The scenic restoration area designation indicates one or more highway units or shoreline units in the plan area that are not in compliance with the Scenic Threshold rating and are ~~that this area is~~ therefore subject to the scenic quality provisions of Chapter 66: Scenic Quality.	The purpose of this amendment is to add clearer language.

TABLE 2: PROPOSED CODE AMENDMENTS – SECONDARY AMENDMENTS The amendments in this table correct other Chapters and Sections within the Code to be consistent with the proposed amendments to Chapter 10 in Table 1, above.			
Item #	**Code Section**	**Amendment**	**Rationale**
2.3	11.6.3	**F. Town Center ~~Overlay~~** Town Centers contain most of the region's non-residential services and have been identified as a significant source of sediments and other contaminants that continue to enter Lake Tahoe. Town Centers are targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern, and provides economic opportunities in the region. **F. Regional Center ~~Overlay~~** The Regional Center includes a variety of land uses in the core of South Lake Tahoe, including the Gondola and base lodge facilities for Heavenly Ski Area. Development patterns in the Regional Center have been and should continue to be more intensive than Town Centers and less intensive than the High Density Tourist District. Older development within the Regional Center is a significant source of sediment and other water contaminants. The Regional Center is targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern, and provides economic opportunities in the region. **G. High Density Tourist District ~~Overlay~~** The High Density Tourist District contains a concentration of hotel/casino towers and is targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern, and provides economic opportunities for local residents. The High Density Tourist District is the appropriate location for the region's highest intensity development.	The purpose of the modifications in these Sections is to increase consistency with other Sections of Chapter 10 by modernizing the language to exclude the "Overlay" references.

TABLE 2: PROPOSED CODE AMENDMENTS – SECONDARY AMENDMENTS The amendments in this table correct other Chapters and Sections within the Code to be consistent with the proposed amendments to Chapter 10 in Table 1, above.			
Item #	**Code Section**	**Amendment**	**Rationale**
2.4	11.7	**Plan Area Maps** Plan area boundaries and other relevant information shall be depicted on the plan area maps. The plan area maps shall consist of ~~the~~ base map information and the plan area and land capability overlays, as described in Chapter 10: *TRPA Regional Plan Maps*.	The purpose of this modification is to be consistent with "Base Map" modifications in Chapter 10 (please see Item #1.3).
2.5	12.3	**Establishment of Community Plans** Community plans, upon adoption, shall be depicted~~established~~ on the TRPA Plan ~~Overlay~~ Maps and in the Regional Plan for the Lake Tahoe Basin, Special Plans.	The purpose of this amendment is to remove the term "overlay", to be consistent with the proposed amendments to Chapter 10, within Table 1.
2.6	14.3	**Establishment of Specific Plans or Master Plans** The boundaries of specific or master plans, upon adoption, shall be depicted on the TRPA Plan ~~Overlay~~ Maps pursuant to Chapter 10: *TRPA Regional Plan Maps*, and the adopted supporting documents shall be set forth in the Regional Plan for the Lake Tahoe Basin, Special Plans.	The purpose of this amendment is to remove the term "overlay"to be consistent with the proposed amendments to Chapter 10, within Table 1.
2.7	30.4.3.E	**Hydrologically Related Area Transfer Limitation** For all land coverage transfers, the receiving parcel and the sending parcel shall be in the same hydrologically related area. The hydrologically related area boundaries are depicted in~~upon~~ the TRPA Plan Area Layers~~Overlays~~ and are incorporated herein. Transfer across said boundaries is prohibited. See, however, subparagraph 30.5.3.B for requirements regarding off-site restoration credits that may be used in different hydrologically related areas.	The purpose of this amendment is to remove the term "overlay", and replace it with "layers", to be consistent with the proposed amendments to Chapter 10, within Table 1.

TABLE 2: PROPOSED CODE AMENDMENTS – SECONDARY AMENDMENTS The amendments in this table correct other Chapters and Sections within the Code to be consistent with the proposed amendments to Chapter 10 in Table 1, above.			
Item #	**Code Section**	**Amendment**	**Rationale**
2.8	60.3.3.C	**C. Source Water Protection Zone Defined** A zone delineated around drinking water sources in the following manner as depicted on the TRPA Source Water Assessment maps. The TRPA Source Water Assessment Map layers indicate the location of drinking water sources serving five or more user service connections in the Region, protection zones around each source, and uses with a higher propensity to contaminate source water.	The purpose of this addition is to clarify and define Source Water Assessment Maps since this reference will be removed from Chapter 10.
2.9	61.3.6.C	**Sensitive Plants and Uncommon Plan Communities** Designation of plants for special significance is based on such values as scarcity and uniqueness. The following standards shall apply to all sensitive plants and uncommon plant communities referenced in the environmental thresholds, and to other plants or plant communities identified later for such distinction. The general locations of sensitive plant habitat and uncommon plant communities are depicted on the TRPA Special Species map layers~~overlay~~. The special species map layers indicate the location of habitat for threatened, endangered, rare, and special interest species and where populations of sensitive or uncommon plants have been observed.	The purpose of this amendment is to remove the term "overlay", and replace it with "layers", to be consistent with the proposed amendments to Chapter 10, within Table 1. In addition, the definition addition for the TRPA Special Species map layer is needed since this reference will be removed from Chapter 10.
2.10	62.4.1	**Disturbance Zones** Perching sites and nesting trees of goshawks, peregrines, eagles, and osprey as shown in~~on~~ the TRPA Regional Plan ~~Overlay~~ Map~~s~~ layers shall not be physically disturbed in any manner nor shall the habitat in the disturbance zone be manipulated in any manner unless such manipulation is necessary to enhance the quality of the habitat.	The purpose of this amendment is to remove the term "overlay", to be consistent with the proposed amendments to Chapter 10, within Table 1.

TABLE 2: PROPOSED CODE AMENDMENTS – SECONDARY AMENDMENTS The amendments in this table correct other Chapters and Sections within the Code to be consistent with the proposed amendments to Chapter 10 in Table 1, above.			
Item #	**Code Section**	**Amendment**	**Rationale**
2.11	66.2.3	A. […] TRPA's scenic units map layers~~overlay~~ […] B. […] TRPA's scenic units map layers~~overlay~~ […] C. […] TRPA's scenic units map layers~~overlay~~ […]	The purpose of this amendment is to remove the term "overlay", and replace it with "layers", to be consistent with the proposed amendments to Chapter 10, within Table 1.
2.12	67.5	**Designated Historic Resources** Designated historic resources shall be shown in~~on~~ the TRPA Historic Resources Layers~~Map~~, except that locations of resources found by TRPA to be especially sensitive may be kept confidential in order to protect them from trespassers or vandalism. The historic resources map layers indicate the location of archaeological and historic sites determined by TRPA to be significant. Such locations shall be recorded in confidential reports or layers~~maps~~ of the TRPA. Resources shall be designated as historic according to the procedure provided below.	The purpose of this amendment is to remove the term "map", and replace it with "layers"to be consistent with the proposed amendments to Chapter 10, within Table 1. In addition, the definition addition for the historic resources map layers is needed since this reference will be removed from Chapter 10.
2.13	68.4	**68.4 Community Noise Levels** TRPA shall use community noise equivalent levels (CNELs) to measure community noise levels. The plan area statements shall set forth CNELs that shall not be exceeded by any one activity or combination of activities (See subsection 11.6.10). In addition, community noise levels shall not exceed levels existing on August 26, 1982, where such levels are known. The CNELs set forth in the plan area statements are based on the land use classification, the presence of transportation corridors, and the applicable threshold. ~~TRPA maps, in accordance with Chapter 10: *TRPA Regional Plan Maps*, shall identify the boundaries of transportation corridors.~~ The CNEL Corridor GIS data layer indicates the location of special noise corridors for highways and the South Lake Tahoe Airport.	The purpose of this addition is to clarify and define the TRPA CNEL Corridor map since this reference will be removed from Chapter 10.

TABLE 2: PROPOSED CODE AMENDMENTS – SECONDARY AMENDMENTS The amendments in this table correct other Chapters and Sections within the Code to be consistent with the proposed amendments to Chapter 10 in Table 1, above.			
Item #	**Code Section**	**Amendment**	**Rationale**
2.14	90.2	**90.2 Other Terms Defined** **Eastside Forest Type** Those forests east of a line from Brockway Summit to and along the southern boundary between California and Nevada (see Westside and Eastside Forest Type Maps at http://www.trpa.org/gis/~~12.C.6)~~. The TRPA Westside and Eastside Forest Types GIS data layer delineates the eastside forest types and westside forest types in the region. **Environmental Improvement Program (EIP) GIS Layer** The TRPA Environmental Improvement Program GIS data layer indicates the type and locations for stream environment zone, water quality, transportation, and other environmental improvements. **Geographic Information System (GIS)** A Geographic Information System (GIS) is a digital mapping tool designed to capture, store, analyze, and present spatial and geographic data. A GIS data layer is a visual representation of a single geographic dataset such as a feature in the natural or built environment or regulatory boundary in a digital map. Typically, several GIS data layers are added to a map to compare features such as a road GIS data layer compared to a GIS data layer showing park areas. **Geomorphic Unit** A particular type of landform as described in the Bailey Report. The geomorphic unit map (1971) and geomorphic unit GIS data layer indicate the type and location of geomorphic units. **Natural Hazard Maps and GIS Data Layers** The natural hazard maps and GIS data layers indicate locations of avalanche zones, earthquake zones, and flooding zones.	The purpose of these additions is to clarify and define the TRPA Westside and Eastside Forest Types Map, the EIP Map, the geomorphic unit map layer, and natural hazards map layers since these references will be removed from Chapter 10. In addition, an incorrect reference was removed from the Westside and Eastside Forest Types definitions. Lastly, a definition for GIS was added to help broaden and enhance understanding for how it plays a role at TRPA.

TABLE 2: PROPOSED CODE AMENDMENTS – SECONDARY AMENDMENTS The amendments in this table correct other Chapters and Sections within the Code to be consistent with the proposed amendments to Chapter 10 in Table 1, above.			
Item #	**Code Section**	**Amendment**	**Rationale**
2.15	90.2	**Scenic Units GIS Data Layers** The TRPA scenic units GIS data layers indicate the location of the roadway units, the shoreline units, the recreation areas, and the bicycle trails established by the scenic thresholds. Scenic highway corridors, including specific urban, transition and natural corridor designations are also identified. **Westside Forest Type** Those forests west of a line from Brockway Summit to and along the southern boundary between California and Nevada (see Westside and Eastside Forest Type Maps at http://www.trpa.org/gis/~~12.C.6~~). The TRPA Westside and Eastside Forest Types GIS data layer delineates the eastside forest types and westside forest types in the region.	The purpose of these additions is to clarify and define the TRPA Westside and Eastside Forest Types Map and the scenic unit map layers. The references to the Westside and Eastside Forest Types layers will be removed from Chapter 10, consequently defining it in Chapter 90 helps to retain a description of this mapping resource. In addition, an incorrect reference was removed from the Westside and Eastside Forest Types definitions.

Attachment C
Required Findings/Rationale

Required Findings/Rationale

TRPA Code of Ordinances Section 3.3 – Determination of need to prepare Environmental Impact Statement

1. Finding: TRPA finds that the proposed code amendment will not have a significant effect on the environment and a finding of no significant effect has been prepared in accordance with Rules of Procedure Section 6.6.

   Rationale: An Initial Environmental Checklist (IEC) has been prepared to evaluate the effects of the proposed Code amendments (see Attachment E). The IEC found that the proposed code amendments would not have a significant effect on the environment.

   The proposed Code amendments are consistent with and will help implement threshold attainment strategies by providing more support in TRPA's use of the best available information pertaining to Geographic Information Systems (GIS) data and mapping.

   The proposed amendments are to update the Code to integrate GIS mapping into Regional Plan mapping, the industry standard method for mapping geographic information. TRPA staff recommends discontinuing the regular use of mylar overlays after this information is integrated electronically into the GIS system or some other sustainable, compatible format. Today, GIS is the industry standard method for mapping geographic information and the best available information pertaining to local and regional environmental resources and development regulations tends to be in a GIS digital data layer format. In addition, staff recommends adding Code language to support regular updates to GIS data to promote the use of better quality, more accurate, current data provided by partner agencies or from TRPA field work.

   Staff recommends amendments to clarify the definition of "Official Regional Plan Maps and GIS Data Layers" as being regulatory boundaries produced and maintained by TRPA such as Town Center or Area Plan boundaries and retains the requirement for ordinance review for these official maps and GIS data layers. The non-regulatory GIS data targeted for these regular updates include datasets in need of regular updates such as special species areas needed for monitoring and measuring threshold attainment. These Code updates will help streamline the integration of GIS data quality improvements and remove unnecessary review.

   TRPA added an applicant initiated process for amendment to regulatory jurisdictional boundaries for which TRPA is responsible and provided specific guidelines for amending the TRPA jurisdictional boundaries. These amendments shall be consistent with the definition of "Region" in Article II. Definitions – in the Tahoe Regional Planning Compact and shall be reviewed carefully for consistency with Figure 1 in the TRPA Regional Plan.

It is important to recognize that the GIS mapping updates will not replace project level survey requirements, including the environmental review associated with ordinance amendments required for the applicant initiated amendments to TRPA jurisdictional boundaries and for amendments to the official Regional Plan Maps and GIS Data Layers.

The proposed Code amendments are consistent with the assumptions and analysis supporting the 2012 Regional Plan Update EIS and Threshold findings. Much of the geographic analysis in the 2012 Regional Plan Update EIS and Threshold findings relied on GIS data analysis since this mapping tool provided the best available information. In addition, all the TRPA Regional Plan Maps were created using GIS technologies. As demonstrated in the 2012 Regional Plan Update EIS and findings, implementation of the Regional Plan will not result in a significant impact on the environment or cause the environmental threshold carrying capacities to be exceeded.

TRPA Code of Ordinances Section 4.4 – Threshold Related Findings

1. Finding: The project (ordinance and associated Code amendments) is consistent with and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, plan area statements and maps, the Code, and other TRPA plans and programs.

Rationale: The proposed amendments to the Code do not propose any changes to any of the Regional Plan Maps (including the Conceptual Regional Land Use Map). As a part of the 2012 Regional Plan Update, all the Regional Plan Maps were integrated into GIS-based mapping and the newly adopted Area Plans are all using GIS-based mapping. Specifically, the proposed amendments are consistent with LU-4.1 (Regional land use classifications), LU-4.8 (Area Plan requirements related to mapping), and Maps 1-6 since all of the Regional mapping including the Regional Plan Land Use Map 1 were created in GIS and the Area Plan requirements related to mapping are facilitated by the use of GIS technologies. The Code provisions are consistent with Regional Plan policies LU-1.2 since Town and Regional Center boundaries are already integrated into GIS. The proposed Code amendments better clarify that ordinance amendment review is required for mapping amendments associated with regional land use classification boundaries and special planning districts (including Town Centers). In the current Code, these boundaries are not specifically identified. The amendments support Regional Plan policies LU-3.3 – LU-3.7 since analysis of the preferred Center characteristics and development patterns and transfers is facilitated by the use of GIS. The proposed amendments complement and accelerate implementation of the Regional Plan and its objectives, and support the achievement and maintenance of Thresholds.

The proposed amendments facilitate the use of the best available, most current, accurate information and science related to mapping; consequently these amendments will advance the use of data that will more accurately measure outcomes related to many goals and are procedural in nature only. Today, all the

newly developed mapping at TRPA is completed using GIS resources and most of the overlay mylar mapping has been integrated into GIS-based mapping. The Code provisions are consistent with Regional Land Use goals and policies and TRPA plans and programs since it clarifies GIS layers as the source of regulatory mapping information. In addition, the Code amendments support improved geographic or spatial measurement of compliance measures, Regional Plan Performance Measures, and threshold attainment. Lastly, the proposed amendments will help TRPA operate as a high performing organization and facilitate TRPA's use of the best available information and science that is related to mapping.

2. Finding: The project will not cause the environmental threshold carrying capacities to be exceeded.

Rationale: The proposed amendments are consistent with and will implement threshold attainment strategies in the 2012 Regional Plan. As demonstrated in the EIS and the findings for adoption of the updated Regional Plan, implementation of the Regional Plan will not cause the environmental threshold carrying capacities to be exceeded.

3. Finding: Wherever federal, state, or local air and water quality standards apply for the region, the strictest standards shall be attained, maintained, or exceeded pursuant to Article V(d) of the Tahoe Regional Planning Compact.

Rationale: The proposed code amendments will not affect any state, federal, or local standards. The amendments are intended to attain and maintain adopted standards, as described above.

TRPA Code of Ordinances Section 4.5 – Findings Necessary to Amend the Regional Plan, including the Goals and Policies and Plan Area Statements and Maps

4. Finding: The Regional Plan and all of its elements, as amended, achieves and maintains the thresholds.

Rationale: The proposed amendments to the Code do not propose any changes to any of the Regional Plan Maps (including the Conceptual Regional Land Use Map). As a part of the 2012 Regional Plan Update, all the Regional Plan Maps were integrated into GIS-based mapping and the newly adopted Area Plans are all using GIS-based mapping. Specifically, the proposed amendments are consistent with LU-4.1 (Regional land use classifications), LU-4.8 (Area Plan requirements related to mapping), and Maps 1-6 since all of the Regional mapping including the Regional Plan Land Use Map 1 were created in GIS and the Area Plan requirements related to mapping are facilitated by the use of GIS technologies. The Code provisions are consistent with Regional Plan policies LU-1.2 since Town and Regional Center boundaries are already integrated into GIS. The amendments support Regional Plan policies LU-3.3 – LU-3.7 since analysis of the preferred Center characteristics and development patterns and transfers is facilitated by the use of GIS. The proposed

amendments complement and accelerate implementation of the Regional Plan and its objectives, and support the achievement and maintenance of Thresholds.

The proposed amendments facilitate the use of the best available, most current, accurate information and science related to mapping; consequently these amendments will advance the use of data that will more accurately measure outcomes related to many goals. Today, all of the newly developed mapping at TRPA is completed using GIS resources and most of the overlay mylar mapping has been integrated into GIS-based mapping. The Code provisions are consistent with Regional Land Use goals and policies and TRPA plans and programs since it clarifies GIS layers as the source of regulatory mapping information. The non-regulatory GIS data targeted for these regular updates include datasets in need of regular updates such as special species areas needed for monitoring and threshold attainment measurement. Specifically, the updates will support the use of high quality, best available, current information for measuring Soil Conservation, Water Quality, Wildlife, and Scenic thresholds. These Code updates will help streamline the integration of GIS data quality improvements and remove unnecessary review. In addition, the Code amendments support improved geographic or spatial measurement of compliance measures, Regional Plan Performance Measures, and threshold attainment. Lastly, the proposed amendments will help TRPA operate as a high performing organization and facilitate TRPA's use of the best available information and science that is related to mapping. Therefore, TRPA found that the Regional Plan and all of its elements, as modified by the proposed Code, achieves and maintains the thresholds.

TRPA Code of Ordinances Section 4.6 –Findings Necessary to Amend or Adopt TRPA Ordinances, Rules, or Other TRPA Plans and Programs

1. Finding: The Regional Plan and all of its elements, as implemented through the Code, Rules, and other TRPA plans and programs, as amended, achieves and maintains thresholds.

Rationale: As demonstrated in Section 4.5 and 4.6 findings for adoption of the Regional Plan Update (see Attachment E-2 of December 12, 2012 Governing Board Packet) the amended Regional Plan will achieve and maintain thresholds. The proposed amendments to the Code of Ordinances will implement the Regional Plan.

These amendments will improve implementation of threshold attainment strategies in the Regional Plan. The Regional Plan as amended by the proposed amendments, and in combination with other regulatory and implementation programs will attain and maintain thresholds.

Attachment D
Adopting Ordinance

TAHOE REGIONAL PLANNING AGENCY

ORDINANCE 2016-

AN ORDINANCE AMENDING ORDINANCE 87-9, AS AMENDED, TO ADOPT AMENDMENTS TO CHAPTERS 10, 11, 12, 14, 30, 60, 61, 62, 66, 67, 68, AND 90 OF THE CODE OF ORDINANCES OF THE TAHOE REGIONAL PLANNING AGENCY (TRPA) TO INTEGRATE GEOGRAPHIC INFORMATION SYSTEM REGIONAL MAPPING, AND OTHER MATTERS RELATED THERETO.

The Governing Board of the Tahoe Regional Planning Agency does ordain as follows:

Section 1.00	**Findings**
1.05	The Tahoe Regional Planning Compact (P. L. 96-551, 94 Stat. 3233, 1980) created the Tahoe Regional Planning Agency (TRPA) and empowered it to set forth environmental threshold carrying capacities ("threshold standards") for the Tahoe Region.
1.10	The Compact directs TRPA to adopt and enforce a Regional Plan that, as implemented through agency ordinances, rules and regulations, will achieve and maintain such threshold standards while providing opportunities for orderly growth and development consistent with such thresholds.
1.15	The Compact further requires that the Regional Plan attain and maintain federal, state, or local air and water quality standards, whichever are strictest, in the respective portions of the region for which the standards are applicable.
1.20	Compact Art. V(c) states that the TRPA Governing Board and Advisory Planning Commission shall continuously review and maintain the Regional Plan.
1.25	In June 1987, the TRPA Governing Board adopted Ordinance 87-9, which established the Regional Plan and included, amongst other things, the Goals & Policies and the Code of Ordinances ("Code").
1.30	It is necessary and desirable to amend TRPA Ordinance 87-9, as previously amended, as it relates to the Regional Plan of TRPA by amending the Regional Plan pursuant to Article VI(a) and other applicable provisions of the Tahoe Regional Planning Compact in order to accelerate attainment and ensure maintenance of the threshold standards.

1.35 TRPA has made the necessary findings required by Article V of the Compact, Chapter 4 of the Code, and all other applicable rules and regulations, and incorporates these findings fully herein.

1.45 The Advisory Planning Commission (APC) and Regional Plan Implementation Committee (RPIC) conducted public hearings on the amendments and issued a recommendation regarding the adoption of these amendments. The Governing Board has also conducted a noticed public hearing on the amendments. At the hearings, oral testimony and documentary evidence were received and considered.

1.50 The Governing Board finds that the amendments adopted here will continue to implement the Regional Plan, as amended, in a manner that will achieve and maintain the adopted environmental threshold carrying capacities as required by Article V(c) of the Compact.

1.55 Each of the foregoing findings is supported by substantial evidence in the record.

Section 2.00	**Amendment of TRPA Code of Ordinances**
2.10	The TRPA Code of Ordinances is hereby amended to include the amendments to Chapters 10, 11, 12, 14, 30, 60, 61, 62, 66, 67, 68, and 90 to integrate Geographic Information System regional mapping as shown in Exhibit 1.

Section 3.00	**Interpretation and Severability**
3.10	The provisions of this ordinance adopted hereby shall be liberally constructed to affect their purpose. If any section, clause, provision, or portion thereof is declared unconstitutional or invalid by a court of competent jurisdiction, the remainder of this ordinance shall not be affected thereby. For this purpose, the provisions of this ordinance are hereby declared respectively severable.

Section 4.00	**Effective Date**
4.10	The provisions of this ordinance shall be effective 60 days from Governing Board adoption.

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at a regular meeting held December 14, 2016, by the following vote:

Ayes:

Nays:

Abstain:

_____

Casey Beyer, Chair
Tahoe Regional Planning Agency
Governing Board

Exhibit 1

TRPA Code of Ordinances Amendments for Chapter 10: TRPA Regional Plan Maps and Corresponding Technical Correction Amendments to Chapters 11, 12, 14, 30, 60, 61, 62, 66, 67, 68, and 90

10. TRPA REGIONAL PLAN MAPS

10.1 PURPOSE

This chapter establishes a coordinated mapping system for the official TRPA maps. This chapter identifies the official maps and sets forth provisions for the adoption and amendment of maps.

10.2 APPLICABILITY

Any map or Geographic Information System (GIS) data layer referenced by Code Section 10.3.1 ~~this Code~~ shall be an official TRPA Regional Plan map or an official TRPA Regional Plan GIS data layer. TRPA shall not approve any project or implement any program that is inconsistent with an official TRPA map or GIS dataset, unless otherwise provided by this Code.

10.3 ESTABLISHMENT OF OFFICIAL TRPA MAPS AND GIS DATA LAYERS

The maps and GIS data layers listed below in Code Section 10.3.1 are established as the official TRPA Regional Plan maps and GIS data layers. The official TRPA Maps and GIS Data Layers shall include mapped information and GIS data layers produced and maintained by TRPA that outlines the boundaries for adopted TRPA goals, policies, and Code. ~~Official TRPA maps shall be certified by a signature block for the Governing Board Chair as official maps of the TRPA.~~

~~10.3.1 Base Maps~~

~~The base map is a reference map for all the overlays and indicates the location of existing features, roads, parcels, and other relevant information.~~

10.3.~~2~~1 Regional Plan ~~Overlay~~ Map~~s~~ Layers

The following series of geographic data layers ~~overlay maps at a scale of 1" = 400' and 1" = 2,000'~~ are the official TRPA Regional Plan GIS Data Layers and ~~Overlay~~ Maps.

A. Plan Area GIS Layers~~Overlay~~

The plan area GIS data layers~~overlay maps~~ relate to the Plan Area Statements, Regional Plan Map 1: *Conceptual Regional Land Use*, Community Plans, and Area Plans and indicate plan area boundaries, special area boundaries, community plan boundaries, redevelopment and master plan boundaries, hydrologic related areas boundaries, regional land use classification boundaries, special planning districts (includes Town Centers), Area Plan zoning district boundaries, and other relevant information.

B. Land Capability Overlay

The land capability overlay maps indicate the boundaries of land capability districts, the boundaries of stream environment zones, the boundaries of shorezone tolerance districts, and other relevant information.

~~C. Historic Resources Overlay~~

~~The historic resources overlay maps indicate the location of archaeological and historic sites determined by TRPA to be significant.~~

~~D~~C. **Prime Fish Habitat GIS Layer ~~Overlay~~**

The prime fish habitat GIS data layer~~overlay maps~~ identif~~y~~ies the location of spawning areas and habitat of game and forage fish in Lake Tahoe. Spawning and habitat areas targeted for restoration are also identified.

~~E~~D. **Stream Habitat Quality GIS Layer~~Overlay~~**

The stream habitat quality GIS data layer ~~overlay maps~~ indicates the existing and potential quality (excellent, good, or marginal) of instream fish habitat.

E. **Pierhead Line GIS Layer~~Aerial Photograph Map~~**

~~Approximate scale 1" = 400'.~~

~~F. Special Species Overlay~~

~~The special species overlay maps indicate the location of habitat for threatened, endangered, rare, and special interest species and where populations of sensitive or uncommon plants have been observed.~~

~~G. EIP Overlay~~

~~The Environmental Improvement Program overlay maps indicate the type and locations for stream environment zone, water quality, transportation, and other environmental improvements.~~

F~~H~~. **Scenic Units GIS Layers~~Overlay~~**

The scenic units GIS data layers ~~overlay maps~~ indicate the location of the roadway units, the shoreline units, the recreation areas, and the bicycle trails established by the scenic thresholds. Scenic highway corridors, including specific urban, transition and natural corridor designations are also identified.

~~I. Transportation Corridors CNEL Overlay~~

~~The CNEL corridor overlay maps indicate the location of special noise corridors for highways and the South Lake Tahoe Airport. [To be drafted from Noise Subelement of the Regional Plan for the Lake Tahoe Basin: Goals and Policies.]~~

10.3.~~3~~2 Other Maps, GIS Layers, and Data

TRPA produces other maps and GIS data layers not listed above, that are not ~~The following maps are official maps of the TRPA but shall not be included in the~~ official TRPA Regional Plan ~~Overlay~~ Maps and GIS data layers. Updates to this other mapped information based on better quality data and completed in compliance with this Code may be made regularly as a matter of day-to day operations of the Agency.

~~**A. IPES Maps**~~

~~The IPES working maps include the Need for Water Quality Improvements (2" = 1 mile), Proximity to Lake Tahoe (1" = 2,000'), and Rainfall Factor (R) Map (2" = 1 mile).~~

~~**B. Geomorphic Unit Map**~~

~~The geomorphic unit map (1971) indicates the type and location of geomorphic units (2" = 1 mile).~~

~~**C. Natural Hazard Maps**~~

~~The natural hazard maps indicate locations of avalanche zones, earthquake zones, and flooding zones (1" = 2,000).~~

~~**D. Pierhead Line Aerial Photographs**~~

~~Approximate scale 1" = 400'.~~

~~**E. Source Water Assessment Maps**~~

~~The Source Water Assessment Maps indicate the location of drinking water sources serving five or more user service connections in the Region, protection zones around each source, and uses with a higher propensity to contaminate source water. Approximate scale 1" = 2,000'.~~

~~**F. Westside and Eastside Forest Type Maps**~~

~~The Westside and Eastside Forest Types Maps delineate the eastside forest types and westside forest types in the region.~~

~~**10.3.4. Interim Maps**~~

~~The following maps are adopted Regional Plan Maps that have not been revised to fit into the Regional Plan Overlay Map system.~~

~~**A. Water Quality Capital Improvements**~~

~~Volume IV of the 1988 Water Quality Management Plan for the Lake Tahoe Region, as it may be amended.~~

~~**B. Transportation Capital Improvements**~~

~~Volume IV of the 1992 Regional Transportation Plan/Air Quality Plan, as it may be amended.~~

10.3.3 TRPA Jurisdictional Boundary Amendments

Amendments to the TRPA jurisdictional boundaries shall be based on a survey provided by a certified Engineer or Surveyor and reviewed by TRPA staff for consistency with the TRPA Regional Plan. The TRPA jurisdictional boundary should be consistent with the definition of "Region" in Article II. Definitions – in the Tahoe Regional Planning Compact. The survey used to delineate the TRPA jurisdictional boundary shall evaluate both the topography and hydrology of a site using the best available, most current, more accurate data and shall be submitted in a GIS compatible format. Certified Engineers and/or Surveyors must rely on the most current, more precise, and most comprehensively surveyed boundary information to

indicate the reason the proposed boundary is a more accurate one. All proposals to change this boundary shall include an explanation of the reason the data they used are superior to those used for any prior surveys of that portion of the boundary.

10.4 MAP AMENDMENT

10.4.1. Procedure for Map and GIS Layer Amendment

~~Amendments to Regional Plan Overlay Maps shall be processed as plan amendments pursuant to TRPA's Rules of Procedure.~~ Amendments to the official Regional Plan M~~m~~aps and GIS Data Layers identified in subsection 10.3.1 and 10.3.3 shall be processed as ~~ordinance~~ plan amendments pursuant to TRPA's Rules of Procedure. ~~Base maps identified in subsection 10.3.1 shall be amended by resolution.~~

10.4.2. Notice of Map and GIS Layer Amendments

Amendments to the official TRPA GIS data layers and maps that substantially impact properties shall require notice given to affected property owners as provided in TRPA's Rules of Procedure.

CHAPTER 11: PLAN AREA STATEMENTS AND PLAN AREA MAPS

11.3. ESTABLISHMENT OF PLAN AREAS AND PLAN AREA STATEMENTS

The plan areas where~~and the~~ related plan area statements apply are established as depicted on the Plan Area Map included in~~of~~ the TRPA Regional Plan~~ Overlay~~ Maps, and in the document entitled "Regional Plan for the Lake Tahoe Basin, Plan Area Statements."

11.6. CONTENT OF PLAN AREA STATEMENTS

11.6.3. Special Designations

Eligibility for a specific planning program shall be limited to those plan area statements with the applicable special designations. Each plan area statement may include special designations for specific planning programs as follows:

A. Preliminary Community Plan Areas

Preliminary boundaries for community plans are set forth on the plan area maps. The areas within preliminary boundaries are eligible for community plans adopted pursuant to Chapter 12, and incentives pursuant to Chapter 50: *Allocation of Development*. The final boundaries of community plans shall be as prescribed by the adoptions.

B. Transfer of Development Rights (TDR) Receiving Areas

The following designations determine which plan areas, or portions thereof, are receiving areas for transfer of the development specified in Chapter 51: *Transfer of Development*:

C. Existing Development

The existing development designation determines which areas are eligible for the transfer of existing uses that are permissible uses in the plan area.

D. Multi-Residential Units

The multi-residential unit designation determines which areas are eligible for the transfer of residential development rights.

E. Scenic Restoration Areas

The scenic restoration area designation indicates one or more highway units or shoreline units in the plan area that are not in compliance with the Scenic Threshold rating and are~~that this area is~~ therefore subject to the scenic quality provisions of Chapter 66: *Scenic Quality*.

F. Preferred Affordable Housing Areas

Plan areas with the preferred affordable housing area designation are preferred locations for affordable housing and are eligible for subdivision of post-1987 residential projects pursuant to subparagraph 39.2.5.F.

G. Preferred Industrial Areas

Plan areas with the preferred industrial area designation are eligible for the commercial allocation and transfer incentives pursuant to Chapters 50 and 51.

H. Town Center ~~Overlay~~

Town Centers contain most of the region's non-residential services and have been identified as a significant source of sediments and other contaminants that continue to enter Lake Tahoe. Town Centers are targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern, and provides economic opportunities in the region.

I. Regional Center ~~Overlay~~

The Regional Center includes a variety of land uses in the core of South Lake Tahoe, including the Gondola and base lodge facilities for Heavenly Ski Area. Development patterns in the Regional Center have been and should continue to be more intensive than Town Centers and less intensive than the High Density Tourist District. Older development within the Regional Center is a significant source of sediment and other water contaminants. The Regional Center is targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern, and provides economic opportunities in the region.

J. High Density Tourist District ~~Overlay~~

The High Density Tourist District contains a concentration of hotel/casino towers and is targeted for redevelopment in a manner that improves environmental conditions, creates a more sustainable and less auto-dependent development pattern, and provides economic opportunities for local residents. The High Density Tourist District is the appropriate location for the region's highest intensity development.

K. Stream Restoration Plan Area

Stream Restoration Plan Areas are Stream Environment Zones along major waterways that have been substantially degraded by prior development. Individual Restoration Plans should be developed for each Stream Restoration Plan Area in coordination with the applicable Local Government and property owners in the Plan area. Restoration Plans may be developed as a component of an Area Plan or as a separate document and should identify feasible opportunities for environmental restoration.

11.7 PLAN AREA MAPS

Plan area boundaries and other relevant information shall be depicted on the plan area maps. The plan area maps shall consist of ~~the~~ base map information and the plan area and land capability overlays, as described in Chapter 10: *TRPA Regional Plan Maps*.

CHAPTER 12: COMMUNITY PLANS

12.1. PURPOSE

This chapter sets forth the provisions for the development, adoption, and amendment of community plans pursuant to the Goals and Policies provided for in plan area statements.

12.2. APPLICABILITY

Community plans may be developed for areas designated in the Goals and Policies. Following adoption of a community plan, all projects within the community plan boundaries shall be consistent with the provisions of the community plan, as well as all applicable provisions of this Code. Approval of a community plan shall not be considered approval of any project included in the community plan.

12.3. ESTABLISHMENT OF COMMUNITY PLANS

Community plans, upon adoption, shall be depicted~~established~~ on the TRPA Plan ~~Overlay~~ Maps and in the Regional Plan for the Lake Tahoe Basin, Special Plans.

CHAPTER 14 : SPECIFIC AND MASTER PLANS

14.3 ESTABLISHMENT OF SPECIFIC PLANS OR MASTER PLANS

The boundaries of specific or master plans, upon adoption, shall be depicted on the TRPA Plan ~~Overlay~~ Maps pursuant to Chapter 10: *TRPA Regional Plan Maps*, and the adopted supporting documents shall be set forth in the Regional Plan for the Lake Tahoe Basin, Special Plans.

30.4.3.E. Hydrologically Related Area Transfer Limitation

For all land coverage transfers, the receiving parcel and the sending parcel shall be in the same hydrologically related area except as allowed in subsection 30.4.3.B.6 above. The hydrologically related area boundaries are depicted in~~upon~~ the TRPA Plan Area Layers~~Overlays~~ and are incorporated herein. Transfer across said boundaries is prohibited except as allowed in subsection 30.4.3.B.6 above. See, however, subparagraph 30.5.3.B for requirements regarding off-site restoration credits that may be used in different hydrologically related areas.

CHAPTER 60: WATER QUALITY

60.3. SOURCE WATER PROTECTION

60.3.1. Purpose

This section contains regulations pertaining to recognition of source water, prevention of contamination to source water, and protection of public health relating to drinking water. It strengthens provisions of the Goals and Policies that address groundwater protection, and implements elements of the TRPA Source Water Protection Program.

60.3.2. Applicability

This chapter applies to projects that are identified as a possible contaminating activity located in identified source water protection zones as depicted on TRPA Source Water Assessment maps, and retrofit of existing development with Best Management Practices that identified source water protection zones as depicted on TRPA Source Water Assessment maps, and retrofit of existing development with Best Management Practices.

60.3.3. Source Water Protection Standards

To protect public health and to insure the availability of safe drinking water, TRPA shall review proposed projects identified as possible contaminating activities to source water that are located within a source water protection zone depicted on TRPA Source Water Assessment maps according to the following standards and procedures:

A. Source Water Defined

Water drawn to supply drinking water from an aquifer by a well or from a surface water body by an intake, regardless of whether such water is treated before distribution.

B. Possible Contaminating Activity Defined

Activities equivalent to TRPA primary uses identified by either the California Department of Public Health or the Nevada Bureau of Water Quality Planning, regardless of where the project is located, as having the potential to discharge contaminants to surface or groundwaters. Such uses are listed in subsection 60.3.5.

C. Source Water Protection Zone Defined

A zone delineated around drinking water sources in the following manner as depicted on the TRPA Source Water Assessment maps. The TRPA Source Water Assessment Map layers indicate the location of drinking water sources serving five or more user service connections in the Region, protection zones around each source, and uses with a higher propensity to contaminate source water.

1. Protection Zone

A protection zone consisting of a fixed 600 foot radius circle shall be identified around wells, lake intakes, and springs assessed by TRPA. Protection zones shall be delineated using the best available source water location data known to TRPA. Protection zones may

be located using the centroid of the parcel in which the well, lake intake, or spring is found. Protection zone delineations may be modified by TRPA as follows: Upon receipt of source water assessment information collected by the California Department of Public Health, the Nevada Bureau of Water Quality Planning, or other public agencies responsible for conducting drinking source water assessments in accordance with state Source Water Assessment and Protection Programs and if recommended by the California Department of Public Health or the Nevada Bureau of Water Quality Planning; or upon receipt of source water assessment information provided by the property owner in which the well, spring, or lake intake is located and if the California Department of Public Health or the Nevada Bureau of Water Quality Planning concurs with the new delineation.

61.3.6.C. Sensitive Plants and Uncommon Plant Communities

Designation of plants for special significance is based on such values as scarcity and uniqueness. The following standards shall apply to all sensitive plants and uncommon plant communities referenced in the environmental thresholds, and to other plants or plant communities identified later for such distinction. The general locations of sensitive plant habitat and uncommon plant communities are depicted on the TRPA Special Species map layers~~overlay~~. The special species map layers indicate the location of habitat for threatened, endangered, rare, and special interest species and where populations of sensitive or uncommon plants have been observed.

CHAPTER 62 : WILDLIFE RESOURCES

62.4.1. Disturbance Zones

Perching sites and nesting trees of goshawks, peregrines, eagles, and osprey as shown in~~on~~ the TRPA Regional Plan ~~Overlay~~ Map~~s~~ layers shall not be physically disturbed in any manner nor shall the habitat in the disturbance zone be manipulated in any manner unless such manipulation is necessary to enhance the quality of the habitat. The threshold shall apply not only to the number of known population sites but also to the disturbance and influence zone buffers to sites found in the future.

CHAPTER 66 SCENIC QUALITY

66.2. ESTABLISHMENT OF SCENIC HIGHWAY CORRIDORS

66.2.1. Purpose

TRPA and other public agencies within the Tahoe region shall maintain and enhance viewing opportunities, whenever feasible, by establishing scenic highway corridors. TRPA, through the project review process, shall ensure that viewsheds and view corridors along the scenic highway corridors are maintained and enhanced.

66.2.2. Designation of Scenic Highway Corridors

All federal and state highways that lie within the Tahoe region and Pioneer Trail are designated as scenic highways.

A. Urban Scenic Corridors

Urban scenic highway corridors are generally urbanized areas where man-made development is the dominant visual feature. When viewed from areas outside of the urban corridor, man-made developments shall blend into the natural environment. Those portions of federal and state highways and Pioneer Trail that lie within the urban areas as shown on TRPA's scenic units map layers ~~overlay~~ are designated as urban scenic highway corridors. The width of urban scenic highway corridors shall include the highway right-of-way and all properties or portions thereof up to 300 feet on either side of the highway right-of-way that are visible from the highway.

B. Transition Scenic Corridors

Transition scenic highway corridors shall be generally areas of transition between urban and natural areas where the built environment is not the dominant visual feature; rather it appears well integrated into and in balance with the natural elements of the landscape. When viewed from areas outside of the transition corridor, man-made developments shall blend into the natural environment. Those portions of federal and state highways and Pioneer Trail that lie within the transition areas as shown on TRPA's scenic units map layers ~~overlay~~ are designated as transition scenic highway corridors. The width of transition scenic high way corridors shall include the highway right-of-way and all properties or portions thereof up to 1000 feet on either side of the highway right-of-way that are visible from the highway.

C. Natural Scenic Corridors

Natural scenic highway corridors are generally those areas where natural landscape elements and processes are the dominant visual features. Those portions of federal and state highways that lie within the natural areas as shown on TRPA's scenic units map layers ~~overlay~~ are designated as natural scenic highway corridors. The width of natural scenic highway corridors shall include the highway right-of-way and all properties or portions thereof up to one-half mile on either side of the highway right-of-way that are visible from the highway.

CHAPTER 67: HISTORIC RESOURCE PROTECTION

67.5. DESIGNATED HISTORIC RESOURCES

Designated historic resources shall be shown in~~on~~ the TRPA Historic Resources Layers~~Map~~, except that locations of resources found by TRPA to be especially sensitive may be kept confidential in order to protect them from trespassers or vandalism. The historic resources map layers indicate the location of archaeological and historic sites determined by TRPA to be significant. Such locations shall be recorded in confidential reports or layers~~maps~~ of the TRPA. Resources shall be designated as historic according to the procedure provided below.

CHAPTER 68: NOISE LIMITATIONS

68.4. COMMUNITY NOISE LEVELS

TRPA shall use community noise equivalent levels (CNELs) to measure community noise levels. The plan area statements shall set forth CNELs that shall not be exceeded by any one activity or combination of activities (See subsection 11.6.10). In addition, community noise levels shall not exceed levels existing on August 26, 1982, where such levels are known. The CNELs set forth in the plan area statements are based on the land use classification, the presence of transportation corridors, and the applicable threshold. ~~TRPA maps, in accordance with Chapter 10: *TRPA Regional Plan Maps*, shall identify the boundaries of transportation corridors.~~ The CNEL Corridor GIS data layer indicates the location of special noise corridors for highways and the South Lake Tahoe Airport.

CHAPTER 90: DEFINITIONS

90.2. OTHER TERMS DEFINED

Eastside Forest Type
Those forests east of a line from Brockway Summit to and along the southern boundary between California and Nevada (see Westside and Eastside Forest Type Maps at http://www.trpa.org/gis/~~12.C.6~~). The TRPA Westside and Eastside Forest Types GIS data layer delineates the eastside forest types and westside forest types in the region.

Environmental Improvement Program (EIP) GIS Layer
The TRPA Environmental Improvement Program GIS data layer indicates the type and locations for stream environment zone, water quality, transportation, and other environmental improvements.

Geographic Information System (GIS)
A Geographic Information System (GIS) is a digital mapping tool designed to capture, store, analyze, and present spatial and geographic data. A GIS data layer is a visual representation of a single geographic dataset such as a feature in the natural or built environment or regulatory boundary in a digital map. Typically, several GIS data layers are added to a map to compare features such as a road GIS data layer compared to a GIS data layer showing park areas.

Geomorphic Unit
A particular type of landform as described in the Bailey Report. The geomorphic unit map (1971) and geomorphic unit GIS data layer indicate the type and location of geomorphic units.

Natural Hazard Maps and GIS Data Layers
The natural hazard maps and GIS data layers indicate locations of avalanche zones, earthquake zones, and flooding zones.

Scenic Units GIS Data Layers
The TRPA scenic units GIS data layers indicate the location of the roadway units, the shoreline units, the recreation areas, and the bicycle trails established by the scenic thresholds. Scenic highway corridors, including specific urban, transition and natural corridor designations are also identified.

Westside Forest Type
Those forests west of a line from Brockway Summit to and along the southern boundary between California and Nevada (see Westside and Eastside Forest Type Maps at http://www.trpa.org/gis/~~12.C.6~~). The TRPA Westside and Eastside Forest Types GIS data layer delineates the eastside forest types and westside forest types in the region.

Attachment E
Initial Environmental Checklist

TAHOE REGIONAL PLANNING AGENCY

OFFICE
128 Market St.
Stateline, NV

Phone: (775) 588-4547
Fax: (775) 588-4527

MAIL
PO Box 5310
Stateline, NV 89449-5310

trpa@trpa.org
www.trpa.org

HOURS
Mon. Wed. Thurs. Fri
9 am-12 pm/1 pm-4 pm
Closed Tuesday

New Applications Until 3:00 pm

INITIAL DETERMINATION OF ENVIRONMENTAL IMPACT CHECKLIST

Project Name: Geographic Information System (GIS) Mapping Code Updates

Project Description:
The project involves amending Chapter 10, TRPA Regional Plan Maps, of the TRPA Code of Ordinances to integrate Geographic Information System (GIS) mapping along with corresponding technical correction updates to Chapters 11, 12, 14, 30, 60, 61, 62, 66, 67, 68, and 90 of the TRPA Code of Ordinances as shown in Attachment B. In addition, TRPA added an applicant initiated process for amendment to regulatory jurisdictional boundaries for which TRPA is responsible and provided specific guidelines for amending the TRPA jurisdictional boundaries. These updates would comprehensively integrate the advancements of GIS technologies into Regional Plan mapping to better align TRPA Code with the industry standard for mapping and the contemporary usage of GIS technologies. In addition, these updates help to clarify the "official" maps that require Governing Board approval, such as the Regional Land Use Map, to be amended and the "other" maps that are maintained and updated by TRPA staff based on the best available information. These code changes are all procedural in nature and have no substantive effect.

Background:
TRPA staff now uses GIS digital data which were previously provided only on hard-copy maps. Today, GIS is the industry standard method for mapping geographic information and the best available information pertaining to local and regional environmental resources and development regulations. Other agencies have upgraded to GIS technologies and the data they produce (such as parcel and soils data) are primarily provided in a GIS digital data layer format. Consequently, TRPA geographic information must be in a matching GIS format to allow for integration, comparison, streamlined analysis, and improved compatibility with other data. Hard copy maps such as mylar overlays are typically no longer used since they are prone to damage and data loss; difficult to update and provide backup security; and the data analyses, information sharing, data comparison abilities, and customization for projects all are limited. As a result, TRPA staff recommends discontinuing the regular use of mylar overlays after this information is integrated electronically into the GIS database. GIS data, often referred to as GIS data layers can be used dynamically to create maps. Consistent with other well-run organizations, standard operating procedures for GIS have already been established at TRPA in a regularly updated document referred to as, *The TRPA GIS Protocols, Rules and Procedures*. The purpose for these guidelines is to outline standards for TRPA staff or contractors to deliver consistent, standardized GIS data, maps, data analyses, and tools (such as online interactive mapping tools). These guidelines establish GIS data standards such as a specific geographic projection for GIS data (Universal Transverse Mercator North American Datum 1983, Zone 10 North); metadata documentation standards; map design; file saving guidelines to improve data retrieval, navigation, and backup; and best practices. TRPA provides various GIS data/map resources on the www.trpa.org/gis and http://gis.trpa.org/ webpages. These webpages are updated regularly to provide new and improved resources and mapping tools.

In addition, staff recommends that Governing Board continue to review updates to "Official Regional Plan Maps and GIS Data Layers" such as Town Center, Area Plan or Basin boundaries as these are created through a discretionary action to implement the Regional Plan, primarily through regulatory processes. For non-regulatory data, staff recommends adding Code language to support regular updates to GIS data to promote the use of better quality, more accurate, current data provided by partner agencies or from TRPA field work. The non-regulatory GIS data targeted for these regular updates includes datasets such as special species and scenic unit areas needed for

monitoring. These Code updates will help streamline the integration of GIS data quality improvements and remove unnecessary review.

Along with the integration of GIS, staff recommends adding an applicant initiated process for amendment to regulatory jurisdictional boundaries for which TRPA is responsible (e.g. Lake Tahoe Region boundary). The guidelines for amending these boundaries are provided in Attachment A.

The most widely used example of a regulatory boundary that would be subject to this process is the Tahoe Region boundary. The origin and current status of the boundary is provided to illustrate the need.

When the Region boundary was originally delineated on the official maps of the agency, TRPA staff used hydrology and topography information from U.S. Forest Service maps and other maps created for the Regional Plan Map Series to delineate the Tahoe Region boundary (or the Lake Tahoe Region Jurisdictional Boundary). The Region boundary was primarily delineated according to the Lake Tahoe watershed or Basin and this includes the area of land where all of the water that is under it or drains off of it goes into Lake Tahoe with an exception of a few boundary adjustments outlined in the Bi-State Compact (described in Attachment A). The entire "Region" boundary was never surveyed. More recently, TRPA staff used GIS software to digitize the Tahoe Region boundary, based on the boundary established on the original maps.

In general, the fact that the Tahoe Region boundary has never been surveyed has not been an issue because the majority of the boundary crosses public lands and will not be developed. In fact, TRPA staff was only able to identify 184 privately owned parcels that intersect with the Tahoe Region boundary. The owners of some of these privately owned parcels have expressed an interest in having the ability to have the Tahoe Region boundary line surveyed in order to precisely delineate the TRPA jurisdiction. A map showing where public and private lands intersect the Tahoe Region boundary is provided as Figure 2, in Attachment A. TRPA staff recommends amendments to Code Section 10.3.3 to clearly outline how TRPA jurisdictional boundary adjustment requests will be processed.

TRPA staff recommends the following proposed Code Amendments:

- For most of the maps, TRPA staff proposes an update from the term "Overlay" to "Layer" to accurately describe these as GIS data layer updates vs. updates to mylar overlays. TRPA staff added definitions to improve understanding on GIS and different key GIS resources.
- TRPA staff proposes that the scale of the hard copy maps be removed from the code as they can be generated from a GIS at many different scales and the metadata typically will describe the level of accuracy. TRPA staff proposes a definition for "Official Regional Plan Maps and GIS Data Layers" that clarifies the intent for listing these resources. The definition of an official TRPA Regional Plan map/GIS data layer shall only be those that are both created and maintained by TRPA to provide boundaries for implementing TRPA policies and Code. Following this definition, TRPA proposes some modifications to the content listed in the "Official Regional Plan Maps and GIS Data Layers" (New Subsection 10.3.1) and "Other Maps" (New Subsection 10.3.2). The amendments include the addition of "regional land use classification boundaries," "special planning districts (includes Town Centers)," and "Area Plan zoning district boundaries" in Code Section 10.3.1A: Plan Area GIS Layers since these layers are regulatory. These layers are a part of Map 1: *Conceptual Regional Land Use* which was included in the 2012 Regional Plan Update (link to maps: www.trpa.org/wp-content/uploads/RP_Final_Adopted_Map_Packet_amended5_2014.pdf). Regional Plan Maps 2 through 5 are not included here since they include GIS data such as transit service that that tends to be updated regularly.
- TRPA staff proposes an applicant initiated process for amendment to regulatory jurisdictional boundaries for which TRPA is responsible and has provided specific guidelines for amending the TRPA jurisdictional boundaries. These amendments should be consistent with the definition of "Region" in Article II. Definitions – in the Tahoe Regional Planning Compact and should be reviewed carefully for consistency with Figure 1 in

the TRPA Regional Plan.[1] The survey used to delineate the TRPA jurisdictional boundary shall evaluate both the topography and hydrology of a site using the best available, most current, and accurate data. The proposed boundary should be submitted in a GIS compatible format. Certified Engineers and/or Surveyors must rely on the most current, more precise, and most comprehensively surveyed boundary information to indicate the reason the proposed boundary is a more accurate one.

The GIS mapping Code updates would modify TRPA Code of Ordinances Chapter 10, TRPA Regional Plan Maps and would require technical correction updates to Chapters 11, 12, 14, 30, 60, 61, 62, 66, 67, 68, and 90 of the TRPA Code of Ordinances to support consistency with other Sections of Chapter 10 by for example, referring to "Overlays" as "Layers", and help modernize the language used to discuss GIS data. GIS mapping is more commonly used for regional planning analysis and is not intended to replace parcel-level surveys. Consequently, it is important to recognize that the GIS mapping updates will not replace project level survey requirements, including the environmental review associated with ordinance amendments required for the applicant initiated amendments to TRPA jurisdictional boundaries and for amendments to the official Regional Plan Maps and GIS Data Layers.

The anticipated benefits of these amendments include: upgrades TRPA code to better integrate the industry standard (GIS); allows for a more sustainable and secure storage of TRPA mapping; better clarifies the use of GIS data for TRPA regulatory purposes; promotes the use of better quality, more accurate, current data; supports accurate measurement of thresholds; and allows for more streamlined and advanced data analyses.

Review:

The proposed amendments are consistent with and will implement threshold attainment strategies in the 2012 Regional Plan. The proposed amendments to the Code do not propose any substantive changes to any of the Regional Plan Maps (including the Conceptual Regional Land Use Map). As a part of the 2012 Regional Plan Update, all of the Regional Plan Maps were integrated into GIS-based mapping and the newly adopted Area Plans are all using GIS-based mapping. Specifically, the proposed amendments are consistent with LU-4.1 (Regional land use classifications), LU-4.8 (Area Plan requirements related to mapping), and Maps 1-6 since all of the Regional mapping including the Regional Plan Land Use Map 1 were created in GIS and the Area Plan requirements related to mapping are facilitated by the use of GIS technologies. The Code provisions are consistent with Regional Plan policies LU-1.2 since Town and Regional Center boundaries are already integrated into GIS. The proposed Code amendments better clarify that ordinance amendment review is required for mapping amendments associated with regional land use classification boundaries and special planning districts (including Town Centers). In the current Code, these boundaries are not specifically identified. The amendments support Regional Plan policies LU-3.3 – LU-3.7 since analysis of the preferred Center characteristics and development patterns and transfers is facilitated by the use of GIS. In addition, the proposed amendments include guidelines for the applicant initiated modifications of TRPA regulatory jurisdictional boundaries. These guidelines require careful review by TRPA staff to ensure the amendments are consistent with the Regional Plan including *Figure 1 – Lake Tahoe Region*. The proposed amendments complement and accelerate implementation of the Regional Plan and its objectives, and support the achievement and maintenance of Thresholds.

The proposed amendments facilitate the use of the best available, most current, accurate information and science related to mapping; consequently these amendments will advance the use of data that will more accurately measure outcomes related to many goals. Today, all of the newly developed mapping at TRPA is completed using

[1] The Tahoe Regional Planning Compact (Compact), Article II – Definitions (a), defines "Region" as including Lake Tahoe, the adjacent parts of Douglas and Washoe Counties and Carson City, which for the purposes of this compact shall be deemed a county, lying within the Tahoe Basin in the State of Nevada, and the adjacent parts of the counties of Placer and El Dorado lying within the Tahoe Basin in the State of California, and that additional and adjacent part of the county of Placer outside of the Tahoe Basin in the State of California which lies southward and eastward of a line starting at the intersection of the basin crestline and the north boundary of section 1, thence west to the northwest corner of section 3, thence south to the intersection of the basin crestline and the west boundary of section 10; all sections referring to township 15 north, range 16 east, M.D. B. & M. The region defined and described herein shall be precisely delineated on the official maps of the agency.

GIS resources and most of the overlay mylar mapping has been integrated into GIS-based mapping. The Code provisions are consistent with Regional Land Use goals and policies and TRPA plans and programs since it clarifies GIS layers as the source of regulatory mapping information. The non-regulatory GIS data targeted for these regular updates include datasets in need of regular updates such as special species needed for monitoring and threshold attainment measurement. Specifically the updates will support the use of high quality, best available, current information for measuring Soil Conservation, Water Quality, Wildlife, and Scenic thresholds. These Code updates will help streamline the integration of GIS data quality improvements and remove unnecessary review. In addition, the Code amendments support improved geographic or spatial measurement of compliance measures, Regional Plan Performance Measures, and threshold attainment. Lastly, the proposed amendments will help TRPA operate as a high performing organization and facilitate TRPA's use of the best available information and science that is related to mapping. Therefore, TRPA found that the Regional Plan and all of its elements, as modified by the proposed Code, achieves and maintains the thresholds.

GIS mapping is more commonly used for regional planning analysis and is not intended to replace parcel-level surveys. It is important to recognize that the GIS mapping updates will not replace project level survey requirements, including the environmental review associated with ordinance amendments required for the applicant initiated amendments to TRPA jurisdictional boundaries and for amendments to the official Regional Plan Maps and GIS Data Layers.

The proposed Code amendments are consistent with the assumptions and analysis supporting the 2012 Regional Plan Update EIS and Threshold findings. Much of the geographic analysis in the 2012 Regional Plan Update EIS and Threshold findings relied on GIS data analysis and mapping since this allowed for the use of the best available information. As demonstrated in the 2012 Regional Plan Update EIS and findings, implementation of the Regional Plan will not result in a significant impact on the environment or cause the environmental threshold carrying capacities to be exceeded. The proposed Code amendments are consistent with the assumptions and analysis incorporated into the Final EIS for the 2012 Regional Plan Update.

This IEC is a program-level environmental document. No specific development projects are proposed at this time or analyzed herein. All future development projects, project level survey requirements, and applicant initiated amendments to TRPA jurisdictional boundaries will be subject to project-level environmental review and permitting by TRPA and/or a local jurisdiction pursuant to an adopted Memorandum of Understanding, with the permitting agency determined based on the size, nature and location of the project. Project-level environmental documents would require identification of, and mitigation for any potentially significant environmental impacts.

The purpose of this document is to disclose to the public and decision makers the environmental consequences of implementing the purely procedural proposed amendments. Based on this IEC, it is anticipated that TRPA will be able to make the findings pursuant to Section 3.3.2(A) of the TRPA Code that the proposed project could not have a significant effect on the environment and that a finding of no significant effect (FONSE) will be prepared in accordance with Section 6.6 of the TRPA's Rules of Procedure.

The following questionnaire will be completed by the applicant based on evidence submitted with the application. All "Yes" and "No, With Mitigation" answers will require further written comments.

I. ENVIRONMENTAL IMPACTS:

1. Land

Will the proposal result in:

a. Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

b. A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

c. Unstable soil conditions during or after completion of the proposal?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

d. Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

e. The continuation of or increase in wind or water erosion of soils, either on or off the site?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

f. Changes in deposition or erosion of beach sand, or changes in siltation, deposition or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

g. Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

2. Air Quality

Will the proposal result in:

a. Substantial air pollutant emissions?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

b. Deterioration of ambient (existing) air quality?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

c. The creation of objectionable odors?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

d. Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

e. Increased use of diesel fuel?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

3. Water Quality

Will the proposal result in:

a. Changes in currents, or the course or direction of water movements?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

b. Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

c. Alterations to the course or flow of 100-yearflood waters?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

d. Change in the amount of surface water in any water body?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

e. Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

f. Alteration of the direction or rate of flow of ground water?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

g. Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

h. Substantial reduction in the amount of water otherwise available for public water supplies?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

i. Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

j. The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

4. Vegetation

Will the proposal result in:

a. Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

b. Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

c. Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

d. Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora and aquatic plants)?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

e. Reduction of the numbers of any unique, rare or endangered species of plants?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

f. Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

g. Removal of any native live, dead or dying trees 30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

h. A change in the natural functioning of an old growth ecosystem?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

5. Wildlife

Will the proposal result in:

a. Change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians or microfauna)?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

b. Reduction of the number of any unique, rare or endangered species of animals?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

c. Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

d. Deterioration of existing fish or wildlife habitat quantity or quality?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

6. Noise

Will the proposal result in:

a. Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Area Plan, Plan Area Statement, Community Plan or Master Plan?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

b. Exposure of people to severe noise levels?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

c. Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

d. The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

e. The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

f. Exposure of existing structures to levels of ground vibration that could result in structural damage?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

7. Light and Glare

Will the proposal:

a. Include new or modified sources of exterior lighting?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

b. Create new illumination which is more substantial than other lighting, if any, within the surrounding area?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

c. Cause light from exterior sources to be cast off -site or onto public lands?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

d. Create new sources of glare through the siting of the improvements or through the use of reflective materials?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

8. Land Use

Will the proposal:

a. Include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

b. Expand or intensify an existing non-conforming use?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

9. Natural Resources

Will the proposal result in:

a. A substantial increase in the rate of use of any natural resources?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

b. Substantial depletion of any non-renewable natural resource?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

10. Risk of Upset

Will the proposal:

a. Involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

b. Involve possible interference with an emergency evacuation plan?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

11. Population

Will the proposal:

a. Alter the location, distribution, density, or growth rate of the human population planned for the Region?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

b. Include or result in the temporary or permanent displacement of residents?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

12. Housing

Will the proposal:

a. Affect existing housing, or create a demand for additional housing?

To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions:

(1) Will the proposal decrease the amount of housing in the Tahoe Region?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

(2) Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

Number of Existing Dwelling Units: _____

Number of Proposed Dwelling Units: _____

b. Will the proposal result in the loss of housing for lower-income and very-low-income households?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

13. Transportation/Circulation

Will the proposal result in:

a. Generation of 100 or more new Daily Vehicle Trip Ends (DVTE)?

As required by Chapter 3: Environmental Documentation of the TRPA Code, Transportation/Circulation impacts will be analyzed for specific development projects during project permitting.

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

b. Changes to existing parking facilities, or demand for new parking?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

c. Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

d. Alterations to present patterns of circulation or movement of people and/or goods?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

e. Alterations to waterborne, rail or air traffic?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

f. Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

14. Public Services

Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas?

As required by Chapter 3: Environmental Documentation of the TRPA Code, Public Service impacts will be analyzed for specific development projects during project permitting.

a. Fire protection?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

b. Police protection?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

c. Schools?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

d. Parks or other recreational facilities?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

e. Maintenance of public facilities, including roads?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

f. Other governmental services?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

15. Energy

Will the proposal result in:

a. Use of substantial amounts of fuel or energy?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

b. Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

16. Utilities

Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:

a. Power or natural gas?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

b. Communication systems?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

c. Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

d. Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

e. Storm water drainage?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

f. Solid waste and disposal?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

17. Human Health

Will the proposal result in:

a. Creation of any health hazard or potential health hazard (excluding mental health)?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

b. Exposure of people to potential health hazards?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

18. Scenic Resources/Community Design

Will the proposal:

a. Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

b. Be visible from any public recreation area or TRPA designated bicycle trail?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

c. Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

d. Be inconsistent with the height and design standards required by the applicable ordinance or Community Plan?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

e. Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

19. Recreation

Does the proposal:

a. Create additional demand for recreation facilities?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

b. Create additional recreation capacity?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

c. Have the potential to create conflicts between recreation uses, either existing or proposed?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

d. Result in a decrease or loss of public access to any lake, waterway, or public lands?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

20. Archaeological/Historical

a. Will the proposal result in an alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

b. Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records?

The proposed amendments will facilitate regular upkeep of the mapping associated with any known cultural, historical, and/or archaeological resources since GIS allows for efficient updates and integration of other agency data.

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

c. Is the property associated with any historically significant events and/or sites or persons?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

d. Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

e. Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

21. Findings of Significance.

a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time, while long-term impacts will endure well into the future.)

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?)

☐ Yes ☒No

☐ No, With Mitigation ☐ Data Insufficient

d. Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?

☐ Yes ☒ No

☐ No, With Mitigation ☐ Data Insufficient

Determination:

On the basis of this evaluation:

a. The proposed project could not have a significant effect on the environment and a finding of no significant effect shall be prepared in accordance with TRPA's Rules of Procedure.

☒ Yes ☐ No

b. The proposed project could have a significant effect on the environment, but due to the listed mitigation measures which have been added to the project, could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in accordance with TRPA's Rules and Procedures.

☐ Yes ☒No

c. The proposed project may have a significant effect on the environment and an environmental impact statement shall be prepared in accordance with this chapter and TRPA's Rules of Procedure

☐ Yes ☒No

Jennifer J Cannon
Signature of Evaluator

Date October 24, 2016

Jennifer Cannon, AICP, Senior Planner

Title of Evaluator

Attachment F

Compliance Measures and Threshold Indicators Checklist

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
WATER QUALITY/SEZ - IN PLACE				
1	BMP requirements, new development: *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ, Fish**	**Y**	The proposed amendments do not change the BMP requirements in Chapter 60 of the TRPA Code of Ordinances. The proposed GIS mapping Code updates would modify TRPA Code of Ordinances Chapter 10, TRPA Regional Plan Maps and would require technical correction updates to Chapters 11, 12, 14, 30, 60, 61, 62, 66, 67, 68, and 90 of the TRPA Code of Ordinances to support consistency with other Sections of Chapter 10 by for example, referring to "Overlays" as "Layers", and help modernize the language used to discuss GIS data. GIS mapping is more commonly used for regional planning analysis and is not intended to replace parcel-level surveys. Consequently, it is important to recognize that the GIS mapping updates will not replace project level survey requirements, including the environmental review associated with ordinance amendments required for the applicant initiated amendments to TRPA jurisdictional boundaries and for amendments to the official Regional Plan Maps and GIS Data Layers. The proposed amendments facilitate the use of the best available, most current, accurate information and science related to mapping; consequently these amendments will advance the use of data that will more accurately measure outcomes related to many goals. The anticipated benefits of these amendments include: updates TRPA code to better integrate the industry standard (GIS); allows for a more sustainable and secure storage of TRPA mapping; better clarifies the use of GIS data for TRPA regulatory purposes; promotes the use of better quality, more accurate, current data; supports accurate measurement of thresholds; and allows for more streamlined and advanced data analyses.
2	BMP implementation program -- existing streets and highways: *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ, Trans, Fish**	**Y**	
3	BMP implementation program -- existing urban development: *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ, Fish**	**Y**	
4	BMP implementation program -- existing urban drainage systems: *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ, Trans, Fish**	**Y**	
5	Capital Improvements Program for Erosion and Runoff Control	**WQ, Soils/SEZ, Trans, Fish**	**Y**	The proposed amendments will not change existing BMP requirements in Chapter 60 of the TRPA Code of Ordinances.

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
6	Excess land coverage mitigation program: *Code of Ordinances* Chapter 30	**WQ, Soils/SEZ**	**Y**	The proposed amendments will not change the Excess land coverage mitigation program.
7	Effluent (Discharge) limitations: California (SWRCB, Lahontan Board) and Nevada (NDEP): *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ, Fish**	**N**	The effluent (discharge) limitations in Chapter 60 of the TRPA Code of Ordinances are not being modified.
8	Limitations on new subdivisions: (See the Goals and Policies: Land Use Element)	**WQ, Soils/SEZ, Rec, Scenic**	**N**	All new subdivisions will continue to be limited by the provisions in Chapter 39, Subdivision, of the TRPA Code of Ordinances.
9	Land use planning and controls: See the Goals and Policies: Land Use Element and Code of Ordinances Chapters 11, 12, 13, 14, and 21	**WQ, Soils/SEZ, Trans, Scenic**	**N**	The proposed amendments require technical correction updates to Chapters 11, 12, and 14 primarily to change references to "Overlays" to "Layers". Therefore, the proposed amendments will not impact or change existing requirements in Chapters 11, 12, 13, 14, and 21 of the TRPA Code of Ordinances. The proposed amendments to the Code do not propose any changes to any of the Regional Plan Maps. As a part of the 2012 Regional Plan Update, all of the Regional Plan Maps were integrated into GIS-based mapping and the newly adopted Area Plans are all using GIS-based mapping. Specifically, the proposed amendments are consistent with LU-4.1 (Regional land use classifications), LU-4.8 (Area Plan requirements related to mapping), and Maps 1-6 since all of the Regional mapping including the Regional Plan Land Use Map 1 were created in GIS and the Area Plan requirements related to mapping are facilitated by the use of GIS technologies. The Code provisions are consistent with Regional Plan policies LU-1.2 since Town and Regional Center boundaries are already integrated into GIS. The proposed amendments complement and accelerate implementation of the Regional Plan and its objectives.

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
10	Residential development priorities, The Individual Parcel Evaluation System (IPES): Goals and Policies: Implementation Element and Code of Ordinances Chapter 53	**WQ, Soils/SEZ**	**N**	The proposed amendments will not alter existing Growth Management regulations, Chapters 50 through 53 (IPES), of the TRPA Code of Ordinances. Thus, TRPA's Growth Management provisions will remain in effect.
11	Limits on land coverage for new development: Goals and Policies: Land Use Element and Code of Ordinances Chapter 30	**WQ, Soils/SEZ, Scenic**	**Y**	The proposed amendments require technical correction updates to Chapter 30 primarily to change references to "Overlays" to "Layers". The proposed amendments will not modify land coverage limitations in Chapter 30 of the TRPA Code of Ordinances and other applicable sections of the Code and Regional Plan.
12	Transfer of development: Goals and Policies: Land Use Element and Implementation Element	**WQ, Soils/SEZ**	**Y**	The proposed amendments do not impact Chapter 51, Transfer of Development.
13	Restrictions on SEZ encroachment and vegetation alteration: *Code of Ordinances Chapters 30 and 61*	**WQ, Soils/SEZ, Veg, Wildlife, Fish, Rec, Scenic**	**N**	The proposed amendments will not alter existing restrictions on SEZ encroachment and vegetation alteration.

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
14	SEZ restoration program: Environmental Improvement Program.	**WQ, Soils/SEZ, Veg, Wildlife, Fish, Scenic**	**Y**	The proposed amendments will not alter the SEZ restoration or Environmental Improvement Program.
15	SEZ setbacks: *Code of Ordinances* Chapter 53	**WQ, Soils/SEZ, Veg, Wildlife, Fish**	**N**	SEZ setback requirements in the TRPA Code of Ordinances, Chapter 53, Individual Parcel Evaluation System, Section 53.9, will not be altered by the proposed amendments.
16	Fertilizer reporting requirements: *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ, Fish, Rec**	**N**	Minor technical corrections to Chapters 60, 61, 62, 66, 67, adn 68 of the TRPA Code of Ordinances are included to support consistency with other Sections of Chapter 10 by for example, referring to "Overlays" as "Layers", and help modernize the language used to discuss GIS data. However, these amendments will not modify the Resource Management and Protection regulations, Chapters 60 through 68, of the TRPA Code of Ordinances. Thus, fertilizer reporting and water quality mitigation requirements will remain in effect.
17	Water quality mitigation: *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ**	**N**	
18	Restrictions on rate and/or amount of additional development	**WQ, Soils/SEZ, Wildlife, Scenic**	**N**	The amendments do not change the RPU's restrictions on the rate and amount of additional development.
19	Improved BMP implementation/ enforcement program	**WQ, Soils/SEZ**	**Y**	See response to Compliance Measures 1 through 4.
20	Increased funding for EIP projects for erosion and runoff control	**WQ, Soils/SEZ**	**Y**	The proposed amendments do not affect EIP funding.
21	Artificial wetlands/runoff treatment program	**WQ, Soils/SEZ**	**N**	The proposed amendments include no changes to the artificial wetlands/runoff treatment program.
22	Transfer of development from SEZs	**WQ, Soils/SEZ, Scenic**	**Y**	The proposed amendments do not impact Chapter 51, Transfer of Development.

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
23	Improved mass transportation	**WQ, Trans, Noise**	**N**	The proposed amendments will not modify the adopted Mobility 2035: Lake Tahoe Regional Transportation Plan.
24	Redevelopment and redirection of land use: Goals and Policies: Land Use Element and Code of Ordinances Chapter 13	**WQ, Soils/SEZ, Scenic**	**Y**	See response to Compliance Measure 12.
25	Combustion heater rules, stationary source controls, and related rules: *Code of Ordinances* Chapter 65	**WQ, AQ**	**N**	No changes are being proposed that would impact these Compliance Measures. The existing TRPA Code of Ordinance provisions will remain in effect.
26	Elimination of accidental sewage releases: Goals and Policies: Land Use Element	**WQ, Soils/SEZ**	**N**	
27	Reduction of sewer line exfiltration: Goals and Policies: Land Use Element	**WQ, Soils/SEZ**	**N**	
28	Effluent limitations	**WQ, Soils/SEZ**	**N**	
29	Regulation of wastewater disposal at sites not connected to sewers: *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ**	**N**	
30	Prohibition on solid waste disposal: Goals and Policies: Land Use Element	**WQ, Soils/SEZ**	**N**	
31	Mandatory garbage pick-up: Goals and Policies: Public Service Element	**WQ, Soils/SEZ, Wildlife**	**N**	
32	Hazardous material/wastes programs: Goals and Policies: Land Use Element and Code of Ordinances Chapter 60	**WQ, Soils/SEZ**	**N**	
33	BMP implementation program, Snow and ice control practices: *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ, AQ**	**N**	The amendments will not change BMP requirements. See response to Compliance Measures 1 through 4.

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
34	Reporting requirements, highway abrasives and deicers: Goals and Policies:, Land Use Element and Code of Ordinances Chapter 60	**WQ, Soils/SEZ, Fish**	**N**	
35	BMP implementation program--roads, trails, skidding, logging practices: *Code of Ordinances* Chapter 60, Chapter 61	**WQ, Soils/SEZ, Fish**	**N**	
36	BMP implementation program--outdoor recreation: *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ, Fish, Rec**	**N**	
37	BMP implementation program--livestock confinement and grazing: *Code of Ordinances* Chapter 21, Chapter 60, Chapter 64	**WQ, Soils/SEZ, Veg, Wildlife, Fish**	**N**	
38	BMP implementation program--pesticides	**WQ, Soils/SEZ**	**N**	
39	Land use planning and controls --timber harvesting: *Code of Ordinances* Chapter 21	**WQ, Soils/SEZ, AQ, Wildlife, Fish, Scenic**	**N**	The proposed amendments will not change timber harvesting and outdoor recreation provisions.
40	Land use planning and controls - outdoor recreation: *Code of Ordinances* Chapter 21	**WQ, Soils/SEZ, Wildlife, Noise, Rec, Scenic**	**N**	
41	Land use planning and controls--ORV use: Goals and Policies: Recreation Element	**WQ, Soils/SEZ, AQ, Wildlife, Fish, Noise, Rec, Scenic**	**N**	Regional Plan Policy R-1.5 states that "Off-road vehicle (ORV) use is prohibited in the Lake Tahoe Region expect on specified roads, trails, or designated areas where the impacts can be mitigated." The amendments do not include the expansion of ORV use.
42	Control of encroachment and coverage in sensitive areas	**WQ, Soils/SEZ, Wildlife, Rec, Scenic**	**N**	No changes are being proposed that would impact this compliance measure. The existing TRPA Code of Ordinance provisions will remain in effect.
43	Control on shorezone encroachment and vegetation alteration: *Code of Ordinances* Chapter 83	**WQ, Soils/SEZ, Scenic**	**N**	TRPA will continue to be responsible for enforcing and implementing Shorezone regulations, Chapters 80 through 85, of the TRPA Code of Ordinances, as well as other code provisions applicable to projects within the Shorezone. No changes are being

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
44	BMP implementation program--shorezone areas: *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ**	**N**	proposed that would modify existing code provisions related to the Shorezone or that would impact these compliance measures.
45	BMP implementation program--dredging and construction in Lake Tahoe: *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ**	**N**	
46	Restrictions and conditions on filling and dredging: *Code of Ordinances* Chapter 84	**WQ, Soils/SEZ, Fish**	**N**	
47	Protection of stream deltas	**WQ, Soils/SEZ, Wildlife, Fish, Scenic**	**N**	
48	Marina master plans: *Code of Ordinances* Chapter 14	**WQ, AQ/Trans, Fish, Scenic**	**N**	
49	Additional pump-out facilities: *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ**	**N**	
50	Controls on anti-fouling coatings: *Code of Ordinances* Chapter 60	**WQ, Soils/SEZ, Fish**	**N**	
51	Modifications to list of exempt activities	**WQ, Soils/SEZ**	**N**	The amendments will not alter the list of exempt activities.
WATER QUALITY/SEZ - SUPPLEMENTAL				
52	More stringent SEZ encroachment rules	**WQ, Soils/SEZ, Wildlife, Fish**	**N**	The amendments do not include any provisions that would impact Compliance Measures 52 though 61.
53	More stringent coverage transfer requirements	**WQ, Soils/SEZ**	**N**	
54	Modifications to IPES	**WQ, Soils/SEZ**	**N**	
55	Increased idling restrictions	**WQ, Soils/SEZ, AQ**	**N**	
56	Control of upwind pollutants	**WQ, Soils/SEZ, AQ**	**N**	
57	Additional controls on combustion heaters	**WQ, Soils/SEZ, AQ**	**N**	
58	Improved exfiltration control program	**WQ, Soils/SEZ**	**N**	
59	Improved infiltration control program	**WQ, Soils/SEZ**	**N**	

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
60	Water conservation/flow reduction program	**WQ, Soils/SEZ, Fish**	**N**	
61	Additional land use controls	**WQ, Soils/SEZ, Wildlife**	**N**	
AIR QUALITY/TRANSPORTATION - IN PLACE				
62	Fixed Route Transit - South Shore: STAGE	**Trans, Rec**	**N**	The amendments do not include any provisions that would impact the adopted Mobility 2035: Lake Tahoe Regional Transportation Plan, and Lake Tahoe Region Bicycle and Pedestrian Plan.
63	Fixed Route Transit - North Shore: TART	**Trans, Rec**	**N**	
64	Demand Responsive Transit - South Shore: Bus Plus, STAGE	**Trans**	**N**	
65	Seasonal Trolley Services - North and South Shores: South Shore TMA and Truckee-North Tahoe TMA	**Trans, Rec**	**N**	
66	Social Service Transportation	**Trans**	**N**	
67	Shuttle programs	**Trans**	**N**	
68	Ski shuttle services	**Trans, Rec**	**N**	
69	Intercity bus services	**Trans**	**N**	
70	Passenger Transit Facilities: South Y Transit Center	**Trans**	**N**	
71	Bikeways, Bike Trails	**Trans, Noise, Rec, Scenic**	**Y**	
72	Pedestrian facilities	**Trans, Rec, Scenic**	**Y**	
73	Wood heater controls: *Code of Ordinances* Chapter 65	**WQ, AQ**	**N**	The amendments do not include any provisions that would impact Code Chapter 65 or Compliance Measures 73 to 75.
74	Gas heater controls: *Code of Ordinances* Chapter 65	**WQ, AQ**	**N**	
75	Stationary source controls: *Code of Ordinances* Chapter 65	**WQ, AQ**	**N**	
76	U.S. Postal Service Mail Delivery	**Trans**	**N**	The amendments do not include any provisions that would impact U.S. Postal Service Delivery.
77	Indirect source review/air quality mitigation: *Code of Ordinances* Chapter 65	**WQ, AQ**	**N**	The amendments do not include any provisions that would impact Code Chapter 65 or Compliance Measures 77 and 78.
78	Idling Restrictions: *Code of Ordinances* Chapter 65	**WQ, AQ**	**N**	

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
79	Vehicle Emission Limitations(State/Federal)	**WQ, AQ**	**N**	The amendments do not include any provisions related to vehicle emission limitations established by the State/Federal Government.
80	Open Burning Controls: *Code of Ordinances* Chapters 61 and Chapter 65	**WQ, AQ, Scenic**	**N**	The amendments do not include any provisions that would change open burning controls.
81	BMP and Revegetation Practices	**WQ, AQ, Wildlife, Fish**	**Y**	See response to Compliance Measures 1 through 4.
82	Employer-based Trip Reduction Programs: *Code of Ordinances* Chapter 65	**Trans**	**N**	The amendments do not include any provisions that would impact Code Chapter 65 or Compliance Measures 82 and 83.
83	Vehicle rental programs: *Code of Ordinances* Chapter 65	**Trans**	**N**	
84	Parking Standards	**Trans**	**N**	The amendments do not include any provisions that would impact parking, air quality, and transportation measures.
85	Parking Management Areas	**Trans**	**N**	
86	Parking Fees	**Trans**	**N**	
87	Parking Facilities	**Trans**	**N**	
88	Traffic Management Program - Tahoe City	**Trans**	**N**	
89	US 50 Traffic Signal Synchronization - South Shore	**Trans**	**N**	
90	General Aviation, The Lake Tahoe Airport	**Trans, Noise**	**N**	
91	Waterborne excursions	**WQ, Trans, Rec**	**N**	
92	Waterborne transit services	**WQ, Trans, Scenic**	**N**	
93	Air Quality Studies and Monitoring	**WQ, AQ**	**N**	
94	Alternate Fueled Vehicle - Public/Private Fleets and Infrastructure Improvements	**Trans**	**N**	
95	Demand Responsive Transit - North Shore	**Trans**	**N**	
96	Tahoe Area Regional Transit Maintenance Facility	**Trans**	**N**	
97	Heavenly Ski Resort Gondola	**Trans**	**N**	
AIR QUALITY/TRANSPORTATION - SUPPLEMENTAL				
98	Demand Responsive Transit - North Shore	**Trans**	**N**	The amendments do not include any provisions that would impact the adopted Mobility 2035: Lake Tahoe Regional Transportation Plan, and Lake Tahoe Region Bicycle and Pedestrian Plan.
99	Coordinated Transit System - South Shore	**Trans**	**N**	
100	Transit Passenger Facilities	**Trans**	**N**	
101	South Shore Transit Maintenance Facility - South Shore	**Trans**	**N**	

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
102	Transit Service - Fallen Leaf Lake	**WQ, Trans**	**N**	
103	Transit Institutional Improvements	**Trans**	**N**	
104	Transit Capital and Operations Funding Acquisition	**Trans**	**N**	
105	Transit/Fixed Guideway Easements - South Shore	**Trans**	**N**	
106	Visitor Capture Program	**Trans**	**N**	
107	Pedestrian and Bicycle Facilities--South Shore	**Trans, Rec**	**N**	
108	Pedestrian and Bicycle Facilities--North Shore	**Trans, Rec**	**N**	
109	Parking Inventories and Studies Standards	**Trans**	**N**	
110	Parking Management Areas	**Trans**	**N**	
111	Parking Fees	**Trans**	**N**	
112	Establishment of Parking Task Force	**Trans**	**N**	
113	Construct parking facilities	**Trans**	**N**	
114	Intersection improvements--South Shore	**Trans, Scenic**	**N**	
115	Intersection improvements--North Shore	**Trans, Scenic**	**N**	
116	Roadway Improvements - South Shore	**Trans, Scenic**	**N**	
117	Roadway Improvements - North Shore	**Trans, Scenic**	**N**	
118	Loop Road - South Shore	**Trans, Scenic**	**N**	
119	Montreal Road Extension	**Trans**	**N**	
120	Kingsbury Connector	**Trans**	**N**	
121	Commercial Air Service: Part 132 commercial air service	**Trans**	**N**	
122	Commercial Air Service: commercial air service that does not require Part 132 certifications	**Trans**	**N**	
123	Expansion of waterborne excursion service	**WQ, Trans**	**N**	
124	Re-instate the oxygenated fuel program	**WQ, AQ**	**N**	
125	Management Programs	**Trans**	**N**	
126	Around the Lake Transit	**Trans**	**N**	
VEGETATION - IN PLACE				
127	Vegetation Protection During Construction: *Code of Ordinances* Chapter 33	**WQ, AQ, Veg, Scenic**	**N**	The amendments will not alter the provisions of Chapter 33 in the TRPA Code of Ordinances.

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
128	Tree Removal: *Code of Ordinances* Chapter 61	**Veg, Wildlife, Scenic**	**N**	The amendments will not alter the provisions of Chapter 61 in the TRPA Code of Ordinances.
129	Prescribed Burning: *Code of Ordinances* Chapter 61	**WQ, AQ, Veg, Wildlife, Scenic**	**N**	
130	Remedial Vegetation Management: *Code of Ordinances* Chapter 61	**WQ, Veg, Wildlife**	**N**	
131	Sensitive and Uncommon Plant Protection and Fire Hazard Reduction: *Code of Ordinances* Chapter 61	**Veg, Wildlife, Scenic**	**N**	
132	Revegetation: *Code of Ordinances* Chapter 61	**WQ, Veg, Wildlife, Scenic**	**N**	
133	Remedial Action Plans: *Code of Ordinances* Chapter 5	**WQ, Veg**	**N**	The amendments will not alter the Remedial Action Plans.
134	Handbook of Best Management Practices	**WQ, Soils/SEZ, Veg, Fish**	**N**	The Handbook of Best Management Practices will continue to be used to design and construct BMPs.
135	Shorezone protection	**WQ, Soils/SEZ, Veg**	**N**	No changes are proposed that would modify existing code provisions related to the Shorezone or impact these compliance measures.
136	Project Review	**WQ, Veg**	**N**	The amendments will not impact project review and compliance inspections.
137	Compliance inspections	**Veg**	**N**	
138	Development Standards in the Backshore	**WQ, Soils/SEZ, Veg, Wildlife, Scenic**	**N**	No changes are proposed that would modify existing backshore development standards.
139	Land Coverage Standards: *Code of Ordinances* Chapter 30	**WQ, Veg, Wildlife, Fish, Scenic**	**Y**	The proposed amendments will not modify land coverage standards in Chapter 30 of the TRPA Code of Ordinances. The proposed Code provisions for the pilot program will support Soil Conservation and Water Quality Threshold attainment.

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
140	Grass Lake, Research Natural Area	**WQ, Veg, Wildlife, Fish, Scenic**	**N**	N/A
141	Conservation Element, Vegetation Subelement: Goals and Policies	**Veg, Wildlife, Fish**	**N**	The amendments are consistent with the Conservation Element and Vegetation Subelement Goals and Policies in the Regional Plan.
142	Late Successional Old Growth (LSOG): *Code of Ordinances* Chapter 61	**Veg, Wildlife, Fish**	**N**	The pilot program and associated Code additions do not impact late successional old growth policies. The proposed amendments will benefit SEZ restoration through the requirement of restoration of SEZs on Sending Sites.
143	Stream Environment Zone Vegetation: *Code of Ordinances* Chapter 61	**WQ, Veg, Wildlife, Fish**	**N**	
144	Tahoe Yellow Cress Conservation Strategy	**Veg**	**N**	The amendments will not impact efforts to conserve the Tahoe Yellow Cress.
145	Control and/or Eliminate Noxious Weeds	**Veg, Wildlife**	**N**	The amendments will not impact efforts to control noxious (invasive) weeds.
146	Freel Peak Cushion Plant Community Protection	**Veg**	**N**	N/A
VEGETATION - SUPPLEMENTAL				
147	Deepwater Plant Protection	**WQ, Veg**	**N**	The amendments will not impact efforts to protect deepwater plants.
WILDLIFE - IN PLACE				
148	Wildlife Resources: *Code of Ordinances* Chapter 62	**Wildlife, Noise**	**N**	The amendments will not modify the Wildlife Resources Code Chapter 62.
149	Stream Restoration Program	**WQ, Soils/SEZ, Veg, Wildlife, Fish, Rec, Scenic**	**N**	The amendments do not include any changes to the Stream Restoration Program.
150	BMP and revegetation practices	**WQ, Veg, Wildlife, Fish, Scenic**	**N**	The amendments do not include any changes to existing BMP and revegetation requirements.
151	OHV limitations	**WQ, Soils/SEZ, AQ, Wildlife, Noise, Rec**	**N**	The amendments do not include any changes to OHV limitations.
152	Remedial Action Plans: *Code of Ordinances* Chapter 5	**Wildlife**	**N**	The amendments do not include any changes to requirements for Remedial Action Plans.
153	Project Review	**Wildlife**	**N**	The amendments will not impact project review and compliance inspections.
FISHERIES - IN PLACE				
156	Fish Resources: *Code of Ordinances* Chapter 63	**WQ, Fish**	**N**	The amendments will not modify the Resource Management and Protection regulations, Chapters 60 through 68, of the TRPA Code of Ordinances.

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
157	Tree Removal: *Code of Ordinances* Chapter 61	**Wildlife, Fish**	**N**	The amendments do not change tree removal provisions of Chapter 61. However, the proposed GIS mapping Code updates would require technical correction updates to Chapter 61 to support consistency with other Sections of Chapter 10 by for example, referring to "Overlays" as "Layers", and help modernize the language used to discuss GIS data.
158	Shorezone BMPs	**WQ, Fish**	**N**	See response to Compliance Measures 43 through 50.
159	Filling and Dredging: *Code of Ordinances* Chapter 84	**WQ, Fish**	**N**	
160	Location standards for structures in the shorezone: *Code of Ordinances* Chapter 84	**WQ, Fish**	**N**	
161	Restrictions on SEZ encroachment and vegetation alteration	**WQ, Soils/SEZ, Fish**	**N**	See response to Compliance Measures 156.
162	SEZ Restoration Program	**WQ, Soils/SEZ, Fish**	**N**	See response to Compliance Measure 14.
163	Stream restoration program	**WQ, Soils/SEZ, Fish**	**N**	See response to Compliance Measures 1-4 and 156.
164	Riparian restoration	**WQ, Soils/SEZ, Fish**	**N**	
165	Livestock: *Code of Ordinances* Chapter 64	**WQ, Soils/SEZ, Fish**	**N**	
166	BMP and revegetation practices	**WQ, Fish**	**Y**	See response to Compliance Measures 1 through 4.
167	Fish habitat study	**Fish**	**N**	See response to Compliance Measures 16 and 17.
168	Remedial Action Plans: *Code of Ordinances* Chapter 5	**Fish**	**N**	The amendments will not alter the Remedial Action Plans.
169	Mitigation Fee Requirements: *Code of Ordinances* Chapter 86	**Fish**	**N**	The mitigation fee requirements in Chapter 86 of the TRPA Code of Ordinances are not being modified with the amendments.
170	Compliance inspection	**Fish**	**N**	The amendments do not modify existing compliance or inspection programs or provisions.
171	Public Education Program	**Wildlife, Fish**	**N**	N/A
NOISE - IN PLACE				

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
172	Airport noise enforcement program	**Wildlife, Fish**	**N**	The amendments do not modify existing enforcement programs.
173	Boat noise enforcement program	**Wildlife, Fish, Rec**	**N**	
174	Motor vehicle/motorcycle noise enforcement program: *Code of Ordinances* Chapters 5 and 23	**Wildlife, Fish**	**N**	
175	ORV restrictions	**AQ, Wildlife, Noise, Rec**	**N**	The amendments do not modify existing ORV or snowmobile conditions.
176	Snowmobile Restrictions	**WQ, Wildlife, Noise, Rec**	**N**	
177	Land use planning and controls	**Wildlife, Noise**	**N**	See response to Compliance Measure 9.
178	Vehicle trip reduction programs	**Trans, Noise**	**N**	The amendments do not impact vehicle trip reduction programs.
179	Transportation corridor design criteria	**Trans, Noise**	**N**	N/A
180	Airport Master Plan South Lake Tahoe	**Trans, Noise**	**N**	N/A
181	Loudspeaker restrictions	**Wildlife, Noise**	**N**	The amendments do not modify loudspeaker restrictions.
182	Project Review	**Noise**	**N**	The amendments will not impact project review and compliance inspections.
183	Complaint system: *Code of Ordinances* Chapters 5 and 68	**Noise**	**N**	Existing compliant systems are not being modified.
184	Transportation corridor compliance program	**Trans, Noise**	**N**	None of these compliance measures will be modified, including programs to control noise levels in the EIP.
185	Exemptions to noise limitations	**Noise**	**N**	
186	TRPA's Environmental Improvement Program (EIP)	**Noise**	**N**	
187	Personal watercraft noise controls	**Wildlife, Noise**	**N**	
NOISE - SUPPLEMENTAL				
188	Create an interagency noise enforcement MOU for the Tahoe Region.	**Noise**	**N**	N/A
RECREATION - IN PLACE				
189	Allocation of Development: *Code of Ordinances* Chapter 50	**Rec**	**N**	See response to Compliance Measure 9 and 10.

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
190	Master Plan Guidelines: *Code of Ordinances* Chapter 14	**Rec, Scenic**	**N**	The proposed GIS mapping Code includes technical correction updates to Chapters 10 and 14 to support consistency and to modernize the language used to discuss GIS data by for example using the term "Layers" rather than "Overlays".
191	Permissible recreation uses in the shorezone and lake zone: *Code of Ordinances* Chapter 81	**WQ, Noise, Rec**	**N**	See response to Compliance Measures 43 through 50.
192	Public Outdoor recreation facilities in sensitive lands	**WQ, Rec, Scenic**	**N**	The amendments do not alter provisions regarding public outdoor recreation in sensitive lands.
193	Hiking and riding facilities	**Rec**	**N**	The amendments do not alter hiking and riding facility provisions.
194	Scenic quality of recreation facilities	**Rec, Scenic**	**N**	N/A
195	Density standards	**Rec**	**N**	The amendments do not modify density standard limits.
196	Bonus incentive program	**Rec**	**N**	The amendments do not alter existing bonus incentive programs.
197	Required Findings: *Code of Ordinances* Chapter 4	**Rec**	**N**	All applicable TRPA Code Of Ordinance findings will continue to have to be met with the future approval of projects using amended provisions.
198	Lake Tahoe Recreation Sign Guidelines	**Rec, Scenic**	**N**	N/A
199	Annual user surveys	**Rec**	**N**	N/A
RECREATION - SUPPLEMENTAL				
200	Regional recreational plan	**Rec**	**N**	The amendments do not impact the regional recreation plan and associated Goals and Policies.
201	Establish fairshare resource capacity estimates	**Rec**	**N**	N/A
202	Reserve additional resource capacity	**Rec**	**N**	
203	Economic Modeling	**Rec**	**N**	
SCENIC - IN PLACE				
204	Project Review and Exempt Activities: *Code of Ordinances* Chapter 2	**Scenic**	**N**	The amendments will not impact project review and compliance inspections.

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
205	Land Coverage Limitations: *Code of Ordinances* Chapter 30	**WQ, Scenic**	**N**	The proposed amendments will not modify land coverage limitations in Code Chapter 30. See compliance measure 11.
206	Height Standards: *Code of Ordinances* Chapter 37	**Scenic**	**N**	The amendments do not propose any changes to height standards.
207	Driveway and Parking Standards: *Code of Ordinances* Chapter 34	**Trans, Scenic**	**N**	The amendments do not propose any changes to driveway and parking standards.
208	Signs: *Code of Ordinances* Chapter 38	**Scenic**	**N**	The amendments do not propose any changes to sign standards.
209	Historic Resources: *Code of Ordinances* Chapter 67	**Scenic**	**N**	The proposed GIS mapping Code includes technical correction updates to Chapters 10 and 67 to support consistency and to modernize the language used to discuss GIS data by for example using the term "Layers" rather than "Overlays".
210	Design Standards: *Code of Ordinances* Chapter 36	**Scenic**	**N**	The amendments do not propose any changes to design standards.
211	Shorezone Tolerance Districts and Development Standards: *Code of Ordinances* Chapter 83	**Scenic**	**N**	See response to Compliance Measures 43 through 50.
212	Development Standards Lakeward of Highwater: *Code of Ordinances* Chapter 84	**WQ, Scenic**	**N**	
213	Grading Standards: *Code of Ordinances* Chapter 33	**WQ, Scenic**	**N**	Grading and vegetation protection during construction shall continue to meet the provisions of the TRPA Code of Ordinances, Chapter 33, Grading and Construction.
214	Vegetation Protection During Construction: Code of Ordinances Chapter 33	**AQ, Veg, Scenic**	**N**	
215	Revegetation: *Code of Ordinances* Chapter 61	**Scenic**	**N**	Minor technical corrections to Chapter 61 of the TRPA Code of Ordinances are included to support consistency with other Sections of Chapter 10 by for example, referring to "Overlays" as "Layers". This will help modernize the language used to discuss GIS data. However, the amendments will not modify the Resource Management and Protection regulations, Chapters 60 through 68, of the TRPA Code of Ordinances.
216	Design Review Guidelines	**Scenic**	**N**	N/A
217	Scenic Quality Improvement Program(SQIP)	**Scenic**	**N**	The amendments do not propose any changes to scenic quality improvement programs or standards.
218	Project Review Information Packet	**Scenic**	**N**	

Tracking Number	Compliance Measure Description	Affected Threshold Categories	Affected by Action (Y/N)	Comments
219	Scenic Quality Ratings, Features Visible from Bike Paths and Outdoor Recreation Areas Open to the General Public	**Trans, Scenic**	**N**	
220	Nevada-side Utility Line Undergrounding Program	**Scenic**	**N**	N/A
SCENIC - SUPPLEMENTAL				
221	Real Time Monitoring Program	**Scenic**	**N**	No changes to the real time monitoring program are being proposed.
222	Integrate project identified in SQIP	**Scenic**	**N**	The amendments do not address SQIP project implementation.

ID	Threshold Category	TRPA 2006 Threshold Evaluation "Threshold Indicators"	Applicable Indicator Reporting Category	Name of Threshold Standard Addressed (see Resolution 82-11 for adopted standard)	Interim Target for 2016 (See 2011 Threshold Evaluation)	Status (2011)	Trend (2011)	Threshold Indicator	Unit of Measure	Addition Factors (i.e., alternative indicators used in 2011 Threshold Evaluation)	Source
1	Air Quality	AQ-1	Carbon Monoxide	Highest 1-hour Carbon Monoxide Concentration	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Rapid Improvement	Highest annual 1-hour concentration CO	ppm	Threshold indicator Used	2011 Threshold Evaluation
2	Air Quality	AQ-1	Carbon Monoxide	Highest 8-hour Carbon Monoxide Concentration	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Rapid Improvement	Highest annual 8-hour concentration CO	ppm	Threshold indicator Used	2011 Threshold Evaluation
3	Air Quality	AQ-2	Ozone	Highest 1-hour Ozone Concentration	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Ozone Concentration - highest 1-hour	ppm	Threshold indicator Used	2011 Threshold Evaluation
4	Air Quality	AQ-2	Ozone	Highest 8-hour Ozone Concentration	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Ozone Concentration - highest 8-hour	ppm	Threshold indicator Used	2011 Threshold Evaluation
5	Air Quality	AQ-3	Visibility	Annual Average PM_{10}	Insufficient data to determine interim target	Unknown	Unknown	Annual Average Concentration of PM_{10}	micrograms/cubic meter (ug/m^3)	Threshold indicator Used	2011 Threshold Evaluation
6	Air Quality	AQ-3	Visibility	Highest 24 hour PM_{10} Concentrations	59 $\mu g/m^3$ by 2016	Somewhat Worse Than Target	Moderate Improvement	Highest 24 hour PM_{10} concentration	microgram/cubic meter (ug/m^3)	Threshold indicator Used	2011 Threshold Evaluation
7	Air Quality	AQ-4	Visibility	Regional Visibility 50th percentile	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	extinction coefficient - visibility	Mm^{-1}	Threshold indicator Used	2011 Threshold Evaluation
8	Air Quality	AQ-4	Visibility	Regional Visibility 90th Percentile	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	extinction coefficient - visibility	Mm^{-1}	Threshold indicator Used	2011 Threshold Evaluation
9	Air Quality	AQ-4	Visibility	Sub-Regional Visibility 50th percentile	Insufficient data to determine interim target	Unknown	Unknown	extinction coefficient - visibility	Mm^{-1}	Threshold indicator Used	2011 Threshold Evaluation
10	Air Quality	AQ-4	Visibility	Sub-Regional Visibility 90th Percentile	Insufficient data to determine interim target	Unknown	Unknown	extinction coefficient - visibility	Mm^{-1}	Threshold indicator Used	2011 Threshold Evaluation
11	Air Quality	AQ-5	Carbon Monoxide	Winter Traffic Volume	N/A-Indicator already in attainment with standard	At or Better Than Target	Moderate Improvement	Volume of vehicle traffic measured on presidents weekend (Saturday) between 4pm and midnight	Number of Vehicles	Threshold indicator Used	2011 Threshold Evaluation

ID	Threshold Category	TRPA 2006 Threshold Evaluation "Threshold Indicators"	Applicable Indicator Reporting Category	Name of Threshold Standard Addressed (see Resolution 82-11 for adopted standard)	Interim Target for 2016 (See 2011 Threshold Evaluation)	Status (2011)	Trend (2011)	Threshold Indicator	Unit of Measure	Addition Factors (i.e., alternative indicators used in 2011 Threshold Evaluation)	Source
12	Air Quality	AQ-7	Visibility	VMT	N/A-Indicator already in attainment with standard	At or Better Than Target	Moderate Improvement	VMT Estimated from Peak Traffic Volumes in 2nd weekend in August	Vehicle Mile Traveled	Ratio of current year VMT estimate to Traffic Volume was used as a constant to backcast historic annual VMT values	2011 Threshold Evaluation
13	Air Quality	AQ-8	Nitrate Deposition	Reduce external and In-Basin NOx emissions	N/A-Indicator already in attainment with standard	Implemented	N/A	Modeled NOx Emissions in Tons	Tons	Threshold indicator Used	2011 Threshold Evaluation
14	Air Quality	Not Addressed	Odor	Diesel Engine Emission Fumes	N/A-Indicator already in attainment with standard	Implemented	N/A	Evaluation Criteria and Evidence	Number of Evaluation Criteria Satisfied	Threshold indicator Used	2011 Threshold Evaluation
15	Air Quality	Not Addressed	Ozone	3-year Average of 4th Highest Concentration	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	3-year average of the 4th highest Ozone Concentration	ppm	Threshold indicator Used	2011 Threshold Evaluation
16	Air Quality	Not Addressed	Ozone	Oxides of Nitrogen Emissions	N/A-Indicator already in attainment with standard	At or Better Than Target	Moderate Improvement	Average tons of NOx per day	Average tons/day	Threshold indicator Used	2011 Threshold Evaluation
17	Air Quality	Not Addressed	Visibility	3-year Average of the 98th percentile 24-hour $PM_{2.5}$ Concentration	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Unknown	3-year average of the 98th percentile 24-hour $PM_{2.5}$ concentration	microgram/cubic meter (ug/m^3)	Threshold indicator Used	2011 Threshold Evaluation
18	Air Quality	Not Addressed	Visibility	Highest 24-hour $PM_{2.5}$ Concentration	Non established	Not yet evaluated	Not yet evaluated	24-hour $PM_{2.5}$ Concentration	micrograms/cubic meter (ug/m^3)	Threshold, State or Federal indicator used	Not yet evaluated
19	Air Quality	Not Addressed	Visibility	Annual Average $PM_{2.5}$	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Little or No Change	Annual Average Concentration of $PM_{2.5}$	microgram/cubic meter (ug/m^3)	Threshold indicator Used	2011 Threshold Evaluation

ID	Threshold Category	TRPA 2006 Threshold Evaluation "Threshold Indicators"	Applicable Indicator Reporting Category	Name of Threshold Standard Addressed (see Resolution 82-11 for adopted standard)	Interim Target for 2016 (See 2011 Threshold Evaluation)	Status (2011)	Trend (2011)	Threshold Indicator	Unit of Measure	Addition Factors (i.e., alternative indicators used in 2011 Threshold Evaluation)	Source
Impact of Project on Air Quality Indicators/Targets/Other Factors (Y/N)			**N**	**Comments**	The GIS mapping Code updates would modify TRPA Code of Ordinances Chapter 10, TRPA Regional Plan Maps and would require technical correction updates to Chapters 11, 12, 14, 30, 60, 61, 62, 66, 67, 68, and 90 of the TRPA Code of Ordinances to support consistency with other Sections of Chapter 10 by for example, referring to "Overlays" as "Layers", and help modernize the language used to discuss GIS data. GIS mapping is more commonly used for regional planning analysis and is not intended to replace parcel-level surveys. Consequently, it is important to recognize that the GIS mapping updates will not replace project level survey requirements, including the environmental review associated with ordinance amendments required for the applicant initiated amendments to TRPA jurisdictional boundaries and for amendments to the official Regional Plan Maps and GIS Data Layers. The GIS mapping Code updates and associated Code amendments (the Proposed Action) make no changes to regulations that affect air quality. As such, the Proposed Action will have no change on Air Quality Threshold Standards and Indicators. The proposed Code amendments are consistent with the assumptions and analysis supporting the 2012 Regional Plan Update EIS and Threshold findings. Much of the geographic analysis in the 2012 Regional Plan Update EIS and Threshold findings relied on GIS data analysis since this mapping tool provided the best available information. In addition, all of the TRPA Regional Plan Maps were created using GIS technologies. The proposed amendments facilitate the use of the best available, most current, accurate information and science related to mapping; consequently these amendments will advance the use of data that will more accurately measure outcomes related to many goals. The Code provisions are consistent with Regional Land Use goals and policies and TRPA plans and programs since it clarifies GIS layers as the source of regulatory mapping information. In addition, the Code amendments support improved geographic or spatial measurement of compliance measures, Regional Plan Performance Measures, and threshold attainment. The forseeable benefits of these amendments include: updates TRPA code to better integrate the industry standard (GIS); allows for a more sustainable and secure storage of TRPA mapping; better clarifies the use of GIS data for TRPA regulatory purposes; promotes the use of better quality, more accurate, current data; supports accurate measurement of thresholds; and allows for more streamlined and advanced data analyses.						
20	Fisheries	F-1	Lake Habitat	Littoral Substrate	N/A-Indicator already in attainment with standard	At or Better Than Target	Unknown	Acres of "prime" habitat (rocky substrates in littoral zone)	Acres	Threshold indicator Used	2011 Threshold Evaluation
21	Fisheries	F-2	Stream Habitat	Stream Habitat Quality	Insufficient data to determine interim target	Unknown	Unknown	Miles of stream in "excellent" condition class	Miles	Benthic Macroinvertebrate O/E, Fish passage ratings	2011 Threshold Evaluation
22	Fisheries	F-2	Stream Habitat	Stream Habitat Quality	Insufficient data to determine interim target	Unknown	Unknown	Miles of stream in "good" condition class	Miles	Benthic Macroinvertebrate O/E, Fish passage ratings	2011 Threshold Evaluation
23	Fisheries	F-2	Stream Habitat	Stream Habitat Quality	Insufficient data to determine interim target	Unknown	Unknown	Miles of stream in "marginal" condition class	Miles	Benthic Macroinvertebrate O/E, Fish passage ratings	2011 Threshold Evaluation
24	Fisheries	F-3	Instream Flows	Stream Flow protection	N/A-Indicator already in attainment with standard	Implemented	N/A	Evaluation Criteria and Evidence	Number of criteria Satisfied	Evaluation Criteria and Evidence	2011 Threshold Evaluation
25	Fisheries	F-3	Instream Flows	Water Diversions	N/A-Indicator already in attainment with standard	Implemented	N/A	Evaluation Criteria and Evidence	Number of criteria Satisfied	Evaluation Criteria and Evidence	2011 Threshold Evaluation

ID	Threshold Category	TRPA 2006 Threshold Evaluation "Threshold Indicators"	Applicable Indicator Reporting Category	Name of Threshold Standard Addressed (see Resolution 82-11 for adopted standard)	Interim Target for 2016 (See 2011 Threshold Evaluation)	Status (2011)	Trend (2011)	Threshold Indicator	Unit of Measure	Addition Factors (i.e., alternative indicators used in 2011 Threshold Evaluation)	Source
26	Fisheries	F-4	Lahontan Cutthroat Trout	Reintroduction	N/A-Indicator already in attainment with standard	Implemented	N/A	Evaluation Criteria and Evidence	Number of criteria Satisfied	Evaluation Criteria and Evidence	2011 Threshold Evaluation
Impact of Project on Fisheries Indicators/Targets/Other Factors (Y/N)			**Y**	**Comments**	The Proposed Action makes no changes to regulations that directly affect fisheries. As such, the Proposed Action will have no change on Fisheries Threshold Standards and Indicators.						
27	Noise	N-1	Single Event Noise	Aircraft 8am to 8pm	Trend expected to flatten then remain stable	Somewhat Worse Than Target	Moderate Decline	dBA Level and Number of Exceedances of Standard	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
28	Noise	N-1	Single Event Noise	Aircraft 8pm to 8am	Insufficient data to determine interim target	Unknown	Unknown	dBA Level and Number of Exceedances of Standard	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
29	Noise	N-2	Single Event Noise	Motor Vehicles Greater Than 6,000 GVW	Insufficient data to determine interim target	Unknown	Unknown	dBA Level and Number of Exceedances of Standard	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
30	Noise	N-2	Single Event Noise	Motor Vehicles Less Than 6,000 GVW	Insufficient data to determine interim target	Unknown	Unknown	dBA Level and Number of Exceedances of Standard	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
31	Noise	N-2	Single Event Noise	Motorcycles	Insufficient data to determine interim target	Unknown	Unknown	dBA Level and Number of Exceedances of Standard	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
32	Noise	N-2	Single Event Noise	Off-Road Vehicles	Insufficient data to determine interim target	Unknown	Unknown	dBA Level and Number of Exceedances of Standard	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
33	Noise	N-2	Single Event Noise	Snowmobiles	Insufficient data to determine interim target	Unknown	Unknown	dBA Level and Number of Exceedances of Standard	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
34	Noise	N-2	Single Event Noise	Watercraft - Pass by	Insufficient data to determine interim target	Unknown	Unknown	dBA Level and Number of Exceedances of Standard	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
35	Noise	N-2	Single Event Noise	Watercraft - Shoreline	Insufficient data to determine interim target	Somewhat Worse Than Target	Unknown	dBA Level and Number of Exceedances of Standard	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation

ID	Threshold Category	TRPA 2006 Threshold Evaluation "Threshold Indicators"	Applicable Indicator Reporting Category	Name of Threshold Standard Addressed (see Resolution 82-11 for adopted standard)	Interim Target for 2016 (See 2011 Threshold Evaluation)	Status (2011)	Trend (2011)	Threshold Indicator	Unit of Measure	Addition Factors (i.e., alternative indicators used in 2011 Threshold Evaluation)	Source
36	Noise	N-2	Single Event Noise	Watercraft - Stationary	Insufficient data to determine interim target	Unknown	Unknown	dBA Level and Number of Exceedances of Standard	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
37	Noise	N-3	Cumulative Noise Events	Commercial Areas	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
38	Noise	N-3	Cumulative Noise Events	Critical Wildlife Habitat Areas	Insufficient data to determine interim target	Considerably Worse Than Target	Unknown	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
39	Noise	N-3	Cumulative Noise Events	High Density Residential Areas	Unable to be determined due to lack of trend	Somewhat Worse Than Target	Little or No Change	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
40	Noise	N-3	Cumulative Noise Events	Hotel/Motel Areas	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
41	Noise	N-3	Cumulative Noise Events	Industrial Areas	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
42	Noise	N-3	Cumulative Noise Events	Low Density Residential Areas	Unable to be determined due to lack of trend	Somewhat Worse Than Target	Little or No Change	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
43	Noise	N-3	Cumulative Noise Events	Rural Outdoor Recreation Areas	Unable to be determined due to lack of trend	Somewhat Worse Than Target	Little or No Change	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
44	Noise	N-3	Cumulative Noise Events	Transportation Corridors - Highway 50	N/A-Indicator already in attainment with standard	At or Better Than Target	Rapid Improvement	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
45	Noise	N-3	Cumulative Noise Events	Transportation Corridors - Highways 207	Unable to be determined due to lack of trend	Somewhat Worse Than Target	Little or No Change	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
46	Noise	N-3	Cumulative Noise Events	Transportation Corridors - Highways 267	Unable to be determined due to lack of trend	Considerably Worse Than Target	Little or No Change	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation

ID	Threshold Category	TRPA 2006 Threshold Evaluation "Threshold Indicators"	Applicable Indicator Reporting Category	Name of Threshold Standard Addressed (see Resolution 82-11 for adopted standard)	Interim Target for 2016 (See 2011 Threshold Evaluation)	Status (2011)	Trend (2011)	Threshold Indicator	Unit of Measure	Addition Factors (i.e., alternative indicators used in 2011 Threshold Evaluation)	Source
47	Noise	N-3	Cumulative Noise Events	Transportation Corridors - Highways 28	CNEL 62 dBA	Somewhat Worse Than Target	Little or No Change	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
48	Noise	N-3	Cumulative Noise Events	Transportation Corridors - Highways 431	CNEL 56 dBA	Somewhat Worse Than Target	Little or No Change	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
49	Noise	N-3	Cumulative Noise Events	Transportation Corridors - Highways 89	CNEL 59 dBA	Somewhat Worse Than Target	Little or No Change	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
50	Noise	N-3	Cumulative Noise Events	Transportation Corridors - South Lake Tahoe Airport	Insufficient data to determine interim target	Somewhat Worse Than Target	Unknown	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
51	Noise	N-3	Cumulative Noise Events	Urban Outdoor Recreation	Unable to be determined due to lack of trend	Somewhat Worse Than Target	Little or No Change	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
52	Noise	N-3	Cumulative Noise Events	Wilderness and Roadless Areas	N/A-Indicator already in attainment with standard	At or Better Than Target	Moderate Improvement	Community Noise Equivalent Level (dBA) in designated zone	decibels - dBA	Threshold indicator Used	2011 Threshold Evaluation
Impact of Project on Noise Indicators/Targets/Other Factors (Y/N)			**N**	**Comments**	The Proposed Action makes no changes to regulations that affect noise. As such, the Proposed Action will have no change on Noise Threshold Standards and Indicators.						
53	Recreation	R-1	High Quality Recreation Experience	High Quality Recreation Experience	N/A-Indicator already in attainment with standard	Implemented	N/A	Evaluation Criteria and Evidence	Number of criteria Satisfied	Evaluation Criteria and Evidence	2011 Threshold Evaluation
54	Recreation	R-2	Fair Share	Fair Share	N/A-Indicator already in attainment with standard	Implemented	N/A	Evaluation Criteria and Evidence	Number of criteria Satisfied	Threshold indicator Used	2011 Threshold Evaluation
Impact of Project on Recreation Indicators/Targets/Other Factors (Y/N)			**N**	**Comments**	The Proposed Action makes no changes to regulations that affect recreation. As such, the Proposed Action will have no change on Recreation Threshold Standards and Indicators.						
55	Scenic Resources	SR-1	Roadway and Shoreline Units	Roadway Travel Units	Increase the number of units meeting the minimum score by at least two by 2016	At or Better Than Target	Moderate Improvement	Average of unit composite scores	Composite Score	Evaluation Criteria and Evidence	2011 Threshold Evaluation
56	Scenic Resources	SR-1	Roadway and Shoreline Units	Shoreline Travel Units	increase the number of units meeting the minimum score by at least one by 2016	At or Better Than Target	Little or No Change	Average of unit composite scores	Composite Score	Evaluation Criteria and Evidence	2011 Threshold Evaluation
57	Scenic Resources	SR-2	Roadway and Shoreline Units	Roadway Scenic Resources	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Average of unit composite scores	Composite Score	Evaluation Criteria and Evidence	2011 Threshold Evaluation

ID	Threshold Category	TRPA 2006 Threshold Evaluation "Threshold Indicators"	Applicable Indicator Reporting Category	Name of Threshold Standard Addressed (see Resolution 82-11 for adopted standard)	Interim Target for 2016 (See 2011 Threshold Evaluation)	Status (2011)	Trend (2011)	Threshold Indicator	Unit of Measure	Addition Factors (i.e., alternative indicators used in 2011 Threshold Evaluation)	Source
58	Scenic Resources	SR-2	Roadway and Shoreline Units	Shoreline Scenic Resources	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Average of unit composite scores	Composite Score	Evaluation Criteria and Evidence	2011 Threshold Evaluation
59	Scenic Resources	SR-3	Other Areas	Other Areas (Recreation Sites and Bike Trails)	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Average of unit composite scores	Composite Score	Evaluation Criteria and Evidence	2011 Threshold Evaluation
60	Scenic Resources	SR-4	Built Environment	Built Environment	N/A-Indicator already in attainment with standard	Implemented	N/A	Evaluation Criteria and Evidence	Number of criteria Satisfied	Evaluation Criteria and Evidence	2011 Threshold Evaluation
Impact of Project on Scenic Resources Indicators/Targets/Other Factors (Y/N)			**Y**	**Comments**	The Proposed Action makes no changes to regulations that affect scenic resources. As such, the Proposed Action will have no direct change on Scenic Threshold Standards and Indicators.						
61	Soil Conservation	SC-1	Impervious Cover	Bailey Land Coverage Coefficients – Class 1a (1%)	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Unknown	Percent impervious cover in land capability class	Percent (%)	Threshold indicator Used	2011 Threshold Evaluation
62	Soil Conservation	SC-1	Impervious Cover	Bailey Land Coverage Coefficients - Class 1b (1%)	Insufficient data to determine interim target	Considerably Worse Than Target	Unknown	Percent impervious cover in land capability class	Percent (%)	Threshold indicator Used	2011 Threshold Evaluation
63	Soil Conservation	SC-1	Impervious Cover	Bailey Land Coverage Coefficients - Class 1c (1%)	N/A-Indicator already in attainment with standard	At or Better Than Target	Unknown	Percent impervious cover in land capability class	Percent (%)	Threshold indicator Used	2011 Threshold Evaluation
64	Soil Conservation	SC-1	Impervious Cover	Bailey Land Coverage Coefficients - Class 2 (1%)	Insufficient data to determine interim target	Somewhat Worse Than Target	Unknown	Percent impervious cover in land capability class	Percent (%)	Threshold indicator Used	2011 Threshold Evaluation
65	Soil Conservation	SC-1	Impervious Cover	Bailey Land Coverage Coefficients - Class 3	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Unknown	Percent impervious cover in land capability class	Percent (%)	Threshold indicator Used	2011 Threshold Evaluation
66	Soil Conservation	SC-1	Impervious Cover	Bailey Land Coverage Coefficients - Class 4	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Unknown	Percent impervious cover in land capability class	Percent (%)	Threshold indicator Used	2011 Threshold Evaluation
67	Soil Conservation	SC-1	Impervious Cover	Bailey Land Coverage Coefficients - Class 5	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Unknown	Percent impervious cover in land capability class	Percent (%)	Threshold indicator Used	2011 Threshold Evaluation
68	Soil Conservation	SC-1	Impervious Cover	Bailey Land Coverage Coefficients - Class 6	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Unknown	Percent impervious cover in land capability class	Percent (%)	Threshold indicator Used	2011 Threshold Evaluation
69	Soil Conservation	SC-1	Impervious Cover	Bailey Land Coverage Coefficients - Class 7	N/A-Indicator already in attainment with standard	At or Better Than Target	Unknown	Percent impervious cover in land capability class	Percent (%)	Threshold indicator Used	2011 Threshold Evaluation
70	Soil Conservation	SC-2	Stream Environment Zone	Stream Restoration, 1,100 acres restored	88 acres of SEZ restoration by 2016	Considerably Worse Than Target	Moderate Improvement	Acres (and percent) of SEZ Restored	Acres and percent (%)	Threshold indicator Used	2011 Threshold Evaluation

ID	Threshold Category	TRPA 2006 Threshold Evaluation "Threshold Indicators"	Applicable Indicator Reporting Category	Name of Threshold Standard Addressed (see Resolution 82-11 for adopted standard)	Interim Target for 2016 (See 2011 Threshold Evaluation)	Status (2011)	Trend (2011)	Threshold Indicator	Unit of Measure	Addition Factors (i.e., alternative indicators used in 2011 Threshold Evaluation)	Source
Impact of Project on Soil Conservation Indicators/Targets/Other Factors (Y/N)			**Y**	**Comments**	The Proposed Action makes no changes to regulations that affect soil conservation. As such, the Proposed Action will have no change on Soil Conservation Threshold Standards and Indicators.						
71	Vegetation Preservation	V-1	Common Vegetation	Appropriate Management Practices	N/A-Indicator already in attainment with standard	Implemented	N/A	Evaluation Criteria and Evidence	N/A	Evaluation Criteria and Evidence	2011 Threshold Evaluation
72	Vegetation Preservation	V-1	Common Vegetation	Land Capability to Support Native Vegetation	N/A-Indicator already in attainment with standard	Implemented	N/A	Evaluation Criteria and Evidence	N/A	Evaluation Criteria and Evidence	2011 Threshold Evaluation
73	Vegetation Preservation	V-1	Common Vegetation	Protect and Expand Riparian Vegetation	N/A-Indicator already in attainment with standard	Implemented	N/A	Evaluation Criteria and Evidence	N/A	Evaluation Criteria and Evidence	2011 Threshold Evaluation
74	Vegetation Preservation	V-1	Common Vegetation	Vegetation Pattern - Juxtaposition	N/A-Indicator already in attainment with standard	Implemented	N/A	Evaluation Criteria and Evidence	N/A	Evaluation Criteria and Evidence	2011 Threshold Evaluation
75	Vegetation Preservation	V-1	Common Vegetation	Relative Abundance - Deciduous Riparian Hardwoods	Increase total acreage by 2016	Considerably Worse Than Target	Unknown	Acres (and percent cover) of Riparian Deciduous Hardwoods	Acres and percent (%)	Threshold indicator Used	2011 Threshold Evaluation
76	Vegetation Preservation	V-1	Common Vegetation	Relative Abundance - Meadows and Wetlands	Increase total acreage by 2016	Somewhat Worse Than Target	Unknown	Acres (and percent cover) of vegetation types meeting meadow and wetland classification type	Acres and percent (%)	Threshold indicator Used	2011 Threshold Evaluation
77	Vegetation Preservation	V-1	Common Vegetation	Relative Abundance - Shrub	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Unknown	Acres (and percent cover) of vegetation types meeting shrub classification	Acres and percent (%)	Threshold indicator Used	2011 Threshold Evaluation
78	Vegetation Preservation	V-1	Common Vegetation	Relative Abundance - Small Diameter Red Fir	Insufficient data to determine interim target	Considerably Worse Than Target	Unknown	Acres (and percent cover) of vegetation types meeting small diameter (<10.9"dbh) red fir classification	Acres and percent (%)	Threshold indicator Used	2011 Threshold Evaluation
79	Vegetation Preservation	V-1	Common Vegetation	Relative Abundance - Small Diameter Yellow Pine	Insufficient data to determine interim target	Considerably Worse Than Target	Unknown	Acres (and percent cover) of vegetation types meeting small diameter (<10.9"dbh) Jeffrey pine classification	Acres and percent (%)	Threshold indicator Used	2011 Threshold Evaluation

ID	Threshold Category	TRPA 2006 Threshold Evaluation "Threshold Indicators"	Applicable Indicator Reporting Category	Name of Threshold Standard Addressed (see Resolution 82-11 for adopted standard)	Interim Target for 2016 (See 2011 Threshold Evaluation)	Status (2011)	Trend (2011)	Threshold Indicator	Unit of Measure	Addition Factors (i.e., alternative indicators used in 2011 Threshold Evaluation)	Source
80	Vegetation Preservation	V-1	Common Vegetation	Vegetation Community Richness	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Number of different vegetation associated as defined in resolution 82-11	Number (#)	Threshold indicator Used	2011 Threshold Evaluation
81	Vegetation Preservation	V-2	Uncommon Plant Communities	Deep-water plants of Lake Tahoe	Insufficient data to determine interim target	Unknown	Unknown	Evaluation Criteria and Evidence as determined by Qualified Botanist/Ecologist	Presence/Absence	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
82	Vegetation Preservation	V-2	Uncommon Plant Communities	Freel Peak Cushion Plant community	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Evaluation Criteria and Evidence as determined by Qualified Botanist/Ecologist	Presence/absences	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
83	Vegetation Preservation	V-2	Uncommon Plant Communities	Grass Lake (sphagnum bog)	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Evaluation Criteria and Evidence as determined by Qualified Botanist/Ecologist	Presence/absences	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
84	Vegetation Preservation	V-2	Uncommon Plant Communities	Hell Hole	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Evaluation Criteria and Evidence as determined by Qualified Botanist/Ecologist	Presence/absences	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
85	Vegetation Preservation	V-2	Uncommon Plant Communities	Osgood swamp	Insufficient data to determine interim target	Somewhat Worse Than Target	Moderate Decline	Evaluation Criteria and Evidence as determined by Qualified Botanist/Ecologist	Presence/absences	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
86	Vegetation Preservation	V-2	Uncommon Plant Communities	Pope Marsh	Unable to be determined due to lack of trend	At or Better Than Target	Little or No Change	Evaluation Criteria and Evidence as determined by Qualified Botanist/Ecologist	Presence/absences	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
87	Vegetation Preservation	V-2	Uncommon Plant Communities	Taylor Creek Marsh	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Evaluation Criteria and Evidence as determined by Qualified Botanist/Ecologist	Presence/absences	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation

ID	Threshold Category	TRPA 2006 Threshold Evaluation "Threshold Indicators"	Applicable Indicator Reporting Category	Name of Threshold Standard Addressed (see Resolution 82-11 for adopted standard)	Interim Target for 2016 (See 2011 Threshold Evaluation)	Status (2011)	Trend (2011)	Threshold Indicator	Unit of Measure	Addition Factors (i.e., alternative indicators used in 2011 Threshold Evaluation)	Source
88	Vegetation Preservation	V-2	Uncommon Plant Communities	Upper Truckee Marsh	Insufficient data to determine interim target	Somewhat Worse Than Target	Little or No Change	Evaluation Criteria and Evidence as determined by Qualified Botanist/Ecologist	Presence/absences	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
89	Vegetation Preservation	V-3	Sensitive Plants	Galena Rock Cress - Arabis rigidissima v. demote	Insufficient data to determine interim target	Unknown	Unknown	Number of occupied sites	Number	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
90	Vegetation Preservation	V-3	Sensitive Plants	Cup Lake Drabe - Draba asterophora v. macrocarpa	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Little or No Change	Number of occupied sites	Number	Threshold indicator Used	2011 Threshold Evaluation
91	Vegetation Preservation	V-3	Sensitive Plants	Long-petaled Lewisia - Lewisia pygmaea longipetala	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Little or No Change	Number of occupied sites	Number	Threshold indicator Used	2011 Threshold Evaluation
92	Vegetation Preservation	V-3	Sensitive Plants	Tahoe Draba - Draba asterophora v. asterophora	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Little or No Change	Number of occupied sites	Number	Threshold indicator Used	2011 Threshold Evaluation
93	Vegetation Preservation	V-3	Sensitive Plants	Tahoe Yellow Cress - Rorippa subumbellata	N/A-Indicator already in attainment with standard	Considerably Better Than Standard	Moderate	Number of occupied sites	Number	Threshold indicator Used	2011 Threshold Evaluation
94	Vegetation Preservation	V-4	Late Seral/Old Growth	Late Seral/Old Growth - Montane	Increase in percent cover of large diameter dominated stands by 2016	Considerably Worse Than Target	Unknown	Acres (and percent cover) of stands dominated by conifer trees > 24"dbh (relative abundance)	Acres and percent (%)	Threshold indicator Used	2011 Threshold Evaluation
95	Vegetation Preservation	V-4	Late Seral/Old Growth	Late Seral/Old Growth - Sub Alpine	Increase in percent cover of large diameter dominated stands by 2016	Considerably Worse Than Target	Unknown	Acres (and percent cover) of stands dominated by conifer trees > 24"dbh (relative abundance)	Acres and percent (%)	Threshold indicator Used	2011 Threshold Evaluation
96	Vegetation Preservation	V-4	Late Seral/Old Growth	Late Seral/Old Growth - Upper Montane	Increase in percent cover of large diameter dominated stands by 2016	Considerably Worse Than Target	Unknown	Acres (and percent cover) of stands dominated by conifer trees > 24"dbh (relative abundance)	Acres and percent (%)	Threshold indicator Used	2011 Threshold Evaluation
Impact of Project on Vegetation Preservation Indicators/Targets/Other Factors (Y/N)			**Y**	**Comments**	The Proposed Action makes no changes to regulations that affect vegetation resources. As such, the Proposed Action will have no direct change on Vegetation Threshold Standards and Indicators. However, the proposed amendments facilitate the use of the best available, most current, accurate information and science related to mapping; consequently these amendments will advance the use of data that will more accurately measure outcomes related to vegetation preservation indicators and targets (such as the special species mapping).						

ID	Threshold Category	TRPA 2006 Threshold Evaluation "Threshold Indicators"	Applicable Indicator Reporting Category	Name of Threshold Standard Addressed (see Resolution 82-11 for adopted standard)	Interim Target for 2016 (See 2011 Threshold Evaluation)	Status (2011)	Trend (2011)	Threshold Indicator	Unit of Measure	Addition Factors (i.e., alternative indicators used in 2011 Threshold Evaluation)	Source
97	Water Quality	WQ-1	Littoral Lake Tahoe	Turbidity At Non-Stream Mouths (<1 NTU)	Insufficient data to determine interim target	Unknown	Unknown	Average turbidity measures at nearshore areas other than stream mouths	NTU	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
98	Water Quality	WQ-1	Littoral Lake Tahoe	Turbidity At Stream Mouths (<3 NTU)	Insufficient data to determine interim target	Unknown	Unknown	Average turbidity measures at nearshore at than stream mouths	NTU	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
99	Water Quality	Not Addressed	Littoral Lake Tahoe	Attached Algae		Not yet evaluated	Not yet evaluated				2011 Threshold Evaluation
100	Water Quality	Not Addressed	Littoral Lake Tahoe	Aquatic Invasive Species		Not yet evaluated	Not yet evaluated				2011 Threshold Evaluation
101	Water Quality	WQ-2	Pelagic Lake Tahoe	Annual Average Secchi Disk	23.8m or 78ft by 2016	Somewhat Worse Than Target	Moderate Decline	Annual Average Secchi Depth	meter and feet	Threshold indicator Used	2011 Threshold Evaluation
102	Water Quality	WQ-3	Pelagic Lake Tahoe	Primary Productivity	Predicted to be approximately 221 $gC/m^2/yr$ in 2016	Considerably Worse Than Target	Rapid Decline	annual phytoplankton primary productivity	$gC/m^2/year$	Threshold indicator Used	2011 Threshold Evaluation
103	Water Quality	WQ-4	Tributaries	90% Percentile Suspended Sediment Concentrations (60mg/l)	N/A-Indicator already in attainment with standard	Somewhat Worse Than Target	Moderate Improvement	Suspended Sediment Concentration	mg/l and number of standard exceedances	Threshold indicator Used	2011 Threshold Evaluation
104	Water Quality	WQ-4	Tributaries	State Standard for DIN Concentration	Unable to be determined due to lack of trend	No Target Established	Little or No Change	Proportion of samples meeting State Total Nitrogen Concentration standard.	mg/l; and number and percent of standard exceedances	Threshold indicator Used	2011 Threshold Evaluation
105	Water Quality	WQ-4	Tributaries	State Standard for Dissolve Phosphorus	Unable to be determined due to lack of trend	No Target Established	Little or No Change	Annual Total Phosphorus Concentration	mg/l and number of standard exceedances	Threshold indicator Used	2011 Threshold Evaluation
106	Water Quality	WQ-5	Surface Runoff	Discharge to Surface Water - Grease & Oil	Insufficient data to determine interim target	Unknown	Unknown	concentration of grease and oil	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation

ID	Threshold Category	TRPA 2006 Threshold Evaluation "Threshold Indicators"	Applicable Indicator Reporting Category	Name of Threshold Standard Addressed (see Resolution 82-11 for adopted standard)	Interim Target for 2016 (See 2011 Threshold Evaluation)	Status (2011)	Trend (2011)	Threshold Indicator	Unit of Measure	Addition Factors (i.e., alternative indicators used in 2011 Threshold Evaluation)	Source
107	Water Quality	WQ-5	Surface Runoff	Discharge to Surface Water - Total Iron	Insufficient data to determine interim target	Unknown	Unknown	concentration of total iron	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
108	Water Quality	WQ-5	Surface Runoff	Discharge to Surface Water - Total Nitrogen as N	Insufficient data to determine interim target	Unknown	Unknown	concentration of total nitrogen	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
109	Water Quality	WQ-5	Surface Runoff	Discharge to Surface Water - Total Phosphate as P	Insufficient data to determine interim target	Unknown	Unknown	concentration of total phosphate	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
110	Water Quality	WQ-5	Surface Runoff	Discharge to Surface Water - Turbidity (not to exceed 20 NTU)	Insufficient data to determine interim target	Unknown	Unknown	Turbidity level	NTU	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
111	Water Quality	WQ-6	Groundwater	Discharge to Ground Water - Grease & Oil	Insufficient data to determine interim target	Unknown	Unknown	Concentration of grease and oil	Visual Residue	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
112	Water Quality	WQ-6	Groundwater	Discharge to Ground Water - Iron	Insufficient data to determine interim target	Unknown	Unknown	Concentration of total iron	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
113	Water Quality	WQ-6	Groundwater	Discharge to Ground Water - Total Nitrogen as N	Insufficient data to determine interim target	Unknown	Unknown	Concentration of total nitrogen	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
114	Water Quality	WQ-6	Groundwater	Discharge to Ground Water - Total Phosphate	Insufficient data to determine interim target	Unknown	Unknown	Concentration of total phosphate	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation

ID	Threshold Category	TRPA 2006 Threshold Evaluation "Threshold Indicators"	Applicable Indicator Reporting Category	Name of Threshold Standard Addressed (see Resolution 82-11 for adopted standard)	Interim Target for 2016 (See 2011 Threshold Evaluation)	Status (2011)	Trend (2011)	Threshold Indicator	Unit of Measure	Addition Factors (i.e., alternative indicators used in 2011 Threshold Evaluation)	Source
115	Water Quality	WQ-6	Groundwater	Discharge to Ground Water - Turbidity	Insufficient data to determine interim target	Unknown	Unknown	Turbidity level	NTU	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
116	Water Quality	WQ-7	Other Lakes	Boron	Insufficient data to determine interim target	Unknown	Unknown	Concentration of Boron	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
117	Water Quality	WQ-7	Other Lakes	Chloride	Insufficient data to determine interim target	Unknown	Unknown	Concentration of Chloride	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
118	Water Quality	WQ-7	Other Lakes	Chlorophyll-a	Insufficient data to determine interim target	Unknown	Unknown	Concentration of Chlorophyll-a	$gC/m^2/year$	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
119	Water Quality	WQ-7	Other Lakes	Dissolved Inorganic Nitrogen	Insufficient data to determine interim target	Unknown	Unknown	Concentration of Inorganic Nitrogen	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
120	Water Quality	WQ-7	Other Lakes	Dissolved Oxygen	Insufficient data to determine interim target	Unknown	Unknown	Concentration of Dissolved Oxygen	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
121	Water Quality	WQ-7	Other Lakes	pH	Insufficient data to determine interim target	Unknown	Unknown	pH level	pH	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
122	Water Quality	WQ-7	Other Lakes	Phytoplankton cell counts	Insufficient data to determine interim target	Unknown	Unknown	Phytoplankton cell count	Number cells	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
123	Water Quality	WQ-7	Other Lakes	Secchi Disk	Insufficient data to determine interim target	Unknown	Unknown	Depth of Secchi Disk	meters or feet	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation

ID	Threshold Category	TRPA 2006 Threshold Evaluation "Threshold Indicators"	Applicable Indicator Reporting Category	Name of Threshold Standard Addressed (see Resolution 82-11 for adopted standard)	Interim Target for 2016 (See 2011 Threshold Evaluation)	Status (2011)	Trend (2011)	Threshold Indicator	Unit of Measure	Addition Factors (i.e., alternative indicators used in 2011 Threshold Evaluation)	Source
124	Water Quality	WQ-7	Other Lakes	Soluble Reactive Iron	Insufficient data to determine interim target	Unknown	Unknown	Concentration of Soluble Reactive Iron	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
125	Water Quality	WQ-7	Other Lakes	Soluble Reactive Phosphorus	Insufficient data to determine interim target	Unknown	Unknown	Concentration of SRP	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
126	Water Quality	WQ-7	Other Lakes	Sulfate	Insufficient data to determine interim target	Unknown	Unknown	Concentration of Sulfate	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
127	Water Quality	WQ-7	Other Lakes	Temperature	Insufficient data to determine interim target	Unknown	Unknown	Water temperature	Celsius	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
128	Water Quality	WQ-7	Other Lakes	Total Dissolved Solids	Insufficient data to determine interim target	Unknown	Unknown	Concentration of TDS	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
129	Water Quality	WQ-7	Other Lakes	Total Nitrogen	Insufficient data to determine interim target	Unknown	Unknown	Concentration of TN	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
130	Water Quality	WQ-7	Other Lakes	Total Phosphorus	Insufficient data to determine interim target	Unknown	Unknown	Concentration of TP	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
131	Water Quality	WQ-7	Other Lakes	Total Reactive Iron	Insufficient data to determine interim target	Unknown	Unknown	Concentration of TRI	mg/l	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation

ID	Threshold Category	TRPA 2006 Threshold Evaluation "Threshold Indicators"	Applicable Indicator Reporting Category	Name of Threshold Standard Addressed (see Resolution 82-11 for adopted standard)	Interim Target for 2016 (See 2011 Threshold Evaluation)	Status (2011)	Trend (2011)	Threshold Indicator	Unit of Measure	Addition Factors (i.e., alternative indicators used in 2011 Threshold Evaluation)	Source
132	Water Quality	WQ-7	Other Lakes	Vertical Extinction Coefficient	Insufficient data to determine interim target	Unknown	Unknown	Vertical extinction	per meter vertical extinction coefficient	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
133	Water Quality	Not Addressed	Tributaries	Reduce Dissolved Inorganic Nitrogen Load	at least one stream will attain adopted concentrations by 2016	Considerably Worse Than Target		Annual load of nitrogen (and nitrogen species)	MT/year or kg/year	Flow-weighted loads of N	2011 Threshold Evaluation
134	Water Quality	Not Addressed	Tributaries	Reduce Dissolved Phosphorus Load	3 of 10 monitored streams in compliance by 2016	Considerably Worse Than Target	Moderate Improvement	Annual load of total phosphorus (and phosphorus species)	MT/year or kg/year	Flow-weighted loads of P	2011 Threshold Evaluation
135	Water Quality	Not Addressed	Tributaries	Reduce Suspended Sediment Load	Unable to be determined due to lack of trend	No Target Established	Little or No Change	Annual load of suspended sediment from all monitored tributaries	MT/year or kg/year	Flow-weighted loads of Suspended Sediment	2011 Threshold Evaluation
136	Water Quality	Not Addressed	Tributaries	State Standard for Dissolve Iron Concentration	Insufficient data to determine interim target	Unknown	Unknown	Annual Dissolved Iron Concentration	mg/l and number of standard exceedances	Literature referenced or reviewed and professional judgment	2011 Threshold Evaluation
137	Water Quality	Not Addressed	Littoral and Pelagic Lake Tahoe	DIN Loading - Atmospheric Source (20% Reduction) 1973 to 1981 levels	Insufficient data to determine interim target	Unknown	Unknown	Metric tons of nutrients loaded via rain and snow deposition ("wet deposition") at Ward Creek site per year from atmospheric sources	g/hectare/year or MT/year	Threshold indicator Used	2011 Threshold Evaluation
138	Water Quality	Not Addressed	Littoral and Pelagic Lake Tahoe	DIN Loading - Groundwater Source (30% Reduction) 1973 to 1981 level	Insufficient data to determine interim target	Unknown	Unknown	Metric tons of DIN/year	MT/year	Threshold indicator Used	2011 Threshold Evaluation
139	Water Quality	Not Addressed	Littoral and Pelagic Lake Tahoe	DIN Loading - Surface Runoff Source (50% reduction) 1973 to 1981 level	Insufficient data to determine interim target	Unknown	Unknown	Metric tons of DIN/year	MT/year	Threshold indicator Used	2011 Threshold Evaluation
140	Water Quality	Not Addressed	Littoral and Pelagic Lake Tahoe	Reduce DIN Loading by 25% from all sources	Insufficient data to determine interim target	Unknown	Unknown	Annual DIN Load in metric tons/year or kg/year	kg/year	Threshold indicator Used	2011 Threshold Evaluation
141	Water Quality	Not Addressed	Littoral Lake Tahoe	Reduce DIN, DP, iron from all sources to meet the 1967-71 mean values	Insufficient data to determine interim target	Unknown	Unknown	Annual DIN, DP, Iron Load in metric tons/year or kg/year	kg/year	Threshold indicator Used	2011 Threshold Evaluation

ID	Threshold Category	TRPA 2006 Threshold Evaluation "Threshold Indicators"	Applicable Indicator Reporting Category	Name of Threshold Standard Addressed (see Resolution 82-11 for adopted standard)	Interim Target for 2016 (See 2011 Threshold Evaluation)	Status (2011)	Trend (2011)	Threshold Indicator	Unit of Measure	Addition Factors (i.e., alternative indicators used in 2011 Threshold Evaluation)	Source
Impact of Project on Water Quality Indicators/Targets/Other Factors (Y/N)			**Y**	**Comments**	The Proposed Action makes no changes to regulations that affect water resources. As such, the Proposed Action will have no direct change on Water Quality Threshold Standards and Indicators. However, the proposed amendments facilitate the use of the best available, most current, accurate information and science related to mapping; consequently these amendments will advance the use of data that will more accurately measure outcomes related to water quality indicators and targets (such as source water mapping).						
142	Wildlife	W-1	Special Interest Species	Disturbance Zones Management Standard	N/A-Indicator already in attainment with standard	Implemented	N/A	Road Density and Recreation disturbance within protected areas	Miles road/acre	Evaluation Criteria and Evidence	2011 Threshold Evaluation
143	Wildlife	W-1	Special Interest Species	Bald Eagle (Nesting, 1 site)	N/A-Indicator already in attainment with standard	At or Better Than Target	Little or No Change	Number of active nest sites	Number of Nests	Threshold indicator Used	2011 Threshold Evaluation
144	Wildlife	W-1	Special Interest Species	Bald Eagle (Winter, maintain 2 sites)	Maintain wintering sites	No Target Established	Moderate Improvement	Winter Bald Eagle Count	Number of individuals observed	Threshold indicator Used	2011 Threshold Evaluation
145	Wildlife	W-1	Special Interest Species	Deer (No Target)	increase in deer counts	No Target Established	Moderate Improvement	Annual NDOW deer counts	Number of individuals observed	Threshold indicator Used	2011 Threshold Evaluation
146	Wildlife	W-1	Special Interest Species	Golden Eagle (4 sites)	at least two active nests by 2016	Insufficient Information	Little or No Change	Number of active nest sites/year	Number of Nests	Threshold indicator Used	2011 Threshold Evaluation
147	Wildlife	W-1	Special Interest Species	Northern Goshawk (12 Sites)	4-8 reproductively active territories by 2016	Somewhat Worse Than Target	Little or No Change	Number of active nest sites/year	Number of Nests	Threshold indicator Used	2011 Threshold Evaluation
148	Wildlife	W-1	Special Interest Species	Osprey (4 Sites)	N/A-Indicator already in attainment with standard	Considerable Better Than Target	Moderate Improvement	Number of active nest sites/year	Number of Nests	Threshold indicator Used	2011 Threshold Evaluation
149	Wildlife	W-1	Special Interest Species	Peregrine (2 Sites)	N/A-Indicator already in attainment with standard	At or Better Than Target	Moderate Improvement	Number of active nest sites/year	Number of Nests	Threshold indicator Used	2011 Threshold Evaluation
150	Wildlife	W-1	Special Interest Species	Waterfowl (maintain 18 Sites)	Increase in the percentage of waterfowl relative to detrimental species	Somewhat Worse Than Target	Moderate Improvement	Evidence of nesting waterfowl and disturbance within protected areas	Disturbance rating	Threshold indicator Used	2012 Threshold Evaluation
151	Wildlife	W-2	Habitats of Special Significance	Riparian Habitat Protection	N/A-Indicator already in attainment with standard	Implemented	N/A	Implemented control measures and restoration effort	level of effort	Evaluation Criteria and Evidence	2013 Threshold Evaluation
Impact of Project on Wildlife Indicators/Targets/Other Factors (Y/N)			**N**	**Comments**	The Proposed Action makes no changes to regulations that affect wildlife resources. As such, the Proposed Action will have no direct change on Wildlife Threshold Standards and Indicators. However, the proposed amendments facilitate the use of the best available, most current, accurate information and science related to mapping; consequently these amendments will advance the use of data that will more accurately measure outcomes related to wildlife indicators and targets (such as special species mapping).						

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

MEMORANDUM

Date: December 7, 2016

To: TRPA Governing Board

From: TRPA Staff

Subject: Final 2015 Threshold Evaluation Report Issuance

Requested Action: Governing Board adoption of the attached resolution issuing the Final 2015 Threshold Evaluation Report.

Staff Recommendation: Staff recommends that the Governing Board adopt the attached resolution and issue the Final 2015 Threshold Evaluation Report.

Advisory Planning Commission Action: On December 7, 2016, the Advisory Planning Commission (APC) held a public hearing to consider recommendation on the issuance of the 2015 Threshold Evaluation Report. Due to the holidays and associated scheduling of the APC and Governing Board meetings, this staff summary was finalized before that public hearing occurred. Staff will present the APC recommendations during the presentation of this agenda item at Governing Board.

Required Motion: In order to adopt the attached resolution issuing the Final 2015 Threshold Evaluation Report, the Governing Board must make the following motion, based on this staff report and the evidence in the record:

1. A motion to adopt the findings included in Attachment A hereto, for the issuance of the 2015 Threshold Evaluation Report;

2. A motion to adopt Resolution 2016-___, Attachment B hereto, issuing the Final 2015 Threshold Evaluation Report.

In order for the motions to pass, an affirmative vote of any eight Governing Board members is required.

Background: The 1980 TRPA Compact (PL-96-551, 1980) directed TRPA to adopt environmental threshold carrying capacities (threshold standards). They are *"environmental standard(s) necessary to maintain a significant scenic, recreational, educational, scientific or natural value of the region or to maintain public health and safety within the region"* (TRPA Compact, Art. II(i)). In 1982, the TRPA Governing Board adopted through TRPA Resolution 82-11 more than 100 threshold standards in nine categories: water quality, air quality, noise, vegetation, wildlife, scenic resources, soil conservation, fisheries and recreation. In addition to the adoption of threshold standards, TRPA Governing Board Resolution 82-11 also directed the agency to establish a monitoring program to track progress in attainment of adopted threshold standards.

Chapter 16 of the TRPA Code of Ordinances provides implementation guidance to the Agency on reporting requirements associated with threshold evaluations. The purpose of the threshold evaluation is to:

- Assess the status of environmental conditions relative to the adopted threshold standards.
- Summarize progress on the implementation of the Regional Plan.
- Provide recommendations on additional actions that can be implemented to facilitate threshold standard attainment and maintenance, or otherwise improve the effectiveness of the agency.

The Draft 2015 Threshold Evaluation Report and a brief presentation of the report's results and recommendations were presented to the Governing Board in September 2016 and to the Advisory Planning Commission in October 2016. The peer review findings and recommendations were included as an appendix in the Draft and Final 2016 Threshold Evaluation Report.

The Final 2015 Threshold Evaluation Report can be found at http://www.trpa.org/regional-plan/threshold-evaluation/.

Contact Information: If you have any questions regarding this agenda item please contact Jeanne McNamara, Principal Planning Analyst, at jmcnamara@trpa.org, (775) 589-5252, or Dan Segan, Principal Natural Resource Analyst, at dsegan@trpa.org, (775) 589-5233

Attachments:

A. Required Findings for Issuance of the 2015 Threshold Evaluation Report
B. Resolution 2016-__ Issuing the 2015 Threshold Evaluation Report
C. 2015 Threshold Evaluation – Executive Summary
D. Appendix L

Attachment A
Required Findings for Issuance of the 2015 Threshold Evaluation Report

FINDINGS FOR GOVERNING BOARD ISSUANCE OF THE

FINAL 2015 THRESHOLD EVALUATION REPORT

The Code of Ordinances (Code) – Chapter 16 sets forth guidelines for TRPA's monitoring program and reporting elements that should be addressed in "periodic progress reports" that, over-time, have become known as "threshold evaluations." TRPA produced and released the Draft 2015 Threshold Evaluation Report in September 2016. The Draft 2015 Threshold Evaluation Report was produced on the course of 2015 and early 2016 and released for scientific peer review in April 2016. Following the scientific peer review, staff and other report contributors incorporated constructive input provided by the peer review panel into the Draft 2015 Threshold Evaluation Report. The Draft 2015 Threshold Evaluation Report and a brief presentation of the report's results and recommendations were presented to the Governing Board and the public for further comment and review in September 2016. The peer review findings and recommendations were included as an appendix in the Draft and Final 2016 Threshold Evaluation Report. Since the September 2016 Governing Board meeting, public comments were received and addressed either in response to comments or through the inclusion of additional data, analysis and/or narrative in the report.

The following findings and rationale related to TRPA Regional Plan – Code of Ordinances, Chapter 16 are provided to aid in the Governing Board's decision to issue the Final 2015 Threshold Evaluation Report.

1. Finding: Section 16.9.1 states that no later than four years from the effective date of the Regional Plan, and every four years thereafter, and more frequently if necessary to ensure adequate monitoring of progress toward attainment and maintenance of thresholds and standards, TRPA shall issue a progress report.

   Rationale: The timing of the 2015 Threshold Evaluation Report meets Code Section 16.9.1 where TRPA is required to produce threshold evaluation reports (i.e., progress reports) every four years starting in 1987. Note that this Code Section was amended in 2012 to change this from every five years to four years. To date, TRPA has now produced and publicly released threshold evaluation reports representing evaluations ending in 1991, 1996, 2001, 2006, 2011, and now 2015.

2. Finding: Periodic progress reports shall report on the degree (status) and rate of progress (trends) toward attainment of: 1) adopted threshold standards, 2) applicable local, state and federal air and water quality standards, and 3) interim targets pursuant to Code Sections 16.4.3 (Identification of Current Status), 16.9 (Reports), 16.9.1.A (Progress in Threshold Attainment), 16.9.1.D (Target Dates and Interim Targets), and 16.10 (Local, State and Federal Standards).

   Rationale: The status and trends of threshold standard-related indicators are reported in the *"Status"* and *"Trend"* subsections of each indicator summary along with supporting status graphics and trend charts that are based on empirically derived data. Personnel responsible for addressing the status of

indicators related to adopted standards were technical experts in the threshold categories or topical area for which they contributed. The *Implementation and Effectiveness* chapter of the Final 2015 Threshold Evaluation Report characterizes the implementation of the Regional Plan and to the extent practical addresses the effectiveness of various Regional Plan elements in achieving threshold standards (see also finding 6). Together, reporting elements included in the Final 2015 Threshold Evaluation Report satisfy Code Sections 16.4.3, 16.9, 16.9.1.A, 16.9.1.D, and 16.10.

3. Finding: Section 16.9.1.B directs the agency to report on the current cumulative impacts on each threshold of projects approved by TRPA from the effective date of the Regional Plan and from the date of the previous periodic report, including but not limited to 1) Units of Use: residential, commercial, tourist, and recreation allocations (Code Section 16.8.2.A), 2) Resource Utilization: additional vehicle miles traveled, vehicle trip ends, impervious coverage, water demand, sewage disposal capacity, area of SEZ disturbance (Code Section 16.8.2.B), and 3) Threshold Attainment and Maintenance: value of investments in water quality, air quality, transportation and coverage mitigation programs; area of SEZ restoration (Code Section 16.8.2.C).

Rationale: The *Implementation and Effectiveness* chapter of the Final 2015 Threshold Evaluation Report provides a detailed cumulative accounting of units of use, resources utilization, and value of threshold investments consistent with Code Sections 16.8.2.A, 16.8.2.B, and 16.8.2.C respectively, and reporting requirements found in Code Section 16.9.1.B related to the effectiveness of the Regional Plan in achieving and maintaining threshold standards. Trend analysis include in each of the threshold category chapters provides additional evidence of the potential response of various threshold standard-related indicators to the implementation of the Regional Plan.

4. Finding: Pursuant to Code Section 16.4.5, TRPA shall identify and report on the status of additional factors which may be useful as short-term or indirect measures of attainment or maintenance of thresholds and standards. Such factors shall not substitute for or override the indicators identified pursuant to 16.4.1 (Identification and Monitoring of Indicators), but may be used to evaluate progress toward threshold attainment or maintenance.

Rationale: Where appropriate, the Finale 2015 Threshold Evaluation Report reports on the status of "*additional factors"* (i.e., alternative ways to measure a resources status/condition) consistent with Code Section 16.4.4 (Reliance on Indicators), 16.4.5 (Additional Factors) and 16.9.1.C (Reporting of Additional Factors) in the "*Status"* subsection of indicator summaries prepared for each threshold standard or applicable local, state, and/or federal air and water quality standard. Threshold standard attainment status was not based on "additional factors" as detained in the *Methodology* chapter of the Final 2015 Threshold Evaluation Report and in compliance with Code Section 16.4.5.

5. Finding: TRPA shall address Code Section 16.6 (‘*Compliance Measures’* – measures currently implemented through the Regional Plan that contribute to threshold attainment and maintenance) and 16.7 (*‘Supplemental Compliance Measures’* – measures that could be implemented through the Regional Plan to aid in threshold attainment and maintenance) as part of periodic progress reporting (Code Section 16.9.1.A).

Rationale: The Final 2015 Threshold Evaluation Report provides a discussion on the contribution of compliance measures implemented to aid in the achievement and maintenance of each threshold standard to the extent practical in the *Implementation and Effectiveness* chapter and in the “*Programs and Actions Implemented to Improve Condition”* subsection of each indicator summary page pursuant to Code Sections 16.9.1.A and 16.6. A detailed list of compliance measures in place and supplemental compliance measures is provided in the Report in Appendix I pursuant to Code Sections 16.6.1. and 16.7.1. The adequacy of existing compliance measures is addressed in each threshold standard-specific indicator summary page under the “*Effectiveness of Programs and Actions”* subsection and further discussed in the *Implementation and Effectiveness* and the *Conclusions and Recommendations* chapters of the Final 2015 Threshold Evaluation Report pursuant to Code Section 16.6.4. The *Recommendations* section of each indicator summary and the “*Conclusions and Recommendations”* chapter address requirements associated with ‘*supplemental compliance measures’* (Code Section 16.7). See also finding 7.

6. Finding: Pursuant to Code Sections 16.9.1.D, 16.5.1, and 16.5.2, TRPA shall establish and maintain an updated list of ‘*Target Dates’* and *‘Interim Targets’*, and report on the status of indicators relative to established dates.

Rationale: The *‘target attainment date’ and ‘interim target’* subsections of each indicator summary found in the 2015 Threshold Evaluation Report includes estimates of ‘target dates’ and ‘interim targets’ for each threshold related indicator, where appropriate, to Code Sections 16.5.1 and 16.5.2, respectively.

7. Finding: According to Code Section 16.9.1.E, TRPA shall include recommendations in periodic progress reports.

Rationale: The 2015 Threshold Evaluation Report provides recommendations in the *Conclusions and Recommendations* chapter on additional actions that can be implemented to facilitate threshold standard attainment and maintenance, or otherwise improve the effectiveness of the TRPA Regional Plan pursuant to Code Section 16.9.1.E. In addition, for each indicator summary, more specific recommendations are found in the “*Recommendations”* section of each summary.

Attachment B
Resolution 2016-__ Issuing the 2015 Threshold Evaluation Report

TAHOE REGIONAL PLANNING AGENCY

RESOLUTION 2016 - ___

RESOLUTION ISSUING THE 2015 THRESHOLD EVALUATION

PURSUANT TO CHAPTER 16 OF THE TRPA CODE OF ORDINANCES

WHEREAS, Article V of the Tahoe Regional Planning Compact (P.L. 96-551, 94 Stat.3233, 1980) requires that the Tahoe Regional Planning Agency (TRPA) establish environmental threshold carrying capacities ("threshold standards") and develop a Regional Plan that achieves and maintains such threshold standards; and

WHEREAS, Chapter 16 of the TRPA Code of Ordinances ("Code") was enacted as an element of the Regional Plan pursuant to the requirement in Article V(c) of the Tahoe Regional Planning Compact that the planning commission and governing body (i.e., TRPA) continuously review and maintain the Regional Plan; and

WHEREAS, Chapter 16 is designed to implement and coordinate the monitoring provisions of the Regional Plan and to provide guidance to the Governing Board during the ongoing planning process and maintenance of the Regional Plan; and

WHEREAS, Chapter 16 requires the preparation of "periodic progress reports" every four years to monitor progress towards attainment and maintenance of threshold standards, including, but not limited to, recommendations on supplemental compliance measures and control measures; and

WHEREAS, TRPA's Governing Board has previously issued the 1991, 1996, 2001, 2006, and 2011 Threshold Evaluation Reports pursuant to Code Chapter 16; and

WHEREAS, TRPA staff, in collaboration with partners from the scientific community and various other public agencies in the Tahoe Region, drafted the 2015 Threshold Evaluation Report pursuant to Code Chapter 16; and

WHEREAS, the 2015 Threshold Evaluation Report identifies "indicators" to assist in the measurement of progress towards the attainment and maintenance of threshold standards, "interim targets" and "target dates" for the anticipated attainment and maintenance of threshold standards, recommendation on "supplemental compliance measures" and "compliance measures" to assist the attainment and maintenance of threshold standards, and other related items pursuant to Chapter 16; and

WHEREAS, the Draft 2015 Threshold Evaluation Report was released by TRPA for public review in its discretion in September 2016 and public comment was considered and changes were incorporated; and

WHEREAS, the 2015 Threshold Evaluation Report was peer-reviewed by an independent panel of scientific experts coordinated by Conservation Science Partners; and

WHEREAS the Advisory Planning Commission and Governing Board have conducted publicly noticed meetings on the 2015 Threshold Evaluation Report at which oral testimony and documentary evidence were received and considered; and

WHEREAS TRPA has made the necessary attached findings pursuant to the Compact and Code of Ordinances, and such findings are supported by substantial evidence in the record.

NOW, THEREFORE BE IT RESOLVED THAT the Governing Board of the Tahoe Regional Planning Agency hereby issues the 2015 Threshold Evaluation Report in satisfaction of and pursuant to Chapter 16 of the TRPA Code of Ordinances.

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at its regular meeting on December 14, 2016, by the following vote:

Ayes:

Nays:

Abstain:

Absent:

_____

Casey Beyer, Chair
Tahoe Regional Planning Agency
Governing Board

Attachment C
2015 Threshold Evaluation – Executive Summary

September 28, 2016

To All Who Share Our Passion For Lake Tahoe

It is my privilege to present the 2015 Threshold Evaluation Report. More than 60 individuals from over 25 organizations including scientists from many disciplines contributed data, time, and analytic expertise. This is the sixth comprehensive report since the Regional Plan was adopted in 1987, and it would not have been possible without the support of partners. Thank you all.

In 1980, the states of California and Nevada had the foresight to revise and strengthen the Bi-State Compact to ensure that the "Tahoe experience" would not be lost for future generations. The findings of this report suggest that while there is still much to do, environmental conditions in the Region continue to improve in response to many decades of active management. At the same time, the report calls out areas for further focused work and some of the uncertainties we must face in the future in response to changing climatic conditions.

The 2015 report is the second consecutive threshold evaluation to be peer reviewed. Fifteen independent scientific experts examined the evidence, reviewed the analytic approach, and the conclusions reached and found that the report was technically sound. Like the peer reviewers of the 2011 evaluation, the 2015 science experts also noted many of the limitations of the current threshold standards and the need to continue to adapt and push our evaluation framework forward. In response to these peer review recommendations and the concerns of stakeholders, the TRPA Governing Board identified reviewing and updating the threshold standards, adopted more than 30 years ago, as a key strategic initiative for the agency. Today, we are actively working with the newly formed Tahoe Science Advisory Council to make that vision a reality.

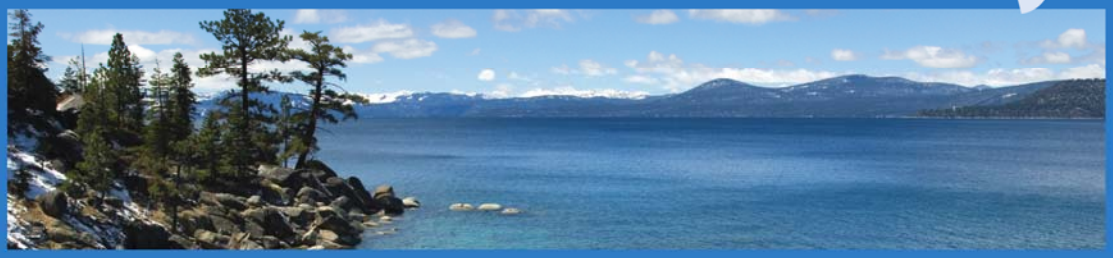
The findings of this report highlight the areas where we have made the greatest strides. Progress is possible only with the partnership of myriad agencies and the coordinated implementation and investment from every sector – federal, state, local and private. Building on a foundation of scientific research, local, state and national agencies joined together to develop the Lake Tahoe Total Maximum Daily Load (TMDL) which charts a course of action to restore the historic clarity of the lake. Preventing new aquatic invasive species from entering the lake is another notable success that was only possible because of focused leadership and collective actions of a broad cross-sector collaborative partnership. Today, the partnership is focusing forward to address the Region's newly emerging challenges like forest health in a changing climate and delivering the transportation network of the future.

We are proud to present this information to residents, visitors, and others concerned with the Tahoe Region, and we look forward to working with all stakeholders to continue to protect and restore this spectacular place for generations to come.

Sincerely,

Joanne S. Marchetta, Executive Director, Tahoe Regional Planning Agency

Executive Summary



More than 35 years ago, at the direction of the states of California and Nevada, the Tahoe Regional Planning Agency (TRPA) led partners in the Region through the process of establishing a shared set of goals. They reviewed the best available science, identified key values, and developed a shared vision for Lake Tahoe. The goals ranged from specific targets for air and water quality, to broad visions for maintaining scenic beauty and enhancing the recreational experience. The goals were often ambitious and aspirational, and were formally adopted as threshold standards by the TRPA Governing Board in 1982.

Every four years, TRPA leads the development of a threshold evaluation report that assesses ecosystem health relative to the adopted standards. The report documents the progress of the partners in the Region towards achieving those shared goals. The 2015 Threshold Evaluation Report is the sixth comprehensive report since the adoption of the 1987 Regional Plan. Following the precedent established in 2011, an independent scientific peer review ensures the methods used, conclusions reached, and recommendations made are consistent with the best scientific guidance in the field. The full comments of the panel of the 15 peer reviewers can be found in Appendix C.

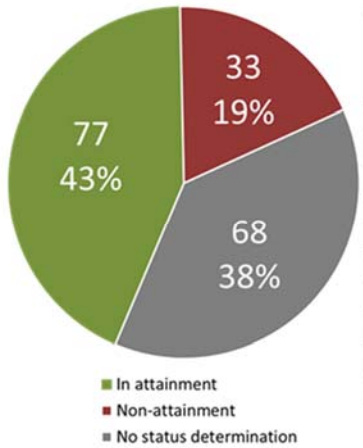
The reporting process is a collaborative endeavor that draws on the monitoring work and analytic expertise of federal, state, and local agencies, academic institutions, local businesses, and private consultants. The report provides a comprehensive overview of the environmental health of the Region as indicated by the 178 threshold standards.

Threshold Standard Status

This report considers conditions relative to 178 standards in nine threshold categories (Figure ES-1)[1]. (Resolution 82-11 (TRPA 2012). Status determinations relative to the standard were made for 110 (68 percent) standards. Of the 110, 70 percent (77) were found to be "at or better than target" or "considerably better than target."

Evaluators qualitatively assessed the implementation status of 25 management standards and policy statements. Consistent with the findings of prior threshold evaluation reports, it was found that all had been implemented through TRPA, state, and/or federal regulatory controls and/or are addressed as a component of on-the-ground environmental improvement projects and programs.

[1] *Note: There are 869 separate scenic assessment units, each with a specific target standard in five separate scenic standard categories enumerated here. Because of the volume of standards associated with the scenic resource threshold category, the indicator results were aggregated for this summary.*

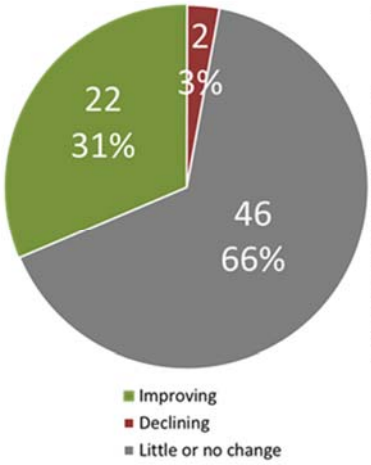


Category	Standards (#)	Status		
		Attainment	Non-attainment	No status determination
Air Quality	20	16	2	2
Water Quality	54	5	4	45
Soil Conservation	13	9	3	1
Vegetation	28	11	12	5
Fisheries	7	5	2	0
Wildlife	16	13	1	2
Scenic Resources	6	6	0	0
Noise	32	10	9	13
Recreation	2	2	0	0
Total	178	77	33	68

Figure ES-1. 2015 status determination summary by threshold category for the 178 threshold standards addressed in this report. Standards were placed into one of three categories: Attainment – where conditions are at or better than the standard; Non-attainment – where conditions are worse than the standard; and No status determination - where ambiguity in the standard, reference to an unknown historic baseline, or insufficient data precluded a determination of status.

Threshold Indicator Trends

Trend determinations were possible for 70 of the 178 standards evaluated in this report, and the vast majority where trend could be assessed (68 or 97 percent) are either improving or show little or no change. Improving trends outnumbered declining trends by over 10 to one. Conditions were declining for only two standards (Figure ES-2). For the majority of standards where no trend determination was possible, reasons include feasibility, standard ambiguity, funding gaps, and data issues. These findings represent a small improvement, but are generally consistent, with the findings of the 2011 Threshold Evaluation Report.



Category	Standards (#)	Trend				
		Improving	Little or no change	Declining	No determination	N/A
Air Quality	20	10	6	0	2	2
Water Quality	54	2	8	1	42	1
Soil Conservation	13	3	9	0	1	0
Vegetation	28	1	10	1	11	5
Fisheries	7	0	0	0	4	3
Wildlife	16	3	2	0	2	9
Scenic Resources	6	2	3	0	0	1
Noise	32	1	8	0	22	1
Recreation	2	0	0	0	0	2
Total	178	22	46	2	84	24

Figure ES-2. A trend determination was made for 70 of the 178 indicators. Standards were placed into one of four trend categories: Improving – where status was improving relative to the trend; little or no change – where status change was less than 0.5 percent; declining – where status relative to trend increased by more than 0.5 percent; and no determination – where insufficient data exists to assess trend or where status determination was qualitative.

Comparison 2011 to 2015
In general, compared to 2011, more standards showed improvement with attainment moving from 63 percent (58 standards) to 70 percent (77 standards). Status continued to improve for water clarity, air quality, scenic and soil conservation. Areas needing continued focus include removal of land coverage on sensitive lands, new threats to forest vegetation, deepwater plant communities, and the need for continued emphasis on water quality conditions (macroinvertebrates, periphyton (algae) and AIS control).

Summary of Findings by Threshold Category

The following section summarizes the findings and conclusions of the 2015 Threshold Evaluation Report by each threshold category. It also provides an outlook section that summarizes recommendations or future actions.

Air Quality

The Tahoe Region enjoys healthy air quality. Threshold standards are designed to ensure air quality in the Region continues to protect human health, scenic values, and environmental quality, and reduce nitrate deposition.

Findings and Conclusions: The majority of air quality standards are in attainment and observed change suggests that conditions are improving or stable. These observations are consistent with past threshold evaluation reports. Actions implemented to improve air quality in the Lake Tahoe Region occur at the national, state, and regional scale. The U.S. Environmental Protection Agency and state agencies, such as the California Air Resources Board, have established vehicle tail-pipe emission standards and industrial air pollution standards. These actions have resulted in substantial reductions in the emissions of harmful pollutants at state-wide and national scales and likely have contributed to improvement in air quality at Lake Tahoe. At a regional scale, TRPA has established ordinances and policies to encourage alternative modes of transportation and to reduce vehicle idling by prohibiting the creation of new drive-through window establishments.

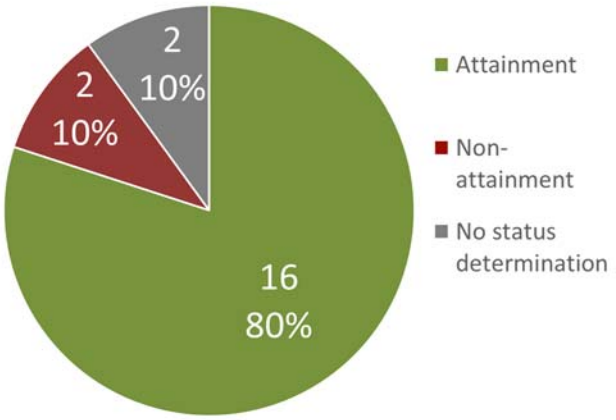


Figure ES-3: *Summary of the status of air quality standards*

Outlook: Since 2010, partners in the Region have built more than 30 miles of bicycles and pedestrian facilities, constructed 18 bus-shelters, revitalized street corridors, and created new public spaces. The 2012 Regional Plan incentives cluster population and employment in relatively compact town centers that are well served by transit and pedestrian and bicycle infrastructure. One hundred projects on the Regional Transportation Plan project list are designed to reduce vehicle miles travelled (VMT), improve air quality, and promote other threshold gains (TMPO & TRPA 2012). Thoughtful land-use planning is a central element of TRPA's growth management system and an important strategy to maintain and improve the Region's air quality. The Transfer of

Development Rights (TDR) program provides incentives to transfer development rights from sensitive lands and remote areas into less sensitive lands located in town centers. As part of the 2015 strategic initiative to review the development rights system and the TDR program, TRPA is working with stakeholders to improve the program and accelerate transfers and implementation of the Regional Plan.

TRPA and partners continue to work to improve air quality monitoring in the Region. Working with the Placer County Air Pollution Control District (APCD), TRPA initiated monitoring on the North Shore in 2013 by contracting the APCD to monitor both ozone and particulate matter 2.5 (PM 2.5) at the district's monitoring station in Tahoe City. In 2013, TRPA worked with the Lake Tahoe Community College to install an air quality monitor to collect information on meteorology (eg. temperature, relative humidity, wind speed, and wind direction), ozone, and particulate matter ($PM_{2.5}$ and PM_{10}). Improved monitoring will enable more accurate assessment of current conditions to protect public and environmental health.

Water Quality

Lake Tahoe's extraordinary water clarity and quality are world-renowned. TRPA and state agencies have adopted strict water quality standards to protect and restore the lake for current and future generations.

Findings and Conclusions: Between 1968 and 2000, a third of the lake's iconic clarity was lost. Had the trend continued, Secchi depth in 2015 would have reached a new low of 16 meters (52.6 feet). Instead today in 2015, the observed Secchi depth was 22.3 meters (73.2 feet). Annual clarity measurements typically vary widely, so we look to longer term trends, which are encouraging. The five-year running average from 2010 to 2015 was 22.3 meters (73.2 feet), 18 feet better than forecasted in 2000. The continued improvement is a strong indication that the actions of partners in the Region are contributing to improved clarity and helping TRPA attain one of its signature goals.

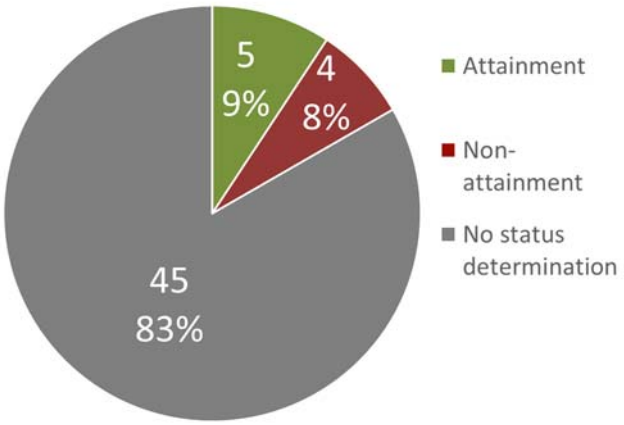


Figure ES-4: Summary of the status of water quality standards

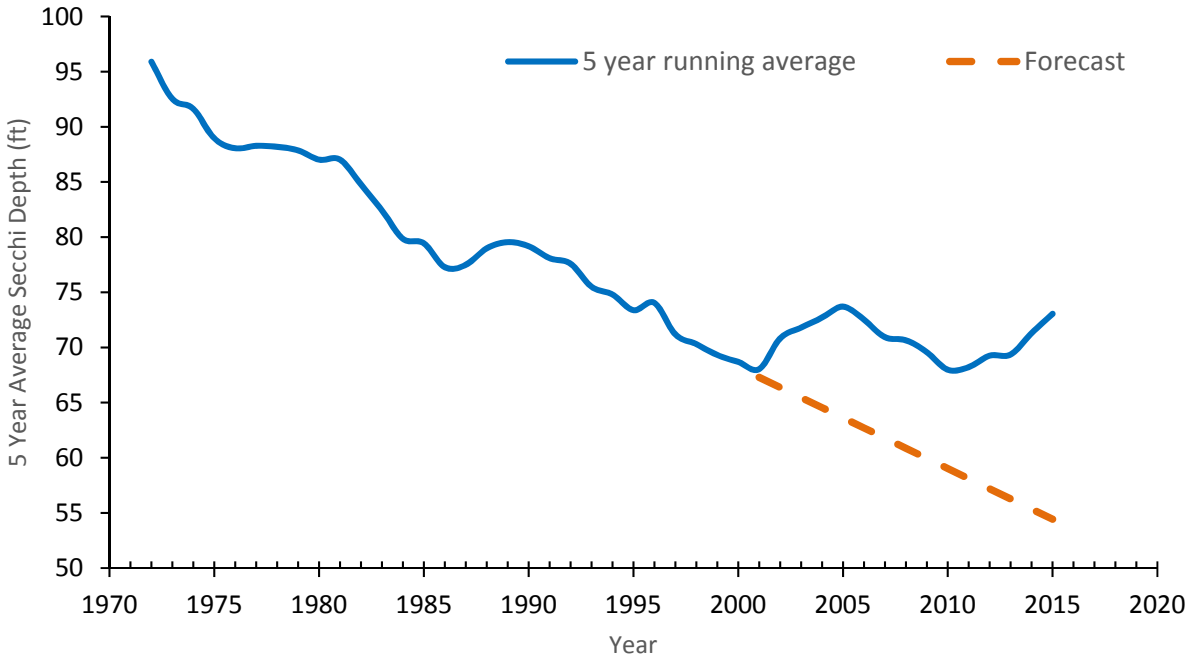


Figure ES-5. *Five-year average Secchi depth between 1970-2015. In 2000, forecasts based on observed trends between 1968 and 2000 suggested that by 2030 the lake's clarity could drop to less than 40 feet (Murphy & Knopp 2000). Today, the 2015 five-year average Secchi Depth (73 feet) is 18 feet better than the year 2000 forecast.*

The success of the aquatic invasive species (AIS) prevention program is another notable achievement. Thanks to the inspection of more than 200,000 watercraft prior to launch and the decontamination of more than 44,000 boats, no new AIS have been discovered in Lake Tahoe since the program's inception in 2007.

Signals of improving environmental health are also visible in other water quality parameters. This report improves our knowledge about tributary runoff. It contains the first flow-weighted pollutant load analysis for Tahoe's tributary streams and the results are encouraging. The amount of pollutants carried in tributaries (loads) are highly dependent on flow, or the amount of water in the streams. In wetter years, when streamflow is greater, heavy pollutant loads reach the lake. In drier years, fewer pollutants reach the lake via tributaries. A flow-weighted load analysis adjusts for annual wetness and explores whether the same atmospheric conditions deliver more or less nutrients to the lake. This report shows for the first time that pollutant loads from the non-urban uplands are likely decreasing as the watersheds recover from past disturbance.

Phytoplankton primary productivity in the deep waters of the lake continue to increase which is a concern because it could signal a shift away from the lake's historic oligotrophic state. It was the lone indicator that worsened in both the 2011 and 2015 threshold evaluation reports. Understanding the drivers of increasing productivity remains a priority for partners in the Region.

Outlook: The 2015 Threshold Evaluation Report highlighted a disconnect between what the monitoring programs of scientific partners are documenting in the lake's nearshore and the public's perception. A UC Davis analysis of periphyton (attached algae) data collected between 1982 and 2015 found that that there had been little or no change in nearshore attached algae over the last 30 years. A Desert Research Institute analysis of nearshore water clarity measurements between 2001 and 2015 found similar results and concluded that clarity levels measured in 2015

were about the same as measured in 2001. These findings run counter to the anecdotal reports from visitors and residents about more slimy rocks. Targeted studies are looking at causes of variability and high incidence in some lakeshore areas, and an interagency working group is currently exploring monitoring protocols along with issues like how to better communicate research findings to the public.

The number of water quality standards for which no status determination could be reached relative to the standard is a cause for concern. Many of these standards when adopted in the 1980s lacked an established baseline or a defined target endpoint, which precludes status determination. As the initiative to review the threshold standards proceeds, addressing this issue will help clarify the full status of the Region's water quality.

Soil Conservation

Soils support the Region's vegetation and provide natural filtration that prevents pollutants from negatively impacting water quality. The threshold standards for soil conservation direct development towards less sensitive lands and establish restoration goals to reverse the impacts of legacy development in stream environment zones (wetlands).

Findings and Conclusions:
There has been negligible change in the total impervious cover in the Region in the last five years. Between August 2010 and July 2015, 19 acres of hard impervious cover were permitted through TRPA permit approvals. This represents a 0.2 percent change and brings the total impervious cover within the Region to 7,974 acres, or 3.9 percent of the Region. The permitting process of partners has been effective in focusing development on less sensitive lands and encouraging removal of impervious cover from sensitive areas. Since 2010, 10.4 acres of cover in land capability class 1b (environmentally sensitive) has been removed. All land capability classes are in attainment except for class 1b and class 2. Development rights (commodity) transfers by private parties as part of the Transfer of Development Rights Program accounted for 8.08 acres of cover removed from class 1b and 2.45 acres were removed by the California Tahoe Conservancy and the Nevada Division of State Lands.

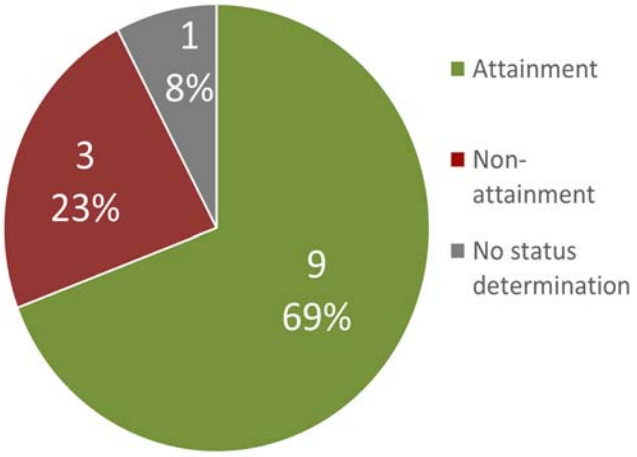


Figure ES-6: Summary of the status of soil conservation standards

With approved plans for the restoration of more than 500 acres of the Upper Truckee Marsh, the Region is nearing attainment of the stream environment zone (SEZ) restoration target established in 1982. This is an historic milestone and one that provides an opportunity to collectively celebrate our accomplishments, reflect on work completed to date, and chart a path forward. The outlook for our Region's SEZs are significantly brighter today than when the standard was adopted. Development forecasts produced around the time of the standard's adoption suggested that absent regulation, between 1,550 and 1,770 additional acres of SEZ could have been lost by 1995

(DMDC Inc. 1978). Fortunately, that did not occur. The U.S. Forest Service and the California Tahoe Conservancy have acquired and protected over 900 acres of SEZ (TRPA 1988), and the permit review process and development restrictions prevented any new degradation of non-protected SEZs. To date, 924 acres of SEZ have been restored. TRPA accounting of SEZ restoration projects has historically not included restoration projects completed by the U.S. Forest service in the 1980s, which included restoration of 680 acres between 1984 and 1987 (TRPA 1988). Looking comprehensively, partners have restored 1,604 acres of SEZ and restored/acquired nearly 2,500 acres.

Outlook: The attainment of a core restoration goal is within our sights and continued work and coordination between partners can ensure that it is completed. However, it should not be the end point for SEZ restoration in the Region. It is also time to pause and collectively reflect on the important roles SEZs play and consider establishing a new goal for SEZ restoration. Restoration of SEZs remains a cost-effective tool to improve water quality, improve recreational opportunities, and enhance habitat for native species. SEZs provide significant benefits for water quality, wildlife, wildfire protection, and flood control. A robust discussion about the ultimate goals for SEZ restoration would benefit all restoration project implementers.

Since the adoption of the 1987 Regional Plan, progress toward attainment of the impervious cover standard for the 1b land capability class remains challenging. Attainment would require the removal and/or relocation of 659 acres of impervious cover, roughly 8.3 percent of all impervious cover in the Region. It would also likely require removal and buyout (with transfers or retirement) of large portions of existing private development (residential, tourist, commercial) in the Region's communities. Removal or relocation of this magnitude may be infeasible in a reasonable time-frame.

Vegetation Preservation

The Region's vegetation is central to the "Tahoe experience" and plays an important role in providing wildlife habitat, stabilizing soils, and cleansing the air. The threshold standards for vegetation are intended to maintain the community richness and diversity, increase the extent of old growth conifer forests, and provide special protection for uncommon communities and sensitive species.

Findings and Conclusions:

The vegetation in the Region is recovering from the impacts of legacy land use. The majority of vegetation standards that are currently not in attainment relate to common vegetation in the Region. This finding is consistent with those of past threshold evaluations. As the landscape naturally recovers from the impacts of historic logging, grazing, and ground disturbance activities over the course of this century, many of the standards are expected to be attained.

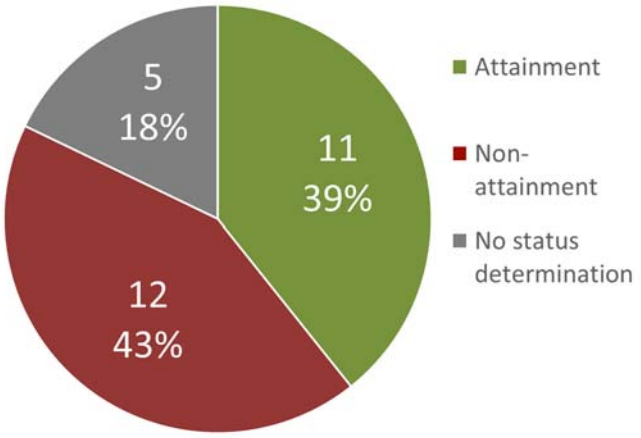


Figure ES-7: Summary of the status of vegetation preservation standards

We are aligning with partners to improve on the number of standards for which insufficient data were available to assess status. The U.S. Forest Service monitors and is currently completing its analysis of status and trend for the five uncommon plant communities reported as "no status determination." As we move to more frequent and real-time reporting intervals, this data and its findings will be supplied as soon as it is available.

One area of concern is the status of deep water plant communities. Recent surveys suggest that the populations may have declined by as much as 80 percent since they were surveyed in the early 1960s. A decline was also observed in the cushion plant community on Freel peak that was likely the result of changing climate. Sensitive vegetation species are generally doing quite well in the Region. Population status of four of the five sensitive species are considerably better than the standard, with Tahoe Yellow Cress having been removed recently from the federal endangered species candidate list based on active conservation work. Galena creek rockcress is the lone sensitive plant species not in attainment. However, U.S. Forest Service botanists question the identification of the desired number of plant populations as ever actually being accurately observed in the Region.

Outlook: Global climate change poses a threat to the integrity of Region's vegetation communities and plant species and could exacerbate existing stressors. The southern Sierra is experiencing a bark beetle epidemic due to the prolonged drought that has left more than 66 million dead trees on the landscape. The Tahoe Region is also experiencing increased beetle activity but has not yet experienced infestations on the scale observed in the south. Drought and overcrowding reduce trees' ability to fend off beetle attacks and increase the risk of largescale infestations and tree die-offs. Regional partners have been working for over a decade on fuels reduction and forest health projects in the wildland urban interface (WUI) to reduce the risk of catastrophic wildfire for communities and the environment.

In the face of multiple threats, the science of forest management has begun to focus on landscape-level forest resilience or "the capacity of the system to resist damage and recover quickly when challenged by environmental pressures" (Fuller and Quine 2016). Regional partners are actively exploring forest health treatments beyond the WUI to increase the resilience of Tahoe's forests. The TRPA strategic initiative to promote forest health supports the U.S. Forest Service and other land management agencies as they address these issues and consider multi-benefit restoration and management through a collaborative, multi-agency process.

Fisheries

Fisheries standards are intended to improve and maintain lake and stream habitat and support efforts to reintroduce the native Lahontan cutthroat trout to the Region.

Findings and Conclusions: The Region is meeting most of the threshold standards for fisheries. The reintroduction of Lahontan cutthroat trout in Fallen Leaf Lake is one of the more successful reintroduction projects for this native fish species.

Outlook: While the standards were found to generally be in attainment, the standards focus on physical habitat requirements that may not reflect the status of native fish populations. Recent population surveys in Lake Tahoe suggest significant declines in native fish species in parts of the nearshore. Declines are likely the result of impacts from the presence of aquatic invasive species in the lake. While efforts to prevent new invasive species from entering the lake have been successful, mitigating the impact of previously introduced existing invasive species remains a high priority challenge. Invasive species control projects are guided by a science-based implementation plan. Ensuring native fish can persist in the Region and the restoration of the historic trophic structure to the lake will likely require partners to explore novel methods to control invasive species and abate the pressure they are placing on native species. Climate change driven shifts in the timing and form of precipitation in the Region pose a longer term threat to native fish that may need to be monitored.

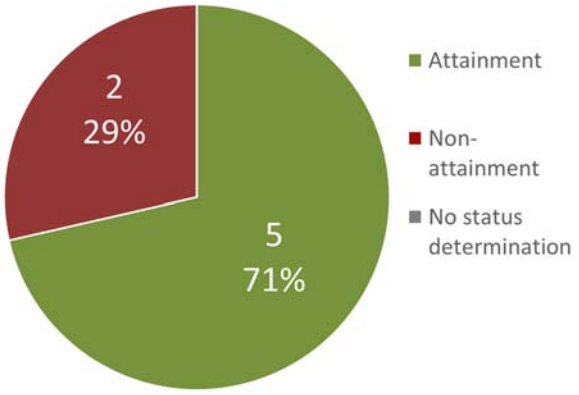


Figure ES-8: Summary of the status of fisheries standards

Wildlife

The wildlife standards are intended to enhance the suitability and extent of riparian habitats and maintain and protect special interest species like bald eagle, osprey, and goshawk.

Findings and Conclusions: Twelve of the 16 wildlife standards are in attainment. Over 50 percent of the land area in the Tahoe Region is designated for protection of listed special status species. Populations of special interest species are either stable or increasing.

Outlook: While wildlife species addressed in the existing standards are generally doing quite well, significant questions were raised by peer reviewers of both the 2011 and 2015 Threshold Evaluation reports. The reviewers' questions challenged the agency and partners in the Region to consider whether the species of special interest selected for concern in the 1980s remain most relevant and to revisit the ultimate goal for wildlife in the Region. Population standards for special interest species are limited today to avian species, and include five species of raptor and a suite of waterfowl species.

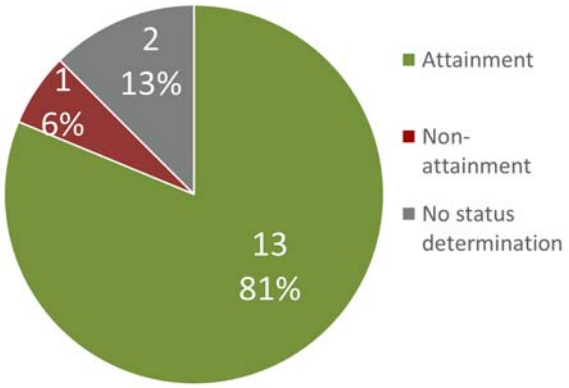


Figure ES-9: Summary of the status of wildlife standards

Scenic Resources

The Tahoe Region is a stunningly beautiful landscape that contains a striking combination of rugged mountain peaks, lakes, and forested slopes. Scenic standards are designed to ensure that the views from the Region's roadways, shoreline, viewpoints, and other recreational sites are preserved or improved.

Findings and Conclusions: Lake Tahoe attracts millions of visitors because of its stunning scenic quality, and the scenic quality of the region continued to improve over the last five years. TRPA's Scenic Program employs a highly robust monitoring protocol to assess and protect designated scenic values. The agency monitors the visual experience from 869 individual scenic units. Scenic gains were achieved in developed areas along roadways and scenic resources along the lake's shoreline, the areas most in need of additional scenic improvements. Overall, 93 percent (811 of 869) of the evaluated scenic resource units met the threshold standard and no decline in scenic quality was documented in any indicator category. A summary of the various scenic resources follows:

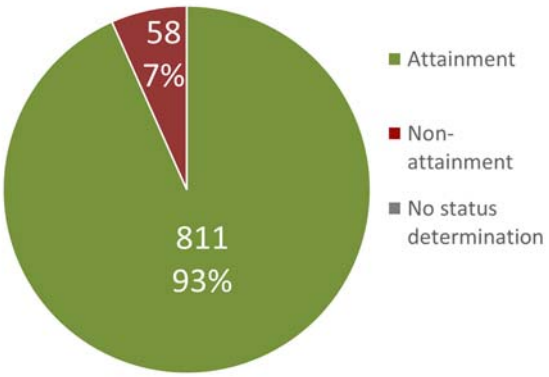


Figure ES-10: Summary of the status of scenic resources standards

- Travel route ratings for roadway travel units – 63 percent in attainment (34 of 54)
- Travel route ratings for shoreline travel units – 67 percent in attainment (22 of 33)
- Scenic quality ratings for roadway travel units – 99 percent in attainment (205 of 208)
- Scenic quality ratings for shoreline travel units – 92 percent in attainment (169 of 184)
- Public areas and bike trails – 98 percent in attainment (381 of 390)

Trend data suggest that programs such as the EIP and management actions implemented such as adoption of the scenic shoreline ordinances along with building design standards in new construction and redevelopment have improved scenic conditions and community character Region-wide.

Outlook: Roadside parking is emerging as a potential issue for scenic resources in the Region as more visitors use designated and undesignated roadsides for parking to access recreation. Strategies to improve access to recreation areas to ensure a high quality user experience and maintain the scenic beauty are increasingly an active planning priority for TRPA and partners.

Noise

Excessive noise can impact wildlife, visitors' experiences, and residents' quality of life. To maintain noise levels consistent with the needs of wildlife and values held by regional residents and visitors, both single event and cumulative ambient noise standards are specified for the noise threshold category.

Findings and Conclusions:
Ambient noise levels in seven of nine land-use categories are in attainment with standards, but because of the proximity of existing development to roadways just two of seven transportation corridors are in attainment with ambient targets. Due to insufficient data, status determinations were not possible for nearly half of the single event noise standards. Limited noise monitoring resources were prioritized towards collecting more robust information to analyze ambient noise standards, which are more conducive to influential management actions than are single event sources.

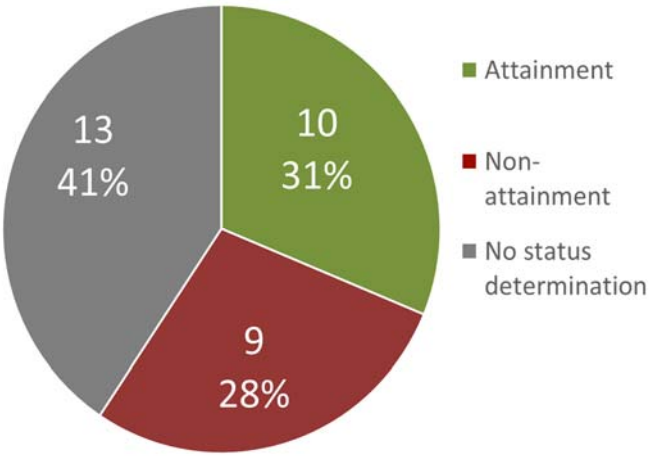


Figure ES-11: *Summary of the status of noise standards*

Outlook: Since 2011, when expert peer review suggested the regional framework for assessing noise was infeasible and should be fully revisited, TRPA has worked to overhaul the implementation of its noise monitoring program. These changes allow us to more rigorously monitor and report with greater confidence on noise levels in transportation corridors. The changes were lauded by the peer reviewers of the 2015 Threshold Evaluation Report. However, they again challenged us to comprehensively review the standards and one referred to the evaluation of single event noise standards against a zero exceedance criteria as "unrealistic." The feasibility of meeting the currently adopted single and cumulative noise events standards (maximum allowable ambient noise levels) should be evaluated to ensure the standards are protective and realistically achievable.

Recreation

The Lake Tahoe area is a mecca for the outdoor recreation enthusiast. Recreation threshold standards recognize the value of improving public access and maintaining Lake Tahoe's environmental quality in order to perpetuate society's desire to recreate in the Lake Tahoe Region.

Findings and Conclusions: Both adopted recreation policy statements have been implemented as elements of the Regional Plan and are in attainment. A broad suite of user surveys completed over the last four years suggest that visitor satisfaction with the recreational experience remains high. Public agency land acquisition programs and the Lake Tahoe Environmental Improvement Program have contributed to improved access and visitor and resident satisfaction with the quality and spectrum of recreation opportunities. Partner agencies have improved existing recreation facilities and created new ones, including providing additional access to Lake Tahoe, hiking trailheads, and bicycle trails.

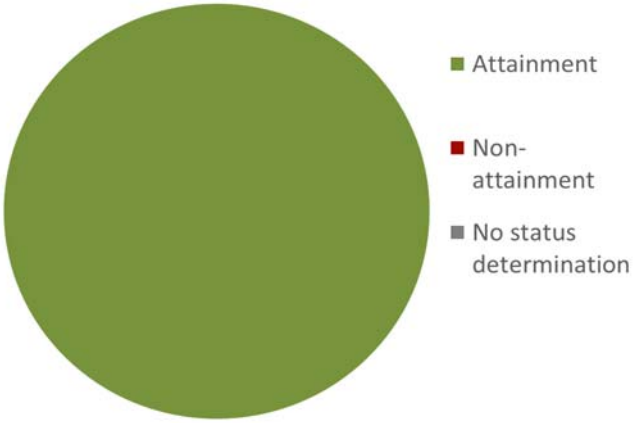


Figure ES-12: *Summary of the status of recreation standards*

Outlook: The many limitations of the existing recreation standards are outlined in this report. Anecdotal evidence suggests that demand for Tahoe's unique recreational experience is growing. New evidence suggests that day trippers make up a significant portion of visitors to the Region. When the standard was adopted, ensuring availability of lands and sewer utility capacity for recreational opportunities was the driving concern. Today, approximately 90 percent of the Region is in public land ownership (up from 70 percent in the 1970s), so that concern is no longer at the forefront. One exception may be shoreline access, where public acquisition has not occurred at the same pace. Today, 45 percent of the shoreline is in public ownership. TRPA and partners are working to update shoreline regulations. Today's emerging concerns are transportation access to recreation sites and maintaining quality recreation experiences as demand grows, concerns that may require the Region to revisit policies and goals for the recreation threshold standards.

Agency Direction in Light of Threshold Evaluation Findings

The threshold evaluation report is a comprehensive periodic synthesis of information about the state of the environment of the Region. While its breadth is an impressive collection of information, like any scorecard, it is a snapshot. And the report's contents become valuable only if the information is translated to knowledge. To this end, we are inspired by guidance from the World Bank on using information to improve governance.

> *"It is tempting—but dangerous—to view* monitoring and evaluation (*M&E) as having inherent value. The value of M&E does not come simply from conducting M&E or from having such information available; rather, the value comes from using the information to help improve government performance."* - (Mackay 2007)

The threshold evaluation report is not an end point. We can and will draw on it, and on the thoughtful suggestions from independent scientific peer review, to improve how we operate and promote attainment of the Region's shared vision. As we reflect on the effort, a number of themes for action emerged that cut across the specific recommendations within individual threshold

categories. We highlight some of the key overarching themes here and provide additional details on TRPA's direction in Chapter 13, Conclusions and Recommendations.

Collaboration is the Key

The world is more interconnected today than ever before which has implications for how the agency conducts effective business. TRPA is charged not with implementing projects itself in isolation but with coordinating the many partners in the Region to achieve a set of shared goals that cut across jurisdictions, organizations, and governments. Recognizing the complex landscape in which threshold progress and restoration occur is essential to the basin's collective impact. Partnerships are how we develop and implement the plans that transform our aspirational goals into reality.

A decade ago, TRPA changed its approach and renewed its commitment to a partnership operating model and set strategic goals to make partnership and collaboration more successful and sophisticated. In many ways, this partnership model exemplified the dawn of a new era for how we do business. The 2015 Threshold Evaluation Report is an example in itself of growing and improving partnerships between scientists and management agencies. Partnership and collaboration among federal, state, and local governments implement the majority of the projects in the EIP. Private citizens and local businesses in the Region install water quality best management practices and create defensible space around residential and commercial properties. These aggregate contributions make environmental progress possible and accelerate threshold gains. It also means that both the successes and failures are a product of these partnerships.

The Lake Tahoe Aquatic Invasive Species Coordination Committee is a recent example of how continually growing partnerships leads to successful response to emergent issues. When the threat to the Tahoe Region of quagga mussel invasion became apparent nearly 10 years ago, TRPA and partners convened to set the direction and guide AIS management in Tahoe. The committee is comprised of representatives from 14 agencies – federal, regional, state – and is further supported by local governments and private NGOs. The AIS program now also reaches outside the Region to a larger western states and national coalition to leverage legislative influence, funding, and best practices. Building and maintaining an environment where these types of far-reaching and robust partnerships are successful is the first step toward the actions needed in response to evaluation reports like this one.

New and similar partnerships are now being built and nurtured in added areas responsive to the emerging conditions flagged in the 2015 report. Coalitions are working to address interregional transportation, large forest and vegetation landscapes, recreation and visitor engagement, and nearshore water quality conditions. It is these new associations of partners collaborating on solutions to emergent issues that will account for continued progress toward our regional shared goals.

Connections and System Integration

We've learned through decades of experience that the partnership's effectiveness depends on shifting our focus from silos to understanding system dynamics. As with the 2011 report, the siloed evaluation approach of the current threshold system was again questioned by the 2015 scientific experts in the peer review. For example, the reviewers wondered about the artificial segmentation of issues like water quality, fisheries, and aquatic invasive species to understanding of the larger system of evaluation of nearshore health. The linkage of each silo to the ecosystem dynamic may be recognized or not, but the required evaluation of 178 separate siloed standards perhaps diverts focus from asking or understanding the ecosystem's most important driving influences.

When we see linkages of individual threshold standards to the larger system dynamics, we respond with active management interventions. A clear and pressing example is the nexus among threshold standards for scenic, recreation, and air quality. Visitation to the Region may be growing and visitation patterns changing. This evaluation found that increasing visitation also poses a challenge for the recreation experience and scenic quality. As visitors frequent Lake Tahoe, the roadsides are increasingly cluttered with parked cars. Roadside parking is an emerging stressor on scenic resources. TRPA recently commissioned the development of a recreation travel study to better understand how visitors are getting to and moving around the Region. Understanding visitor systems dynamics is increasingly important to adaptively managing transportation, recreation access, and quality of recreation experience. When the threshold system was conceived, the primary concerns of recreation travel were confined to impacts on air and water quality and sewer capacity for recreation facilities. As the system dynamics change, new values and impacts may today take precedence over historic issues that are today largely resolved.

In other areas where the linkage of standards to system effects are less apparent, the peer reviewers are suggesting we ask whether our siloed standards still reflect the most important system drivers, and if not, to bring the standards up to date.

Adaptive Management and Effectiveness

Understanding where our Region stands in the health of its systems is essential to understanding where to go next. TRPA tracks hundreds of standards and performance measures. Based on the 178 adopted standards we now rely on for threshold evaluation, the findings of this report indicate that the environmental health of the Region is continuing to improve in important areas and flags other areas for action. Knowing that we are making progress is important. Understanding what factors are contributing to improvement or decline is an altogether different and daunting challenge. Today, the greatest opportunity lies in turning this information into knowledge to signal to TRPA and its partners which actions are the most effective and which offer the best potential return on investment. To this end, the peer reviewers of the 2015 Threshold Evaluation Report challenged TRPA to do more to figure out what is working and what is not. Use of the adaptive management cycle *(plan-do-check-adjust)* is the best tool we have to continually and effectively translate information to knowledge. And for a decade we've been using it to accelerate the incidence and frequency of plan improvements and implementation program prioritization to improve effectiveness and better allocate resources to achieve desired outcomes.

Because change is happening all around us and the need to iterate more regularly to adapt to changing needs and conditions is important, we have made the goal of continual adaptive management intentional and support it with more frequent annual, quarterly, and now even real time reporting so decision-makers have the best info available. Relying on adaptive management, we have set in motion work programs in every major resource area to accomplish this need. We are already on track to take needed action with prioritized strategic initiatives in AIS control, forest health management, water quality operations and maintenance, shoreline recreation access, transformative transportation systems management to address growing demands for recreation visitor access, and development rights system modifications to accelerate environmentally beneficial redevelopment.

While we are getting better at mobilizing to make adaptive changes to programs in response to evaluative information, the area where we have not adapted as well is in keeping our evaluation standards and measures of effectiveness up to date. Now it is time for the Region to relook at the standards by which we judge and evaluate our progress.

Climate Change

Both the 2015 report and the peer review comments point to a growing body of knowledge we have been urged to bring into our standards and evaluations. Globally, 2015 was the warmest year on record. Temperatures in 2015 were over 1.5°F (0.8°C) warmer than the average temperatures of the 20th century, breaking the record set just a year earlier (NOAA & NASA 2016). The fingerprints of climate change are already visible in the Region. Tahoe City is 2°F (1.1 °C) warmer today that it was 100 years ago (U. S. Bureau of Reclamation 2015). Average minimum air temperature has increased by 4.3°F (2.4 °C) over the last 100 years (UC Davis - TERC 2016). With rising temperatures, there has been a correspondent decrease in the number of days each year with below freezing temperature, which have declined by almost 30 days over the same period (UC Davis - TERC 2016). The lake has steadily warmed since regular measurements began in 1970, and the volume averaged temperature of the lake is now nearly 0.8 °F (0.24 °C) warmer than it was 35 years ago (UC Davis - TERC 2016).

We have already started to plan for climate adaptive actions. In 2013, TRPA and the Lake Tahoe Sustainable Communities Program released the award-winning Sustainability Action Plan which lays out a comprehensive framework for building sustainability and climate change considerations into the decisions that impact the Region's future. For TRPA, considering, responding, and adapting to climate change is part of a process. Not every action we take will be need to be altered by climate considerations, but when planning our programs, policies, and actions, we must ask ourselves if the impacts of changing climate are likely to influence the effectiveness of the strategy. This is evident in how the agency is approaching its multiple strategic initiatives.

For example, climate forecasts for the Lake Tahoe Region suggest that warm temperatures and more variable rainfall are likely to lead to more frequent and dramatic fluctuations in lake levels (U. S. Bureau of Reclamation 2015) and observations from the last 15 years suggest that this is already the case (UC Davis - TERC 2016). To address a more uncertain future, the shoreline strategic initiative set up a joint fact finding committee made up of policy makers, stakeholders, and scientists to address questions about what assumptions should be made about future lake levels and determine the best resources available to planners today about future lake levels. This information will be used to develop proposals for adapting the lake's system of boating access to longer and more frequent periods of low lake levels.

Although climate is changing globally, its effects will emerge locally. Global climate change may alter the composition of the Lake Tahoe Region's vegetation communities and plant species and exacerbate existing stressors. Forecasts suggest high elevation areas such as Lake Tahoe may experience range shifts, re-sorting of species associations, extirpations, and extinctions (e.g. Seastedt et al. 2004, Loarie et al. 2008, Tomback and Achuff 2010). In response, through the forest health strategic initiative, TRPA and its partners are actively exploring forest health treatments beyond the WUI to increase the resilience of Tahoe's forests. These and other important climate adaptations will be considered as we adjust plans and as we update our standards and measures.

Review and Update the Threshold Standard System

All of the action themes outlined above lead to the threshold update strategic initiative endorsed as a priority by the TRPA Governing Board in 2015. The initiative will review and update the threshold standard system, including the thresholds standards and the monitoring, evaluation, and reporting structure that supports the system. This and previous threshold evaluations are a part of the critical evidence base that will inform that process.

The peer reviewers of this report and the 2011 Threshold Evaluation Report challenged us to ask difficult questions about our current system, many of which are likely to help inform the review of the threshold standard system. In area after area, they challenged us to ask "Why?":

- Why were these specific species selected as the focus of your wildlife program?
- Why focus on total area of SEZ restored when benefits vary significantly by the location and type of restoration?
- Why focus on fish habitat rather than on fish populations?

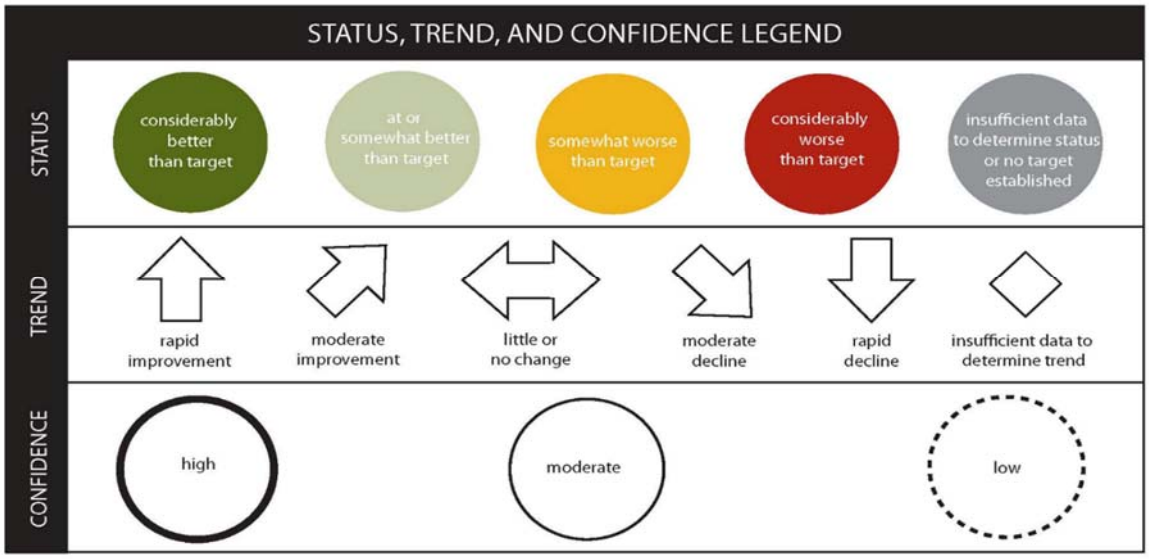
Again and again, these and many more of the peer review comments and questions are all derivatives of the larger question that frames the threshold update initiative: "Do our current goals (threshold standards) give us the information we need to make decisions that will ensure a healthy future for Lake Tahoe?" So to finish where we started, do each of our current 178 adopted threshold standards improve regional governance? TRPA alone cannot answer these questions. We look forward to drawing on the expertise and experience of partners and stakeholders as we address them through the threshold update initiative.

This threshold evaluation report lays the foundation for the initiative to review the threshold standard system. The assessment included in the recommendations and conclusions chapter of this report proposes to systematically review the formulation of the threshold standards against best practice, and we have already begun work with the Tahoe Science Advisory Council to complete that assessment.

The Tahoe Basin has proven over the last several decades that partnership and collaboration can drive positive progress for the environment and communities that surround the lake. The ongoing challenges flagged by the 2015 evaluation and future challenges such as climate change will be tackled head on with TRPA leading and facilitating regional partnerships. As President Obama said during the 20th Lake Tahoe Summit in August 2016, "Our healing of Lake Tahoe proves it's within our power to pass on the incredible bounty of this country to a next generation."

Status and Trend Summary Charts for all Standards

Reporting Icon Legends



In instances where there are too many standards and/or indicators to present each one in its own indicator sheet a pie chart showing the percentage of indicators in each status category are presented instead. The colors of the pie chart correspond to the status colors.

Status Category	Description	Reporting Icon
Implemented	The Management Standard has been integrated into the *Regional Plan* as policy and/or as an ordinance or regulation and is consistently applied to a project design or as a condition of project approval as a result of project review process. Greater than three examples of programs or actions can be represented to support the Management Standard's implementation. Adopted programs or actions support all aspects of the Management Standard's implementation, or address all major threats to implementation of the Management Standard.	I
Partially Implemented	The Management Standard has been integrated into the *Regional Plan*, but is not consistently applied during the course of the project review process. No more than two examples of programs or actions can be identified to support the Management Standard's implementation and/or adopted programs or actions support some aspects of the Management Standard or address some major threats to implementation of the Management Standard.	PI
Not Implemented	The Management Standard has not been integrated into the *Regional Plan* and is not applied during the course of project review. No examples of programs or actions can be identified to support implementation of the Management Standard.	NI

Air Quality Status & Trend Summary

Standard	2011	2015
Carbon Monoxide		
Highest 1-hour Concentration of Carbon Monoxide		
Highest 8-hour Average Concentration of Carbon Monoxide		
Average Daily Winter Traffic Volume, Presidents Weekend		
Ozone		
Highest 1-hour Average Concentration of Ozone		
Highest 8-hour Average Concentration of Ozone		
3Year Average of the 4th Highest 8-hour Concentration of Ozone		
Oxides of Nitrogen Emissions		
Regional Visibility		
Regional Visibility 50th Percentile ("Average Visibility Days")		
Regional Visibility 90th Percentile ("Worst Visibility Days")		
Subregional Visibility		
Subregional Visibility 50th Percentile ("Average Visibility Days")		
Subregional Visibility 90th Percentile ("Worst Visibility Days")		

Standard	2011	2015
Respirable and Fine Particulate Matter		
Highest 24-hour PM_{10} Concentration		
Annual Average PM_{10} Concentration		
24-hour $PM_{2.5}$ Concentration		
Annual Average $PM_{2.5}$Concentration		
Nitrate Deposition		
Reduce generation and transport of nitrate to achieve water quality standards		
Vehicle Miles Traveled (VMT)		
Odor - Reduce diesel engine fumes		

Water Quality Status & Trend Summary

Standard	2011	2015
Pelagic Lake Tahoe		
Winter Average Secchi Disk Transparency (relative to interim target)		Removed (12-12-2012)
Secchi Depth (Clarity Challenge)		
Secchi Depth	Not assessed	
Phytoplankton Primary Productivity		

Standard	2011	2015
Clarity – Vertical Extinction Coefficient (VEC)	Not assessed	
Littoral Lake Tahoe		
Nearshore Turbidity (Stream Influence)		
Nearshore Turbidity (No Stream Influence)		
Nearshore Attached Algae	Not assessed	
Aquatic Invasive Species	Not assessed	
Tributaries		
Suspended Sediment Concentration		
Phosphorus Concentration		
Nitrogen Concentration		
Suspended Sediment Load		
Fine Sediment Load		
Phosphorus Load		
Nitrogen Load		

Standard	2011	2015
Surface Runoff		
Suspended Sediment Concentration	◆	◆
Phosphorus Concentration	◆	◆
Nitrogen Concentration	◆	◆
Suspended Sediment Load	◆	◆
Phosphorus Load	◆	◆
Nitrogen Load	◆	◆
Groundwater		
Nutrient Concentration Standards	◆	◆
Sediment Concentration Standards	◆	◆
Other Lakes		
Nutrients	◆	◆
Secchi Depth	◆	◆
Other Parameters	◆	◆

Soil Conservation Status & Trend Summary

Standard	2011	2015
Impervious Cover		
Percent of Land Coverage Within Land Capability Class 1a (allow up to 1% impervious coverage)		
Percent of Land Coverage Within Land Capability Class 1b (allow up to 1% impervious coverage)		
Percent of Land Coverage Within Land Capability Class 1c (allow up to 1% impervious coverage)		
Percent of Land Coverage Within Land Capability Class 2 (allow up to 1% impervious coverage)		
Percent of Land Coverage Within Land Capability Class 3 (allow up to 5% impervious coverage)		
Percent of Land Coverage Within Land Capability Class 4 (allow up to 20% impervious coverage)		
Percent of Land Coverage Within Land Capability Class 5 (allow up to 25% impervious coverage)		
Percent of Land Coverage Within Land Capability Class 6 (allow up to 30% impervious coverage)		
Percent of Land Coverage Within Land Capability Class 7 (allow up to 30% impervious coverage)		
Stream Environment Zones		
Preserve and Restore Stream Environment Zones		

Vegetation Status & Trend Summary

Standard	2011	2015
Common Vegetation		
Vegetation Community Richness		
Relative Abundance of Meadow and Wetland Vegetation		
Relative Abundance of Deciduous Riparian Vegetation		
Relative Abundance of Shrub Vegetation		
Relative Abundance of Yellow Pine Forest in seral stages other than mature		
Relative Abundance of Red Fir Forest in seral stages other than mature -		
Size of forest openings and juxtaposition of vegetation communities – Management Standard		
Consistency with Bailey Land Capability System		
Non-Degradation of Stream Environment Zones		
Appropriate Management Practices		
Uncommon Plant Communities		
Deepwater Plants of Lake Tahoe		
Grass Lake (sphagnum fen)		

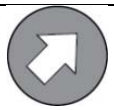
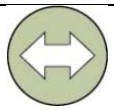
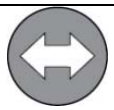
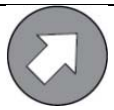
Standard	2011	2015
Osgood Swamp		
Freel Peak Cushion Plant Community		
Hell Hole (sphagnum fen)		
Upper Truckee Marsh		
Taylor Creek Marsh		
Pope Marsh		
Sensitive Plants		
Tahoe yellow cress (*Rorippa subumbellata*)		
Tahoe Draba (*Draba asterophora var. asterophora*)		
Cup Lake Draba (*Draba asterophora var. macrocarpa*)		
Long-petaled Lewisia (*Lewisia pygmaea longipetala*)		
Galena Creek rockcress *(Arabis rigidissima var. demote)*		
Late Seral and Old Growth Forest Ecosystems		
Sub-alpine Zone		

Standard	2011	2015
Upper Montane Zone		
Montane Zone		

Fisheries Status & Trend Summary

Standard	2011	2015
Stream Habitat		
Miles of Stream Habitat in Excellent Condition		
Miles of Stream Habitat in Good Condition		
Miles of Stream Habitat in Marginal Condition		
Instream Flow		
Non-degradation Standard for Instream Flow		
Divert Stream Intakes to Lake Sources		
Lahontan Cutthroat Trout		
Lake Habitat		
Acres of "Prime" Fish Habitat		

Wildlife Status & Trend Summary

Standard	2011	2015
Special Interest Species		
Northern Goshawk Population Sites		
Osprey Population Sites		
Wintering Bald Eagle Population Sites		
Nesting Bald Eagle Population Sites		
Golden Eagle Population Sites		
Peregrine Falcon Population Sites		
Waterfowl Population Sites		
Deer		
Disturbance Free Zones Management Standards		
Habitats of Special Significance		
Riparian Habitat		

Scenic Resources Status & Trend Summary

Standard	2011	2015
Roadway and Shoreline Units		
Travel Route Ratings for Roadway Travel Units		
Travel Route Ratings for Shoreline Travel Units		
Scenic Quality Ratings for Roadway Travel Units (Scenic Resources)		
Scenic Quality Ratings for Shoreline Travel Units (Scenic Resources)		
Other Areas		
Public Recreation Areas and Bike Trails		
Built Environment (Community Design)		
Built Environment (Community Design)		

Noise Status & Trend Summary

Standard	2011	2015
Single Noise Events		
Aircraft Departures/Arrivals		

Standard	2011	2015
Watercraft Shoreline Test		
Watercraft Pass-By Test		
Watercraft Stationary Test		
Motor Vehicles Less Than 6,000 GVW		
Motor Vehicles Greater Than 6,000 GVW		
Motorcycles		
Off-Road Vehicles		
Snowmobiles		
Cumulative Noise Events		
High-Density Residential Areas		
Low-Density Residential Areas		
Hotel/Motel Areas		

Standard	2011	2015
Commercial Areas		
Industrial Areas		
Urban Outdoor Recreation Areas		
Rural Outdoor Recreation Areas		
Wilderness and Roadless Areas		
Critical Wildlife Habitat Areas		
South Lake Tahoe Airport Transportation Corridor		
State Route 28 Transportation Corridor		
Highway 50 Transportation Corridor		
State Route 89 Transportation Corridor		
State Route 207 Transportation Corridor		
State Route 267 Transportation Corridor		

Standard	2011	2015
State Route 431 Transportation Corridor		
Policy Statement Assessment - Adopt noise standards for Transportation Corridors		

Recreation Status & Trend Summary

Standard	2011	2015
Quality of Recreation Experience & Access to Recreational Opportunities		
Fair Share Distribution of Recreation Capacity		

Attachment D
Appendix L

APPENDIX L

Threshold standard attainment status as assessed in threshold evaluation reports between 1991 and 2015. Comparison of status determinations over time is complicated by differences in status determination methodology. For standards adopted after 1982, status is listed as "no status determination" for all periods prior to their adoption.

Threshold Category	Reporting Category	Name of Standard	1991	1996	2001	2006	2011	2015
Air Quality	Carbon Monoxide	Highest 1-hour Concentration of Carbon Monoxide	No status determination	Attainment	No status determination	No status determination	Attainment	Attainment
Air Quality	Carbon Monoxide	Highest 8-hour Average Concentration of Carbon Monoxide	Non-attainment	Attainment	Attainment	Non-attainment	Attainment	Attainment
Air Quality	Carbon Monoxide	Average Daily Winter Traffic Volume, Presidents Weekend	Non-attainment	Attainment	No status determination	Attainment	Attainment	Attainment
Air Quality	Ozone	1-hour Average Concentration of Ozone	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Attainment	Attainment
Air Quality	Ozone	Highest 1-hour Average Concentration of Ozone	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Air Quality	Ozone	Highest 8-hour Average Concentration of Ozone	No status determination	No status determination	No status determination	No status determination	Attainment	Non-attainment
Air Quality	Ozone	3Year Average of the 4th Highest 8-hour Concentration of Ozone	No status determination	No status determination	No status determination	No status determination	Attainment	Attainment
Air Quality	Ozone	Oxides of Nitrogen Emissions	No status determination	No status determination	No status determination	No status determination	Attainment	Attainment
Air Quality	Ozone	Ozone Annual Average	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination

Air Quality	Regional Visibility	Regional Visibility 50th Percentile ("Average Visibility Days")	Attainment	Non-attainment	Non-attainment	Attainment	Attainment	Attainment
Air Quality	Regional Visibility	Regional Visibility 90th Percentile ("Worst Visibility Days")	Attainment	Attainment	Non-attainment	Attainment	Attainment	Attainment
Air Quality	Subregional Visibility	Subregional Visibility 50th Percentile ("Average Visibility Days")	No status determination	Non-attainment	No status determination	Attainment	No status determination	No status determination
Air Quality	Subregional Visibility	Subregional Visibility 90th Percentile ("Worst Visibility Days")	No status determination	Attainment	No status determination	Attainment	No status determination	No status determination
Air Quality	Respirable and Fine Particulate Matter	Highest 24-hour PM_{10} Concentration	Non-attainment	Non-attainment	Attainment	Non-attainment	Non-attainment	Non-attainment
Air Quality	Respirable and Fine Particulate Matter	Annual Average PM_{10} Concentration	No status determination	Attainment	No status determination	No status determination	No status determination	Attainment
Air Quality	Respirable and Fine Particulate Matter	24-hour $PM_{2.5}$ Concentration	No status determination	No status determination	No status determination	No status determination	Attainment	Attainment
Air Quality	Respirable and Fine Particulate Matter	Annual Average $PM_{2.5}$Concentration	No status determination	No status determination	No status determination	No status determination	Attainment	Attainment
Air Quality	Nitrate Deposition	Reduce generation and transport of nitrate to achieve water quality standards	No status determination	Attainment	No status determination	No status determination	Attainment	Attainment
Air Quality	Nitrate Deposition	Vehicle Miles Traveled (VMT)	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Attainment	Attainment
Air Quality	Odor	Reduce diesel engine fumes	No status determination	No status determination	No status determination	No status determination	Attainment	Attainment
Water Quality	Pelagic Lake Tahoe	Winter Average Secchi Disk Transparency (relative to interim target)	No status determination	No status determination	No status determination	Non-attainment	Attainment	Removed (12-12-2012)

Water Quality	Pelagic Lake Tahoe	Annual Average Secchi Depth	Non-attainment	Non-attainment	Non-attainment	Non-attainment	No status determination	Non-attainment
Water Quality	Pelagic Lake Tahoe	Phytoplankton Primary Productivity	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment
Water Quality	Pelagic Lake Tahoe	Clarity – Vertical Extinction Coefficient (VEC)	No status determination	No status determination	No status determination	No status determination	No status determination	Attainment
Water Quality	Pelagic Lake Tahoe	Pelagic Nitrogen Loading	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Water Quality	Pelagic Lake Tahoe	Pelagic Phosphorous Loading	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Water Quality	Pelagic Lake Tahoe	Pelagic Iron Loading	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Water Quality	Pelagic Lake Tahoe	Pelagic Nitrogen Loading from Surface Runoff	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Water Quality	Pelagic Lake Tahoe	Pelagic Nitrogen Loading from Groundwater	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Water Quality	Pelagic Lake Tahoe	Pelagic Nitrogen Loading from Atmospheric Sources	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Water Quality	Littoral Lake Tahoe	Nearshore Turbidity (Stream Influence)	Attainment	Attainment	Attainment	Attainment	No status determination	Attainment
Water Quality	Littoral Lake Tahoe	Nearshore Turbidity (No Stream Influence)	Attainment	Attainment	Attainment	No status determination	No status determination	Attainment
Water Quality	Littoral Lake Tahoe	Nearshore Attached Algae	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination

Water Quality	Littoral Lake Tahoe	Littoral Nitrogen Loading from Groundwater	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Water Quality	Littoral Lake Tahoe	Littoral Nitrogen Loading from Surface Runoff	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Water Quality	Littoral Lake Tahoe	Littoral Nitrogen Loading from Atmospheric Sources	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Water Quality	Littoral Lake Tahoe	Littoral Nitrogen Loading	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Water Quality	Littoral Lake Tahoe	Littoral Phosphorous Loading	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Water Quality	Littoral Lake Tahoe	Littoral Iron Loading	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Water Quality	Littoral Lake Tahoe	Littoral Total DIN Loading	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Water Quality	Aquatic Invasive Species	AIS Prevention	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Water Quality	Aquatic Invasive Species	AIS Abundance	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Water Quality	Aquatic Invasive Species	AIS Distribution	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Water Quality	Aquatic Invasive Species	AIS ecological impacts	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Water Quality	Aquatic Invasive Species	AIS social impacts	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination

Water Quality	Aquatic Invasive Species	AIS economic impacts	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Water Quality	Aquatic Invasive Species	AIS public health impacts	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Water Quality	Tributaries	Suspended Sediment Concentration	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment	7 of 7 tributaries in attainment
Water Quality	Tributaries	Phosphorus Concentration	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment	3 of 7 tributaries in attainment
Water Quality	Tributaries	Nitrogen Concentration	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment	3 of 7 tributaries in attainment
Water Quality	Tributaries	Suspended Sediment Load	Non-attainment	Non-attainment	Non-attainment	Non-attainment	No status determination	No status determination
Water Quality	Tributaries	Fine Sediment Load	Non-attainment	Non-attainment	Non-attainment	Non-attainment	No status determination	No status determination
Water Quality	Tributaries	Phosphorus Load	Non-attainment	Non-attainment	Non-attainment	Non-attainment	No status determination	No status determination
Water Quality	Tributaries	Nitrogen Load	Non-attainment	Non-attainment	Non-attainment	Non-attainment	No status determination	No status determination
Water Quality	Surface Runoff	Suspended Sediment Concentration	Non-attainment	Non-attainment	Non-attainment	Non-attainment	No status determination	No status determination
Water Quality	Surface Runoff	Phosphorus Concentration	Non-attainment	Non-attainment	Non-attainment	Non-attainment	No status determination	No status determination
Water Quality	Surface Runoff	Nitrogen Concentration	Non-attainment	Non-attainment	Non-attainment	Non-attainment	No status determination	No status determination

Water Quality	Surface Runoff	Iron Concentration	Non-attainment	Non-attainment	Non-attainment	Non-attainment	No status determination	No status determination
Water Quality	Surface Runoff	Suspended Sediment Load	Non-attainment	Non-attainment	Non-attainment	Non-attainment	No status determination	No status determination
Water Quality	Surface Runoff	Fine Sediment Particle Load	Non-attainment	Non-attainment	Non-attainment	Non-attainment	No status determination	No status determination
Water Quality	Surface Runoff	Phosphorus Load	Non-attainment	Non-attainment	Non-attainment	Non-attainment	No status determination	No status determination
Water Quality	Surface Runoff	Nitrogen Load	Non-attainment	Non-attainment	Non-attainment	Non-attainment	No status determination	No status determination
Water Quality	Groundwater	Discharge to lake - turbidity	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Water Quality	Groundwater	Discharge to lake- grease and oil	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Water Quality	Groundwater	Discharge to groundwater - nitrogen	Non-attainment	Non-attainment	Non-attainment	Non-attainment	No status determination	No status determination
Water Quality	Groundwater	Discharge to groundwater - phosphorus	Non-attainment	Non-attainment	Non-attainment	Non-attainment	No status determination	No status determination
Water Quality	Groundwater	Discharge to groundwater - iron	Non-attainment	Non-attainment	Non-attainment	Non-attainment	No status determination	No status determination
Water Quality	Groundwater	Discharge to groundwater - turbidity	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Water Quality	Groundwater	Discharge to groundwater- grease and oil	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination

Water Quality	Groundwater	Discharge to lake - nitrogen	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Water Quality	Groundwater	Discharge to lake - phosphorus	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Water Quality	Groundwater	Discharge to lake - iron	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Water Quality	Other Lakes	Attain Existing Water Quality Standards	No status determination	Attainment	No status determination	Non-attainment	No status determination	No status determination
*Soil Conservation	Impervious Cover	Compatibility with Bailey Land Capability System (all lands classes grouped together)	Non-attainment	Non-attainment	Non-attainment	No Status Determination	No Status Determination	No Status Determination
Soil Conservation	Impervious Cover	Percent of Land Coverage Within Land Capability Class 1a (allow up to 1% impervious coverage)	No Status Determination	No Status Determination	No Status Determination	Non-attainment	Attainment	Attainment
Soil Conservation	Impervious Cover	Percent of Land Coverage Within Land Capability Class 1b (allow up to 1% impervious coverage)	No Status Determination	No Status Determination	No Status Determination	Non-attainment	Non-attainment	Non-attainment
Soil Conservation	Impervious Cover	Percent of Land Coverage Within Land Capability Class 1c (allow up to 1% impervious coverage)	No Status Determination	No Status Determination	No Status Determination	Attainment	Attainment	Attainment
Soil Conservation	Impervious Cover	Percent of Land Coverage Within Land Capability Class 2 (allow up to 1% impervious coverage)	No Status Determination	No Status Determination	No Status Determination	Non-attainment	Non-attainment	Non-attainment
Soil Conservation	Impervious Cover	Percent of Land Coverage Within Land Capability Class 3 (allow up to 5% impervious coverage)	No Status Determination	No Status Determination	No Status Determination	Attainment	Attainment	Attainment

Soil Conservation	Impervious Cover	Percent of Land Coverage Within Land Capability Class 4 (allow up to 20% impervious coverage)	No Status Determination	No Status Determination	No Status Determination	Attainment	Attainment	Attainment
Soil Conservation	Impervious Cover	Percent of Land Coverage Within Land Capability Class 5 (allow up to 25% impervious coverage)	No Status Determination	No Status Determination	No Status Determination	Attainment	Attainment	Attainment
Soil Conservation	Impervious Cover	Percent of Land Coverage Within Land Capability Class 6 (allow up to 30% impervious coverage)	No Status Determination	No Status Determination	No Status Determination	Attainment	Attainment	Attainment
Soil Conservation	Impervious Cover	Percent of Land Coverage Within Land Capability Class 7 (allow up to 30% impervious coverage)	No Status Determination	No Status Determination	No Status Determination	Non-attainment	Attainment	Attainment
Soil Conservation	Stream Environment Zones	Preserve Naturally Functioning SEZ	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment
Soil Conservation	Stream Environment Zones	Restore All Undeveloped SEZ	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment
Soil Conservation	Stream Environment Zones	Restore 25% of Disturbed SEZ	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment
Soil Conservation	Stream Environment Zones	Attain a 5% Increase in Total Naturally Functioning SEZ	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment
Vegetation	Common Vegetation	Vegetation Community Richness	No Status Determination	Attainment	Non-attainment	Attainment	Attainment	Attainment
*Vegetation	Common Vegetation	Relative Abundance (all common vegetation types grouped together)	Non-attainment	Non-attainment	Non-attainment	No Status Determination	No Status Determination	No Status Determination
Vegetation	Common Vegetation	Relative Abundance of Meadow and Wetland Vegetation	No Status Determination	Attainment	No Status Determination	Non-attainment	Non-attainment	Non-attainment

Vegetation	Common Vegetation	Relative Abundance of Deciduous Riparian Vegetation	No Status Determination	Non-attainment	No Status Determination	Non-attainment	Non-attainment	Non-attainment
Vegetation	Common Vegetation	Relative Abundance of Shrub Vegetation	No Status Determination	Attainment	No Status Determination	Non-attainment	Attainment	Attainment
Vegetation	Common Vegetation	Relative Abundance of Yellow Pine Forest in seral stages other than mature	No Status Determination	Non-attainment	No Status Determination	Non-attainment	Non-attainment	Non-attainment
Vegetation	Common Vegetation	Relative Abundance of Red Fir Forest in seral stages other than mature	No Status Determination	Non-attainment	No Status Determination	Non-attainment	Non-attainment	Non-attainment
Vegetation	Common Vegetation	Size of forest openings of vegetation communities	Attainment	Attainment	Attainment	Attainment	Attainment	Attainment
Vegetation	Common Vegetation	Juxtaposition of vegetation communities	Attainment	Attainment	Attainment	Attainment	Attainment	Attainment
Vegetation	Common Vegetation	Consistency with Bailey Land Capability System	No status determination	No status determination	No status determination	No status determination	Attainment	Attainment
Vegetation	Common Vegetation	Non-Degradation of Stream Environment Zones	No status determination	No status determination	No status determination	No status determination	Attainment	Attainment
Vegetation	Common Vegetation	Appropriate Management Practices	No status determination	No status determination	No status determination	No status determination	Attainment	Attainment
Vegetation	Uncommon Plant Communities	Deepwater Plants of Lake Tahoe	No status determination	No status determination	No status determination	No status determination	No status determination	Non-attainment
Vegetation	Uncommon Plant Communities	Grass Lake (sphagnum fen)	Attainment	Attainment	Attainment	Attainment	Attainment	No status determination
Vegetation	Uncommon Plant Communities	Osgood Swamp	Attainment	Attainment	Attainment	Attainment	Non-attainment	No status determination

Vegetation	Uncommon Plant Communities	Freel Peak Cushion Plant Community	Attainment	Attainment	Attainment	Attainment	Attainment	Non-attainment
Vegetation	Uncommon Plant Communities	Hell Hole (sphagnum fen)	No status determination	No status determination	No status determination	Attainment	Attainment	No status determination
Vegetation	Uncommon Plant Communities	Upper Truckee Marsh	No status determination	No status determination	No status determination	Attainment	Non-attainment	Non-attainment
Vegetation	Uncommon Plant Communities	Taylor Creek Marsh	No status determination	No status determination	No status determination	Attainment	Attainment	No status determination
Vegetation	Uncommon Plant Communities	Pope Marsh	No status determination	No status determination	No status determination	Attainment	Non-attainment	No status determination
Vegetation	Sensitive Plants	Tahoe yellow cress (*Rorippa subumbellata*)	Non-attainment	Non-attainment	Non-attainment	Attainment	Attainment	Attainment
Vegetation	Sensitive Plants	Tahoe Draba (*Draba asterophora var. asterophora*)	Attainment	Attainment	Attainment	Attainment	Attainment	Attainment
Vegetation	Sensitive Plants	Cup Lake Draba (*Draba asterophora var. macrocarpa*)	Attainment	Attainment	Attainment	No status determination	Attainment	Attainment
Vegetation	Sensitive Plants	Long-petaled Lewisia (*Lewisia pygmaea longipetala*)	Attainment	Attainment	Attainment	Attainment	Attainment	Attainment
Vegetation	Sensitive Plants	Galena Creek rockcress *(Arabis rigidissima var. demote)*	No status determination	No status determination	No status determination	No status determination	No status determination	Non-attainment
Vegetation	Late Seral and Old Growth Forest Ecosystems	Total Old Growth	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment
Vegetation	Late Seral and Old Growth Forest Ecosystems	Sub-alpine Zone	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment

Vegetation	Late Seral and Old Growth Forest Ecosystems	Upper Montane Zone	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment
Vegetation	Late Seral and Old Growth Forest Ecosystems	Montane Zone	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment
*Fisheries	Stream Habitat	Miles of Stream Habitat in Good, Excellent, and Marginal Condition (all classes grouped together)	Non-attainment	Non-attainment	Non-attainment	No status determination	No status determination	No status determination
Fisheries	Stream Habitat	Miles of Stream Habitat in Excellent Condition	No status determination	No status determination	No status determination	No status determination	No status determination	Attainment
Fisheries	Stream Habitat	Miles of Stream Habitat in Good Condition	No status determination	No status determination	No status determination	No status determination	No status determination	Non-attainment
Fisheries	Stream Habitat	Miles of Stream Habitat in Marginal Condition	No status determination	No status determination	No status determination	No status determination	No status determination	Non-attainment
Fisheries	Instream Flow	Non-degradation Standard for Instream Flow	Attainment	No status determination	Attainment	Attainment	Attainment	Attainment
Fisheries	Instream Flow	Divert Stream Intakes to Lake Sources	No status determination	No status determination	No status determination	Attainment	Attainment	Attainment
Fisheries	Lahontan Cutthroat Trout	Lahontan Cutthroat Trout	No status determination	No status determination	Attainment	Attainment	Attainment	Attainment
Fisheries	Lake Habitat	Acres of "Prime" Fish Habitat	Non-attainment	Non-attainment	Non-attainment	Non-attainment	Attainment	Attainment
Wildlife	Special Interest Species	Northern Goshawk Population Sites	No status determination	Attainment	Non-attainment	Non-attainment	Non-attainment	No status determination
Wildlife	Special Interest Species	Osprey Population Sites	Attainment	Attainment	Attainment	Attainment	Attainment	Attainment

Wildlife	Special Interest Species	Wintering Bald Eagle Population Sites	Attainment	Attainment	Non-attainment	Non-attainment	No status determination	Attainment
Wildlife	Special Interest Species	Nesting Bald Eagle Population Sites	Non-attainment	Attainment	Attainment	Non-attainment	Attainment	Attainment
Wildlife	Special Interest Species	Golden Eagle Population Sites	No status determination	No status determination	Non-attainment	No status determination	No status determination	No status determination
Wildlife	Special Interest Species	Peregrine Falcon Population Sites	No status determination	Non-attainment	Non-attainment	No status determination	Attainment	Attainment
Wildlife	Special Interest Species	Waterfowl Population Sites	Attainment	Attainment	Non-attainment	Non-attainment	Non-attainment	Non-attainment
Wildlife	Special Interest Species	Northern Goshawk Disturbance Zone	No status determination	No status determination	No status determination	No status determination	Attainment	Attainment
Wildlife	Special Interest Species	Osprey Disturbance Zone	No status determination	No status determination	No status determination	No status determination	Attainment	Attainment
Wildlife	Special Interest Species	Wintering Bald Eagle Disturbance Zone	No status determination	No status determination	No status determination	No status determination	Attainment	Attainment
Wildlife	Special Interest Species	Nesting Bald Eagle Disturbance Zone	No status determination	No status determination	No status determination	No status determination	Attainment	Attainment
Wildlife	Special Interest Species	Golden Eagle Disturbance Zone	No status determination	No status determination	No status determination	No status determination	Attainment	Attainment
Wildlife	Special Interest Species	Peregrine Falcon Disturbance Zone	No status determination	No status determination	No status determination	No status determination	Attainment	Attainment
Wildlife	Special Interest Species	Waterfowl Disturbance Zone	No status determination	No status determination	No status determination	No status determination	Attainment	Attainment

Wildlife	Special Interest Species	Deer Disturbance Zone	No status determination	No status determination	No status determination	No status determination	Attainment	Attainment
Wildlife	Habitats of Special Significance	Riparian Habitat	Non-attainment	Non-attainment	Non-attainment	No status determination	Attainment	Attainment
Scenic Resources	Roadway and Shoreline Units	Travel Route Ratings for Roadway Travel Units	43% of units in attainment	46% of units in attainment	51% of units in attainment	60% of units in attainment	61% of units in attainment	63% of units in attainment
Scenic Resources	Roadway and Shoreline Units	Travel Route Ratings for Shoreline Travel Units	82% of units in attainment	73% of units in attainment	61% of units in attainment	61% of units in attainment	64% of units in attainment	67% of units in attainment
Scenic Resources	Roadway and Shoreline Units	Scenic Quality Ratings for Roadway Travel Units (Scenic Resources)	99% of units in attainment	98% of units in attainment	97% of units in attainment	97.5% of units in attainment	98% of units in attainment	98% of units in attainment
Scenic Resources	Roadway and Shoreline Units	Scenic Quality Ratings for Shoreline Travel Units (Scenic Resources)	95.5% of units in attainment	93% of units in attainment	91% of units in attainment	91% of units in attainment	91% of units in attainment	92% of units in attainment
Scenic Resources	Other Areas	Public Recreation Areas and Bike Trails	No status determination	Attainment	98% of units in attainment	99% of units in attainment	98.5% of units in attainment	97.5% of units in attainment
Scenic Resources	Built Environment (Community Design)	Built Environment (Community Design)	No status determination	Attainment	Non-attainment	Non-attainment	Attainment	Attainment
Noise	Single Noise Events	Aircraft Departures/Arrivals (8 am to 8 pm)	No status determination	Non-attainment	Non-attainment	No status determination	Non-attainment	Non-attainment
Noise	Single Noise Events	Aircraft Departures/Arrivals (8 pm to 8 am)	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
*Noise	Single Noise Events	All Single Noise Events other than Aircraft (all "other" grouped together")	Non-attainment	Non-attainment	Non-attainment	Non-attainment	No status determination	No status determination
Noise	Single Noise Events	Watercraft Shoreline Test	No status determination	No status determination	No status determination	No status determination	Non-attainment	Non-attainment

Noise	Single Noise Events	Watercraft Pass-By Test	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Noise	Single Noise Events	Watercraft Stationary Test (post 1992 boats)	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Noise	Single Noise Events	Watercraft Stationary Test (pre 1993 boats)	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Noise	Single Noise Events	Motor Vehicles Less Than 6,000 GVW (less than 35 mph)	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Noise	Single Noise Events	Motor Vehicles Less Than 6,000 GVW (more than 35 mph)	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Noise	Single Noise Events	Motor Vehicles Greater Than 6,000 GVW (less than 35 mph)	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Noise	Single Noise Events	Motor Vehicles Greater Than 6,000 GVW (more than 35 mph)	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Noise	Single Noise Events	Motorcycles (less than 35 mph)	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Noise	Single Noise Events	Motorcycles (more than 35 mph)	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Noise	Single Noise Events	Off-Road Vehicles (less than 35 mph)	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Noise	Single Noise Events	Off-Road Vehicles (more than 35 mph)	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination
Noise	Single Noise Events	Snowmobiles	No status determination	No status determination	No status determination	No status determination	No status determination	No status determination

*Noise	Cumulative Noise Events	Cumulative Noise Events (all areas grouped together)	Non-Attainment	Non-Attainment	Non-Attainment	Non-Attainment	No status determination	No status determination
Noise	Cumulative Noise Events	High-Density Residential Areas	No status determination	No status determination	No status determination	No status determination	Non-attainment	Non-attainment
Noise	Cumulative Noise Events	Low-Density Residential Areas	No status determination	No status determination	No status determination	No status determination	Non-attainment	Attainment
Noise	Cumulative Noise Events	Hotel/Motel Areas	No status determination	No status determination	No status determination	No status determination	Attainment	Attainment
Noise	Cumulative Noise Events	Commercial Areas	No status determination	No status determination	No status determination	No status determination	Attainment	Attainment
Noise	Cumulative Noise Events	Industrial Areas	No status determination	No status determination	No status determination	No status determination	Attainment	Attainment
Noise	Cumulative Noise Events	Urban Outdoor Recreation Areas	No status determination	No status determination	No status determination	No status determination	Non-attainment	Attainment
Noise	Cumulative Noise Events	Rural Outdoor Recreation Areas	No status determination	No status determination	No status determination	No status determination	Non-attainment	Attainment
Noise	Cumulative Noise Events	Wilderness and Roadless Areas	No status determination	No status determination	No status determination	No status determination	Attainment	Attainment
Noise	Cumulative Noise Events	Critical Wildlife Habitat Areas	No status determination	No status determination	No status determination	No status determination	Non-attainment	Non-attainment
Noise	Cumulative Noise Events	South Lake Tahoe Airport Transportation Corridor	No status determination	No status determination	No status determination	No status determination	Non-attainment	Non-attainment
Noise	Cumulative Noise Events	State Route 28 Transportation Corridor	No status determination	No status determination	No status determination	No status determination	Non-attainment	Non-attainment

Noise	Cumulative Noise Events	Highway 50 Transportation Corridor	No status determination	No status determination	No status determination	No status determination	Attainment	Attainment
Noise	Cumulative Noise Events	State Route 89 Transportation Corridor	No status determination	No status determination	No status determination	No status determination	Non-attainment	Non-attainment
Noise	Cumulative Noise Events	State Route 207 Transportation Corridor	No status determination	No status determination	No status determination	No status determination	Non-attainment	Non-attainment
Noise	Cumulative Noise Events	State Route 267 Transportation Corridor	No status determination	No status determination	No status determination	No status determination	Non-attainment	Non-attainment
Noise	Cumulative Noise Events	State Route 431 Transportation Corridor	No status determination	No status determination	No status determination	No status determination	Non-attainment	Attainment
Recreation	Recreation	Quality of Recreation Experience & Access to Recreational Opportunities	No status determination	No status determination	Non-attainment	Attainment	Attainment	Attainment
Recreation	Recreation	Fair Share Distribution of Recreation Capacity	Attainment	Attainment	Attainment	Attainment	Attainment	Attainment

Strategic Initiatives Monthly Report – December 2016	
Strategic Initiatives	**Status**
1. Development Rights	**Progress/Accomplishments:** • Held second working group meeting and defined criteria and goals for evaluating alternatives • Interviewed and hired a consultant team to help with best practices research and alternative development • Awarded technical assistance grant from the California Strategic Growth Council to gain an assessment of fiscal impacts associated with different land use scenarios
	Future Focus: • Research and summarize best practices related to the scope of work
	Team Lead: Jennifer Cannon, Senior Planner, (775) 589-5297 or jcannon@trpa.org
2. Forest Health & Fuels Management	**Progress/Accomplishments:** • TRPA joined the core team for the Lake Tahoe West Collaborative project • Six of the Tahoe Forest Fuels Team (TFFT) coordinated SNPLMA proposals were awarded a total $27,397,653 • Mike Vollmer was named the Task Leader for the Tahoe Basin Tree Mortality Task Force and will be leading this effort going forward
	Future Focus: • The Lake Tahoe West Collaborative core team is moving forward under the direction of the new Project Coordinator • The TFFT will is strategizing for the next round of SNPLMA (White Pine Bill) funding at their annual winter retreat this February • TRPA will continue to work with partners toward a sustainable forestry program for the Tahoe Basin through coordination among partners and development of working groups as needed to develop and implement process improvements
	Team Lead: Mike Vollmer, Environmental Improvement Program Manager, (775) 589-5268 or mvollmer@trpa.org

Strategic Initiatives	Status
3. Aquatic Invasive Species Control	**Progress/Accomplishments:** • Funding from the following sources has been awarded to AIS Program partners: o SB 630 (CTC) o Prop 1 (CTC) o License Plate (NDSL) o USFWS o Truckee River Fund o Tahoe Fund o Integrated Regional Water Management (CA DWW) Total funding awarded is approximately $1.3 million.
	Future Focus: • Continue to pursue funds through the following: o Bureau of Reclamation o US Army Corps of Engineers o NDEP • TRPA, Lahontan and other stakeholders continue to work with the Tahoe Keys POA on their efforts to control invasive aquatic weeds in the lagoons and channels • USFWS funds awarded to TRPA for AIS control in the Tahoe Keys (West Channel) was approved to be used to reimburse costs associated with "Boat Back-up Stations" (intended to remove plants from props prior to leaving entering the Lake proper), plant fragment collection trials and sampling. These efforts were approximately $48,000. • AIS Control projects implemented by Tahoe RCD in 2016 include the following locations, treating a total of 4.5 acres: Lakeside Marina and swim area, Truckee River, Fleur de Lac, and Crystal Shores Condominiums
	Team Lead: Dennis Zabaglo, Aquatic Resources Program Manager, (775) 589-5255 or dzabaglo@trpa.org
4. Stormwater Management Operations & Maintenance	**Progress/Accomplishments:** • Concluded Phase I of the Strategic Initiative • Commenced Phase II to draft the Survey Instrument
	Future Focus: • Consulting team to address agency and local government comments from October 28, 2016 Stormwater Funding Partnership meeting and finalize the draft survey instrument. • The next phases of the initiative involve administering the survey, analyzing the data to evaluate public support for potential revenue options and seeking stakeholder input following results.
	Team Lead: Shay Navarro, Stormwater Program Manager, (775) 589-5282 or snavarro@trpa.org

Strategic Initiatives	Status
5. Shoreline	**Progress/Accomplishments:** • Hosted public workshops on 9/21 on the North Shore and 11/3 on the South Shore • Worked with the Shoreline Steering Committee to develop policy proposals • Presented initial policy proposals to RPIC in November
	Focus: • Continue to bring forward Steering Committee policy recommendations to RPIC in December and January • Develop goals, policies, and code and the alternatives to be evaluated in the environmental analysis based on the policy proposals endorsed by RPIC
	Team Lead: Brandy McMahon, Principal Planner, (775) 589-5274 or bmcmahon@trpa.org
6. Transportation	**Progress/Accomplishments:** • Administrative draft of Regional Transportation Plan (RTP) in progress
	Future Focus: • Release Public Draft RTP in January / February of 2016 • Present Draft RTP at multiple association meetings, GB, TTC, and APC
	Team Lead: Morgan Beryl, Senior Transportation Planner, (775) 589-5208 or mberyl@trpa.org
7. Streamline Monitoring & Update Thresholds	**Progress/Accomplishments:** • Draft 2015 Threshold Evaluation Report released 10/3
	Future Focus: • Continue to work with the Tahoe Science Advisory Council to refine the work plan • Issue final 2015 Threshold Evaluation Report in December
	Team Lead: Dan Segan, Principal Natural Resource Analyst, (775) 589-5233 or dsegan@trpa.org

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

MEMORANDUM

Date: December 7, 2016

To: TRPA Regional Plan Implementation Committee

From: TRPA Staff

Subject: Recommendation on certification of Placer County Tahoe Basin Area Plan and Tahoe City Lodge Final Environmental Impact Statement, Placer County Tahoe Basin Area Plan, and technical amendments to Chapters 34, 36, and 38 of the TRPA Code of Ordinances

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Requested Action: The Regional Plan Implementation Committee (RPIC) is asked to review the materials provided in this packet to ensure that the Placer County Tahoe Basin Area Plan is in conformance with the Regional Plan and Chapter 13: *Area Plans* of the TRPA Code of Ordinances, and recommend approval of the proposed Area Plan and related technical amendments to TRPA Code of Ordinances Chapters 34, 36, and 38 to the Governing Board.

1. **Recommend certification of the proposed Final Environmental Impact Statement (Final EIS)**: To recommend certification of the proposed Final Environmental Impact Statement (Final EIS) for the Placer County Tahoe Basin Area Plan and Tahoe City Lodge project, RPIC must make the following motion. An affirmative recommendation requires a majority vote of the quorum present:

   I. A finding of technical adequacy and a motion to recommend that the Governing Board certify the Placer County Tahoe Basin Area Plan and Tahoe City Lodge Project Final Environmental Impact Statement (State Clearinghouse No. 2014072039), as provided in **Attachment D**.

2. **Recommend approval of the proposed Placer County Tahoe Basin Area Plan (Alternative 1 as modified in the Final EIR/EIS):** To recommend approval of the proposed Area Plan as contained within **Attachment A**, RPIC must make the following motions. An affirmative recommendation requires a majority vote of the quorum present:

   I. A motion to make the findings required by Compact Articles IV and VII and Code of Ordinances Chapter 3, 4 and 13 for the Placer County Tahoe Basin Area Plan for adoption of the Placer County Tahoe Basin Area Plan, as provided in **Attachment E** thereto.

   II. A motion to recommend Governing Board adoption of Ordinance 2017-__, amending Ordinance 87-9, as previously amended, to amend TRPA's Regional Plan to incorporate the Placer County Tahoe Basin Area Plan, as provided in **Attachment F** thereto.

3. **Recommend approval of the proposed technical amendments to Chapters 34, 36, and 38 of the TRPA Code of Ordinances:** To recommend approval of the proposed technical Code

amendments as contained within **Attachment I**, RPIC must make the following motions. An affirmative recommendation requires a majority vote of the quorum present:

I. A motion to recommend Governing Board approval of the required findings, including a finding of no significant effect, for adoption of the technical amendments to TRPA Code of Ordinances Chapters 34, 36, and 38, as provided in **Attachment H**.

II. A motion to recommend Governing Board adoption of Ordinance 2017-__, amending Ordinance 87-9, as previously amended, to amend TRPA's Code of Ordinances Chapters 34, 36, and 38, as provided in **Attachment I**.

Staff Recommendation: Staff recommends that RPIC make the motions above, to recommend certification of the Final EIS and adoption of the Placer County Tahoe Basin Area Plan, based on this staff summary and the evidence in the record.

Advisory Planning Commission Action: On December 7, 2016, the Advisory Planning Commission (APC) held a public hearing to consider recommendation on certification of the Placer County Tahoe Basin Area Plan and Tahoe City Lodge Final Environmental Impact Statement and recommendation on approval of the Placer County Tahoe Basin Area Plan. Due to the holidays and associated scheduling of the APC and RPIC meetings, this staff summary was published before that public hearing occurred. Staff will present the APC recommendations during the presentation of this agenda item at RPIC.

Project Description

Tahoe Basin Area Plan

The Placer County Tahoe Basin Area Plan (Area Plan) is a County-initiated update of its land use regulations in the Tahoe Basin portion of Placer County. Placer County and the Tahoe Regional Planning Agency (TRPA) are jointly proposing to adopt the Area Plan, which implements and achieves the environmental improvement and redevelopment goals of the Regional Plan and the TRPA/Tahoe Metropolitan Planning Organization (TMPO) Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as updated and adopted in 2012. 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. Adoption of the Area Plan would supersede the following general plans, community plans, Plan Area Statements, and related planning documents adopted to implement the 1987 Regional Plan, and relevant sections of the Placer County Zoning Ordinance:

- Tahoe City Community Plan
- Carnelian Bay Community Plan
- Tahoe Vista Community Plan
- Kings Beach Community Plan
- Kings Beach Industrial Community Plan
- California North Stateline Community Plan
- 51 PASs adopted for Placer County
- Placer County Standards & Guidelines for Signage, Parking and Design
- West Shore General Plan
- Tahoe City Area General Plan

- North Tahoe Area General Plan
- Placer County Zoning Ordinance, Sections 17.02.050(D) and 17.56.202, and Appendices B, C, D, and F

The proposed Area Plan largely carries forward the details of these existing documents into a single, consolidated Area Plan. Proposed changes to earlier plans included in the Area Plan implement the environmental, redevelopment, and transportation policies of the 2012 Regional Plan and are primarily focused within the TRPA-designated Town Centers of Kings Beach and Tahoe City. The Area Plan includes redevelopment incentives and new development and design standards for mixed-use areas to promote the redevelopment of existing Town Centers and improve aesthetic conditions, restore environmentally sensitive land, enhance recreation opportunities, and improve multi-modal transportation options.

The Area Plan's substantive changes related to zoning and development standards are largely focused within the mixed-use areas of the Town Centers. There are changes within mixed-use areas outside of the Town Centers as well. Zoning and development standards for lands designated as residential, tourist, recreation, conservation, wilderness, and backcountry are unchanged, except for the following map and land use changes:

Tahoe City Town Center Boundary: The Area Plan would modify the Tahoe City Town Center boundary to remove 7.2 acres of property surrounding the Fairway Community Center and Placer County Tahoe City Wetlands Basin, and add 4.2 acres surrounding the Tahoe City Golf Course clubhouse. These changes would result in the modification of the Regional Plan land use designations and zoning within the Tahoe City Town Center to change the land use designation of land added to the Town Center from Residential to Mixed-Use, and to change the land use designation of land being removed from the Town Center from Mixed-Use to Recreation, and to change the lands within the remainder portion of the Tahoe City Golf Course from Residential to Recreation.

Kings Beach Town Center Land Use Classification Cleanup Revision: The Area Plan proposes a land use classification change that is a cleanup revision from the Regional Plan. This change includes three parcels totaling approximately one acre that would be changed from Residential to Mixed-Use. In addition, the Kings Beach Town Center boundary map was corrected to maintain consistency with mapped parcel boundaries that were recently refined based on survey data and recorded documents.

Zoning Districts: Town Center zoning districts include several mixed-use sub-districts and areas zoned for Residential and Recreational uses. Allowable uses correspond to use definitions outlined in the TRPA Code of Ordinances. Allowable use changes outside of Town Centers are limited to the inclusion of residential uses in mixed-use districts and village centers.

Recreation and Conservation Lands: The Area Plan would amend the zoning designations to include approximately 200 acres of land acquired for environmental or recreational purposes in Conservation or Recreation.

Core and Transition Areas: Within Town Centers the Area Plan establishes zoning overlay districts for Core Areas, where the full range of Regional Plan development incentives would

apply, and Transition Areas where transitional (more restrictive) building heights and sidewalk or multi-use trail connections would be required.

Special Planning Areas: The Area Plan designates six Special Planning Areas (SPAs) where projects must meet additional environmental standards to make use of Town Center redevelopment incentives. The SPAs include: Tahoe City Western Entry SPA, Tahoe City Golf Course SPA, Tahoe City River District SPA, Truckee River Corridor SPA, Kings Beach Entry SPA, and California-North Stateline SPA. The SPAs include provisions for more detailed future planning, or where additional environmental performance standards apply.

TRPA Regional Plan Implementation

The Area Plan proposes to carry forward the following TRPA Regional Plan implementation measures related to Area Plans:

Maximum Building Height and Density: The Area Plan largely carries forward the TRPA Regional Plan allowances for height and density, including up to 56 feet and four stories within Town Centers, as well as density allowances for 40 units per acre for tourist uses and 25 units per acre for residential uses. However, height allowances are reduced for the periphery of Town Centers, called Transition Areas. For areas outside of Town Centers, the Area Plan carries forward height and density allowances in TRPA Code Chapter 37.

Maximum Transferred Coverage: Consistent with the Regional Plan allowances within Town Centers, project sites that are greater than 300 feet from Lake Tahoe or on the mountain side of State Route (SR) 89 or SR 28 could receive transferred coverage to a maximum of 70 percent coverage on high capability lands. Project sites within 300 feet of Lake Tahoe and on the lake side of SR 28 could receive transferred coverage to a maximum of 50 percent coverage on high capability lands.

Mixed-Use Development and Land Use Changes: Consistent with the Regional Plan Land Use Map, the Area Plan would allow housing within existing commercial districts, near employment and multi-modal transportation facilities. Mixed-use development would be allowed in Town Centers and in the mixed-use and commercial areas of Carnelian Bay, Tahoe Vista, Lake Forest Glen, Dollar Hill, Sunnyside, Homewood, and Tahoma.

Building and Site Design Standards: The Area Plan would consolidate and update existing land development standards within the Tahoe Basin, including:

- Adding site design and building form standards to create visual interest and pedestrian-friendly activity with some mixed-use areas by including maximum building setbacks, limiting blank walls, requiring minimum amounts of windows on building frontage, and requiring minimum amounts of building articulation.
- Adding requirements for improvements to the street frontage between the building and public roads and sidewalks, addressing street trees, connections between buildings and sidewalks or backs, and pedestrian lighting.
- Enhancing lighting standards to prevent light pollution and trespass, and promote dark skies.

Area Plan Programs and Substitute Standards
The Area Plan includes programs and substitute standards that would modify portions of the TRPA Code within the Area Plan limits. Substitute standards include the following:

Limited Conversion of Commercial Floor Area (CFA) to Tourist Accommodation Units (TAUs): The Area Plan would establish a pilot program for the limited conversion of CFA to TAUs for existing development (held by property owners) and for the CFA supply held by Placer County. Limitations on the program include:

- The conversion ratio shall be 450 square feet of CFA equals one TAU
- Converted units may only be used in Placer County Town Centers
- Sites must have best management practice (BMP) certificates
- Sites must have sidewalk access
- Sites must be within a quarter mile of a transit stop or mixed-use district
- No more than 200 additional TAUs may be established in Placer County through the pilot program and other programs combined
- The program would be periodically monitored for efficacy, possible extension, and consideration for program adjustments

Non-Contiguous Project Areas: The Area Plan would allow projects within Town Centers to use a non-contiguous project area with TRPA approval. To use a non-contiguous project area, all project components must be located on already developed mixed-use lands within a Town Center.

Revised Level of Service (LOS) Standard: The Area Plan proposes to modify the current LOS standards such that LOS F is acceptable during peak periods in the intersections and roadway segments within Town Center boundaries.

Revised Parking Regulations: The Area Plan modifies parking standards to reduce the minimum number of parking spaces that must be provided by some development projects, promote shared parking and public transit, and to consider the future development of parking assessment districts and/or in-lieu payment programs.

Implementation of the Tahoe Area Regional Transit (TART) Systems Plan: The Area Plan proposes to implement the April 2016 Placer County TART Systems Plan by funding public transit to make it a viable transportation alternative, implement transit improvements, implement developer funding mechanisms, and link increased transit services with increases in transit demand.

Secondary Residential Units: The Area Plan would expand upon TRPA Code to allow secondary residential units on residential parcels less than one acre in size. To qualify for the program properties must be deed restricted for affordability. Units will also be deed restricted for use; the units may not be used as tourist units, vacation rentals, or converted to TAUs.

View Corridors: The Area Plan would add view corridor standards that require four-story buildings in Town Centers on the lakeside of SR 89 and SR 28 to maintain 35 percent of the site as open view corridors, or increase existing view corridors by 10 percent.

Ridgeline Protections: In accordance with TRPA regulation, the Area Plan would require that all new buildings with three or more stories meet TRPA findings for additional height. This provision would prevent buildings from projecting above the forest canopy for ridgelines and would protect viewsheds.

Opportunity Sites

The proposed Area Plan contemplates one near-term redevelopment project, the Tahoe City Lodge, and one environmental redevelopment design concept, the Kings Beach Center, both identified as initial opportunities to incentivize and facilitate redevelopment in these Kings Beach and Tahoe City Town Centers.

Kings Beach Center: The Kings Beach Center is a conceptual mixed-use redevelopment design on parcels owned by Placer County.

Tahoe City Lodge: The Tahoe City Lodge is a stand-alone project application proposed by a private developer, Kila Tahoe LLC, and is being processed by Placer County and TRPA. The Tahoe City Lodge project redevelops the existing commercial complex into a 118-unit lodge and redevelops and relocates the existing Tahoe City Golf Course clubhouse. Of the proposed 118 units, 78 one and two bedroom suites will operate as a "condo hotel". These units will be sold to private individuals. The remaining 40 units would be retained by the lodge. In addition to tourist units, the lodge includes a ground floor restaurant and lobby area, and a rooftop terrace with a swimming pool and bar. The project component on the Tahoe City Golf Course include golf course enhancements, the relocation and expansion of the existing clubhouse, shared-use parking, and stream environment zone (SEZ restoration). The Tahoe City Lodge project has been analyzed at the project-level in the same EIR/EIS prepared for the Area Plan.

- Site Description: The Tahoe City Lodge project area is inclusive of the existing commercial complex located at 255 and 265 North Lake Boulevard and a portion of the Tahoe City Golf Course, in Placer County, California. The total project area is 3.9 acres, inclusive of two easements. The project area includes Placer County APNs 094-070-001 and -002, 094-540-03, and 094-020-006. Placer County APNs 094-070-001 and -002 are owned by Kila Tahoe, LLC and comprise the site formerly known as the "Henrickson Property." The project site also includes two existing easements on adjacent properties, one from the Tahoe City Golf Course and one from the parcel to the west of the project site, known as the Bechdoldt easement. The project area is occupied by three buildings that make-up the existing two-story commercial center on the Kila Tahoe property.

- Relationship to the proposed Area Plan: The proposed Lodge project will be presented for approval in coordination with the Area Plan adoption as the proposed project relies on the policies and land use changes contemplated by the Area Plan. The project site is located within what will be a mixed-use town center pending Area Plan adoption. The lodge relies on the implementation of the mixed-use sub-districts and town center redevelopment policies set forth in the TRPA Regional Plan and implemented with the Area Plan. Without the Area Plan, the Tahoe City Lodge

would require amendments to the Regional Plan and Code of Ordinances, as well as several planning documents associated with the 1987 Regional Plan.

- Threshold Improvement Projects: The proposed project includes BMPs for the Tahoe City Lodge, drainage and water quality improvements, reduction in land coverage on APNs 094-070-001 and 094-070-002 relative to existing conditions, maintenance and expansion of the Tahoe City Sidewalk Beautification Project, and 1.7 acres of SEZ restoration on the Tahoe City Golf Course.

- Regional Plan Compliance and Conformity: Based on the Final EIS analysis, the proposed project is in compliance with the proposed Area Plan and conforms to the Regional Plan, including the Goals and Policies and Code of Ordinances (as amended).

Final EIS Compliance with TRPA Compact Article VII, Chapter 3 of the Code of Ordinances, and Article 6 of the Rules of Procedure

The Final EIS was prepared for the Placer County Tahoe Basin Area Plan (program-level) and the Tahoe City Lodge project (project-level) pursuant to Article VII (d) *Environmental Impact Statements* of the TRPA Bi-State Compact. A Notice of Preparation (NOP) (State Clearinghouse No. 2014072039) for an EIR/EIS was issued by Placer County and TRPA on June 3, 2015 for a 60-day public comment period that ended on August 3, 2015. The NOP was sent to the California and Nevada State Clearinghouses, federal, state, and local agencies, and members of the public. Five public scoping meetings were held to provide agencies and the public with the opportunity to learn more about the Area Plan and to provide input as to the issues that would be addresses in the EIR/EIS. The scoping meetings were held as follows:

- June 10, 2015: TRPA APC, Stateline, Nevada;
- June 16, 2015: Placer County-hosted meeting, Kings Beach, California;
- June 16, 2015: Placer County-hosted meeting, Tahoe City, California;
- June 24, 2016: TRPA Regional Plan Implementation Committee, Stateline, Nevada;
- June 24, 2016: TRPA Governing Board, Stateline, Nevada;

At each of these meetings, Placer County, TRPA staff, and consultants made presentations to describe the proposed Area Plan and Tahoe City Lodge project, and to discuss key environmental issues identified. After the close of the NOP and June 2015 Draft Area Plan 60-day public comment period, TRPA and Placer County staff, and the EIR/EIS consultants (Ascent Environmental) prepared an NOP scoping summary report and formulated alternatives to be analyzed in the EIR/EIS. Following September 2015 input from the TRPA Regional Plan Implementation Committee (RPIC) on the EIR/EIS alternatives, preparation of the Draft EIR/EIS and refinements to the draft Area Plan began.

Accordingly, on June 15, 2016, the County and TRPA jointly released the Draft EIR/EIS and revised Public Review Draft Area Plan for a 60-day public review period. The public review comment period closed on August 15, 2016. The Draft EIR/EIS was submitted to the California State Clearinghouse; distributed to public agencies, interested parties, and organizations; and was made available for public review at the Kings Beach, Tahoe City, and Truckee Libraries, and

at the Placer County Community Development Resource Agencies in both Tahoe City and Auburn, and at the TRPA offices in Stateline, Nevada. The Draft EIR/EIS was also available on both the TRPA and Placer County websites. During the public review comment period the following public meetings were conducted to receive public input on the Draft EIR/EIS and Draft Area Plan:

- July 13, 2016: TRPA Advisory Planning Commission
- July 27. 2016: TRPA Regional Plan Implementation Committee
- July 27, 2016: TRPA Governing Board
- July 28, 2016: Placer County Planning Commission
- August 11, 2016: Placer County North Tahoe Regional Advisory Council

The County and TRPA received 111 comment letters during the 60-day public review period. While most of the comments received were related to the Draft EIR/EIS, many comments received were related to the Area Plan documents. In response to stakeholder input and comments received on the Area Plan documents, TRPA has coordinated with Placer County and consultants to revise the Area Plan where necessary. Discussion of Area Plan revisions are described in the Area Plan Revisions section below.

TRPA and Placer County released the updated Placer County Tahoe Basin Area Plan (PCTBAP) and Final EIR/EIS on November 4, 2016 for the PCTBAP and Tahoe City Lodge project pursuant to Article VII of the Tahoe Regional Planning Compact, Chapter 3 of the TRPA Code of Ordinances, and the California Environmental Quality Act (CEQA). The Final EIR/EIS responds to all written and oral comments received during the public comment period for the Draft EIR/EIS. The Draft EIR/EIS and the Final EIR/EIS together constitute the Final EIR/EIS for the Area Plan and the Tahoe City Lodge project. The Placer County Board of Supervisors is responsible under CEOA for certifying the Final EIR and the TRPA Governing Board Is responsible under Article 7 of the TRPA Compact for certifying the Final EIS. Adoption of the necessary findings includes a Statement of Overriding Consideration and the Mitigation Monitoring Reporting Program. The Final EIR/EIS is provided within **Attachment B** of this Staff Summary.

<u>Regional Plan Conformance Review</u>: The Placer County Tahoe Basin Area Plan has been prepared by Placer County pursuant to Chapter 13 of the TRPA Code of Ordinances, which allows local governments to adopt conforming Area Plans that contain policies and development ordinances that are consistent with and further the goals and policies of the TRPA Regional Plan. Chapter 13 includes a conformity review process that:

- Allows local governments to adopt an Area Plan that supersedes TRPA plans and ordinances if the plan is found to be in conformance with the Regional Plan;
- Defines required content in an Area Plan that includes but is not limited to applicable policies, maps, ordinances and development and design standards; and
- Defines which development activities will not have a substantial effect on the natural resources in the Region and allows TRPA to transfer limited development permitting authority to local governments.

To ensure conformance with the Regional Plan and Chapter 13, Placer County and TRPA have prepared an Area Plan Finding of Conformance Checklist for the Area Plan. The Area Plan Finding of Conformance Checklist is provided as **Attachment G**.

Memorandum of Understanding: Chapter 13 of the TRPA Code of Ordinances requires a Memorandum of Understanding (MOU) be prepared within six months of the Governing Board's finding of conformity of the Area Plan (Code section 13.7.5). The MOU shall clearly specify the extent to which the activities within the Area Plan are delegated or exempt from TRPA review and approval, and describe all procedures and responsibilities to ensure effective implementation of the Area Plan. Preparation of the MOU will begin upon adoption of the Area Plan, and TRPA staff will coordinate with County staff to ensure the Code section 13.7.5 requirements with regard to timing of development of an MOU are met.

Technical Code Amendments: The purpose of the proposed technical amendments to Chapters 34, 36, and 38 of the Code of Ordinances is to make the Code consistent with adoption of the Area Plan regarding substitute signage, design, and parking standards that will be superseded by the Area Plan. These amendments will be brought to APC for consideration and recommendation at the Committee's January 11, 2017 public hearing, and will be considered by the Governing Board at the Board's January 2017 public hearing.

Findings: TRPA Code Chapter 3, 4, and 13 required findings have been prepared for the Area Plan and the technical Code Amendments and are included in **Attachment E** and **Attachment H**, respectively.

Threshold Indicators and Compliance Measures Tables: The Threshold Indicators and Compliance Measures Tables have been prepared to demonstrate compliance with the required Threshold-Related Findings in Section 4.4 of the TRPA Code to demonstrate that the Placer County Tahoe Basin Area Plan will not negatively impact a TRPA adopted threshold indicator or compliance measure. The Threshold Indicators and Compliance Measures Tables are provided as **Attachment C**.

Development of Alternatives and Environmental Analysis

Consistent with TRPA Compact Article 7, the EIS document considered a range of alternatives. The range of alternatives was evaluated for their ability to achieve or partially achieve the fundamental Area Plan and Tahoe City Lodge project objectives. The Draft EIS analyzed four project alternatives, including a no project alternative. In determining what alternatives should be considered for the Draft EIR/EIS, the objectives of the project, the project's significant effects, unique project considerations, and the feasibility of proposed alternatives were all considered.

The proposed Area Plan and Tahoe City Lodge project impacts were evaluated as Alternative 1 of the Final EIS. As discussed below, one or more of the alternatives would result in significant and unavoidable impacts related to transportation and circulation, air quality, greenhouse gas (GHG) emissions and climate change, and noise. However, the action alternatives, including Alternative 1: *Proposed Area Plan/Proposed Lodge*, are environmentally superior to Alternative 4: *No Project*. The potential environmental effects or benefits that would result from implementation of Alternatives 1, 2, and 3 are roughly equivalent

Alternatives: The Final EIR/EIS evaluated four project alternatives:

Alternative 1: Proposed Area Plan/Proposed Lodge
Alternative 2: Area Plan with no Substitute Standards/Reduced Scale Lodge
Alternative 3: Reduced Intensity Area Plan/Reduced Height Lodge

Alternative 4: No Project/No Project

Additional detail about the development of the range of alternatives and the impacts disclosed within the draft EIS can be found within the staff summaries for the September 2015 Regional Plan Implementation Committee packet, and the July 2016 Governing Board Packet[1].

Significant Environmental Effects: The Draft EIR/EIS identified significant or potentially significant effects of one or more of the four alternatives evaluated with respect to cultural and historic resources; scenic resources; transportation and circulation; air quality; greenhouse gas emissions and climate change; noise; geology, soils, land capability, and coverage; hydrology and water quality; and hazards, hazardous materials, and risk of upset. Environmental impact conclusions indicate that Area Plan Alternatives 1, 2, and 3 would have roughly equal environmental effects, and each would provide more environmental benefit than Alternative 4 (no project).

Significant and Unavoidable Adverse Impacts: Most adverse effects could be mitigated to less-than-significant levels. However, even with the application of feasible mitigation measures, implementation of one or more of the alternatives would result in significant and unavoidable impacts related to transportation and circulation, air quality, greenhouse gas emissions and climate change, and noise. These impacts are summarized below.

Transportation and Circulation: Roadway and intersection traffic congestion would increase for all alternatives on State Route (SR) 28 in Tahoe City east of the Wye and at the SR 28/Grove Street intersection. Although all alternatives would create a significant and unavoidable impact, the projected increase in vehicle congestion would be less for Alternatives 1, 2, and 3 than it would be for Alternative 4 (no project) because of increased mobility options, such as increased public transit services, provided with the action alternatives.

Air Quality: All alternatives (including Alternative 4) would result in significant and unavoidable impacts related to air quality, GHG, and traffic. Construction resulting from any alternative would result in short-term ROG, NO_X, PM_{10} and $PM_{2.5}$ emissions that cannot be fully mitigated and would have a significant and unavoidable impact. This is consistent with the air quality analysis included in the Regional Plan Update (RPU) EIS. All long-term or other air quality impacts would be less-than-significant or would be mitigated to a less-than-significant level.

Greenhouse Gas Emissions and Climate Change: GHG emissions resulting from construction activities could be substantial over the build-out period of the Area Plan and Regional Plan. The construction related GHG emissions would be greater than the potential reduction in GHG emissions created by the redevelopment land use patterns prescribed by the four alternatives, and would result in a significant impact that cannot be sufficiently mitigated. This finding is consistent with the RPU EIS analysis for GHGs.

Noise: Lodge Alternative 4 (no project) would result in an increase in traffic noise levels along affected highway transportation corridors. Lodge Alternative 4 would also expose the outdoor activity areas of noise-sensitive land uses to traffic noise levels that exceed applicable Placer

[1] http://www.trpa.org/governing-board-documents-september-23-2015/ and http://www.trpa.org/governing-board-documents-july-27-2016/

County standards. Because mitigation cannot be required of a no-action alternative, this impact would be significant and unavoidable for the purposes of TRPA and CEQA environmental review at the project level for Alternative 4.

Response to Comments on the Draft EIS: Modifications to the Placer County Tahoe Basin Area Plan and the Tahoe City Lodge project were made in response to comments and as a result of ongoing planning refinements since publication of the Draft EIR/EIS. Revisions to the Draft EIR/EIS text were also made in response to comments, or to amplify, clarify, or make minor modifications or corrections to information in the Draft EIR/EIS. The revisions made to the PCTBAP, TCL project and EIR/EIS did not constitute "significant new information" requiring recirculation. The modifications to the Placer County Tahoe Basin Area Plan, Tahoe City Lodge Project, and the EIR/EIS are described in Chapter 2 of the Final EIR/EIS. Substantive modifications to the Area Plan, and revisions or additions to Mitigation Measures required by the EIR/EIS are summarized below.

Revisions to the Area Plan: In addition to clarifying edits and minor corrections, key revisions to the draft Area Plan include the following:

- Added language regarding the prioritization of SEZ restoration projects;
- A new policy related to the Public Trust (Policy R-P-11);
- A new policy to support protection of 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 parking and transit 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) (Policy N-H-P-6);
- A new policy that incorporates the Placer Operational Area East Side Emergency Evacuation Plan (Policy N-H-P-7);
- Modified language and exhibits regarding the "missing link" of the lakeside trail in Tahoe City to clarify that there are multiple possible alignments, and that the Area Plan does not identify or approve a preferred alignment;
- Removed several allowed uses and clarified the applicability of Conditional Use Permits and Minor Use Permits in specific zoning districts;
- Modified the CFA to TAU conversion program to reduce the maximum number of TAUs that could be created under the program from 400 to 200; and
- Revised the secondary residential unit program to require that secondary residential units on parcels less than an acre be deed-restricted as affordable or moderate income units, and revised the location standards to allow approximately ten additional parcels to qualify for the program.

Revisions to the Final EIR/EIS: In addition to textual edits to clarify, amplify, or make minor modifications to information in the Draft EIR/EIS, mitigation measures were modified or added to the Final EIR/EIS in response to comments:

Scenic Resources

- Mitigation Measure 9-1: Limit visible mass near Lake Tahoe within non-contiguous project areas. This measure was revised to also specify that all non-contiguous project areas must comply with setback standards.

Transportation and Circulation

- Mitigation Measure 10-1a: Construct pedestrian crossing improvements at the Grove Street/SR 28 intersection. This measure was revised to specify that the crossing must be constructed within three years of adoption of the Area Plan.
- Mitigation Measure 10-1b: Establish a County Service Area Zone of Benefit to fund expansion of transit capacity. This measure was expanded to require that the Zone of Benefit provide sufficient funding to expand transit capacity by at least 16 vehicle-hours per day during both the peak summer and winter seasons. The text of the measure was also revised to provide additional detail on how the Zone of Benefit would function.
- Mitigation Measure 10-1d: Expand requirements for transportation demand management plans. This new mitigation measure requires that future development proposals that would employ more than 20 employees or include tourist or recreational uses must prepare Transportation Demand Management Plans.
- Mitigation Measure 10-1e: Prepare and implement a comprehensive wayfinding program for parking and multi-modal transportation. This new mitigation measure requires the preparation of a comprehensive parking and multi-modal transportation wayfinding within one year of Area Plan adoption.
- Mitigation Measure 10-1f: Long-term monitoring and adaptive management of mobility strategies. This new mitigation measure requires that TRPA and Pacer County periodically assess the long-term effectiveness of mobility strategies within the Area Plan using monitoring data that is collected by partner agencies.
- Mitigation Measure 10-1g: Four-year review of vehicle trips and mobility strategies. This new mitigation measure requires a review of actual vehicle trips concurrent with the four-year recertification of the Area Plan. If actual vehicle trips exceed the traffic volumes projected in the EIR/EIS, Placer County and TRPA shall revise Area Plan mobility strategies and develop financing mechanisms to implement the new or revised strategies.
- Mitigation Measure 10-1h: Implement TRPA's Congestion Management Process. This new mitigation measure requires that TRPA and Placer County prioritize additional mobility strategies consistent with TRPA's Congestion Management Process, which will be implemented in 2017.

Air Quality

- Mitigation Measure 11-5: Reduce short-term construction-generated TAC emissions. This mitigation measure was revised to clarify the emission standards that must be met by future construction projects in the Plan area.

Greenhouse Gas Emissions

- Mitigation Measure 12-1: Implement all feasible energy, water, transportation, and vegetation measures recommended by PCAPCD. This mitigation measure was revised to

clarify that projects may pay fees into ARB carbon offset programs when the offsets are sufficient to mitigate emissions during the full operational life of the project.

Noise

- 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. This new mitigation measure requires that the Tahoe City Lodge project include specific design features to ensure that rooftop activities do not exceed noise standards at the nearby Tahoe Marina Lakefront property.
- 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. This mitigation measure was revised to clarify the noise standards that must be maintained.

Summary/Conclusion:

The County and TRPA have spent the last several years coordinating on the preparation of the Area Plan to ensure that it conforms to the TRPA Regional Plan, focuses on achieving environmental threshold gain and appropriately addresses stakeholder concerns, particularly those concerns related to reducing VMT within the Plan area. The proposed Area Plan contains policies that concentrate development and enhance mobility within the Kings Beach and Tahoe City Town Centers ensure transit is a viable alternative to automobile travel, and encourage environmentally beneficial redevelopment and restoration of sensitive land. Placer County and TRPA are jointly proposing to adopt the Area Plan, which implements and achieves the environmental improvement, redevelopment, and transportation goals of the TRPA Regional Plan and the TRPA/TMPO Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Based on the discussion in this staff summary and the analysis within the Area Plan and Tahoe City Lodge Final EIR/EIS, the Area Plan conforms to the TRPA Regional Plan and provides the regulatory framework to achieve environmental threshold gain and foster sustainability within the North Lake Tahoe community over the next 20 years.

Contact Information: If you have any questions or wish to submit comments regarding this agenda item, please contact:

Placer County Tahoe Basin Area Plan:
Lucia Maloney, Senior Planner: lmaloney@trpa.org, (775) 589-5324
Tahoe City Lodge project:
Tiffany Good, Senior Planner: tgood@trpa.org, (775) 589-5283

Attachments:

A. Placer County Tahoe Basin Area Plan
B. Final Environmental Impact Report/Environmental Impact Statement (Final EIR/EIS)
C. Threshold Indicators and Compliance Measures Tables
D. Findings for Certification of the Placer County Tahoe Basin Area Plan/Tahoe City Lodge Environmental Impact Statement
E. Required Findings for Adoption of the Placer County Tahoe Basin Area Plan
F. Ordinance 2017-__
G. Area Plan Finding of Conformance Checklist
H. Required Findings for Technical Amendments to Chapters 34, 36, and 38 of the Code of Ordinances

I. Ordinance 2017-__ with Proposed Code Amendments
J. Tahoe Basin Area Plan and Tahoe City Lodge Project EIR/EIS (SCH NO. 2014072039) Errata
K. Tahoe Basin Area Plan and Tahoe City Lodge Project EIR/EIS (SCH NO. 2014072039) Mitigation Monitoring and Reporting Program Errata
L. Tahoe Basin Area Plan Errata
M. Tahoe Basin Area Plan Implementing Regulations Errata
N. Tahoe Basin Area Plan and Tahoe City Lodge Project EIR/EIS (SCH NO. 2014072039) Errata (December 6, 2016)

Attachments A, B, and C

Attachments A, B, & C are available on the websites below:

A. Placer County Tahoe Basin Area Plan:
   https://www.placer.ca.gov/departments/communitydevelopment/envcoordsvcs/eir/tahoebasinap
B. Final Environmental Impact Report/Environmental Impact Statement (Final EIR/EIS)
   https://www.placer.ca.gov/departments/communitydevelopment/envcoordsvcs/eir/tahoebasinap
C. Threshold Indicators and Compliance Measures Tables
   http://www.trpa.org/governing-board-documents-december-14-2016

Attachment D
Findings for Certification of the Placer County Tahoe Basin Area Plan/Tahoe City Lodge Environmental Impact Statement

Findings for Certification of the Placer County Tahoe Basin Area Plan/Tahoe City Lodge Environmental Impact Statement

Pursuant to TRPA Rules of Procedure, certification of the Final Environmental Impact Statement (Final EIS) is defined as a finding that the Final EIS is in compliance, procedurally and substantially, with Article VII of the Compact, Chapter 3 of the Code, and Article 6 of the Rules of Procedure. The following findings, when made affirmatively, certify that the PCTBAP/TCL Final EIS is in compliance with the applicable criteria.

1. Code Section 3.7.1 (see also TRPA Compact VII (a) (1, 3, 4, and 5), and TRPA Compact VII (b)) Preparation of EIS:

When preparing an EIS, TRPA shall:

1. Finding: Utilize a systematic interdisciplinary approach which will insure the integrated use of the natural and social sciences and the environmental design arts in planning and decision making which may have an impact on man's environment.

   Rationale: The Final EIS utilizes a systematic interdisciplinary approach which insures the integrated use of the natural and social sciences and the environmental design arts in planning and in decision making which may have an impact on man's environment.

   (See Draft EIS Chapter 1 Introduction; Chapter 2 Executive Summary; Chapter 3 Description of Proposed Project and Alternatives; and Chapter 19 Cumulative Impacts).

2. Finding: Study, develop and describe appropriate alternatives to recommended courses of action for any project which involves unresolved conflicts concerning alternative uses of available resources.

   Rationale: The Final EIS developed and analyzed a range of policy and project alternatives which are described in Chapter 3 Description of Proposed Project and Alternatives, of the EIS. Pursuant to TRPA requirements for the consideration of alternatives, the Draft EIS evaluates the potential impacts of four different alternatives, which provide a range of policies, approaches, and Lodge project alternatives to accelerate the attainment and maintenance of threshold standards. The Draft Area Plan was reflected in the Draft EIS as "Alternative 1 Proposed Area Plan/Proposed Lodge."

3. Finding: Consult with and obtain the comments of any federal, state or local agency which has jurisdiction by law or special expertise with respect to any environmental impact involved. Copies of such states and the comments and views of the appropriate federal, state and local agencies which are authorized to develop and enforce environmental

standards shall be made available to the public and shall accompany the project through the review processes.

Rationale: The EIS consultant, TRPA staff and Placer County staff consulted with and obtained comments from representative federal, state and local agencies which have jurisdiction by law or special expertise with respect to any environmental impact involved with the Area Plan and Tahoe City Lodge's location and sphere of influence. The Draft EIS was circulated through the California State Clearinghouse of the Governor's Office of Planning and Research and the Nevada State Clearinghouse. In addition, TRPA staff and Placer County staff met with numerous relevant state, federal and local agencies to provide information on the alternatives, answer questions, and solicit written comments. Copies of written comments on the environmental analysis obtained from the various federal, state and local agencies which are authorized to enforce environmental standards have been made available to the public and were reviewed at the various stages of the environmental review and have been incorporated into the Final EIS.

(See Final EIS Chapter 3, Comments and Responses.)

4. Finding: Consult the public during the environmental impact statement process and solicit views during a public comment period of not less than 60 days.

Rationale: TRPA and Placer County used several methods to solicit input on the Draft EIR/EIS. A Notice of Preparation addressing the Area Plan only was initially issued on July 16, 2014, while the Area Plan was still under development. In response to public and stakeholder input, the lead agencies revised and reissued the NOP on June 3, 2015, when the Draft Area Plan was ready for concurrent release. The revised NOP addressed changes to the Area Plan made in response to stakeholder input and the newly added project level environmental review of the Tahoe City Lodge project. The NOP was circulated for 61 days, though August 3, 2015. Five public scoping meetings were held during this NOP scoping period to provide public agencies and the public with the opportunity to learn about the Area Plan and the Tahoe City Lodge project and to provide input on the issues that should be included in the EIR/EIS. Placer County also conducted two public workshops during the NOP period for the same purpose.

The Draft EIR/EIS was released on June 15, 2016 for public review and comment for a 60-day period (ending August 15, 2016). The Draft EIR/EIS was submitted to both the California and Nevada State Clearinghouses; the Draft EIR/EIS and/or a Notice of Availability was distributed directly to public agencies (including potential responsible and trustee agencies), interested parties, and organizations; and the Draft EIR/EIS was made available for review during normal business

hours at various public locations. The Draft EIR/EIS was made available on both Placer County's and TRPA's website. TRPA consulted the public with five public hearings that were held during this time.

(See Final EIS, Section 1.2 – Introduction; Chapter 2 – Corrections and Revisions to Draft EIR/EIS; and Chapter 3 – Comments and Responses.)

5. Finding: Make available to States, counties, municipalities, institutions, and individuals, advice and information useful in restoring, maintaining and enhancing the quality of the region's environment.

Rationale: The final EIS makes available to states, counties, municipalities, institutions and individuals, advice and information useful in restoring, maintaining and enhancing the quality of the Region's environment. Table 2-1 of Chapter 2 of the Draft EIR/EIS summarizes the potential environmental impacts that would result from implementation of Alternatives 1-4 of the Placer County Tahoe Basin Area Plan (PCTBAP) and the Tahoe City Lodge project. Chapters 5-19 of the Draft EIR/EIS describe in detail for each of 14 technical topics the environmental impacts that would result from implementation of Alternatives 1-4 for the PCTBAP and the Tahoe City Lodge project. These sections each contain information relevant to that topic on the regulatory background, affected environment, environmental consequences and feasible mitigation measures that could reduce potentially significant impacts.

(See also Draft EIR/EIS, Executive Summary, Table 2-1, Summary of Resource Topics/Impacts and Mitigation Measures, at pgs. 2-5 to 2-102, and Chapter 19, Cumulative Impacts).

(2) Code Section 3.7.2 (see also TRPA Compact VII (a) (2))

Contents of EIS: An EIS shall include, at a minimum, the following:

1. Finding: Description of project:

Rationale: The Final EIS includes a description of the Project.

(See Draft EIS Chapter 3, Description of Proposed Project and Alternatives; FEIS Chapter 2, Corrections and Revisions to the Draft EIR/EIS)

2. Finding: The significant environmental impacts of the proposed project.

Rationale: The Final EIS includes the identified significant environmental impacts of the proposed PCTBAP and Tahoe City Lodge project. The Draft EIS identified a number of significant and potentially significant environmental effects (or impacts) that each Area Plan and Tahoe City

Lodge alternative would cause or contribute to. These significant effects can generally be avoided or substantially lessened through the adoption of feasible mitigation measures.

(See Draft EIS Chapter 2 Executive Summary, Table 2-1 – Summary of Resource Topics/Impacts and Mitigation Measures and Chapter 19 Cumulative Impacts)

3. Finding: Any significant adverse environmental effects which cannot be mitigated should the project be implemented.

Rationale: Most adverse effects could be mitigated to less-than-significant levels. However, even with the application of feasible mitigation measures, implementation of one or more of the alternatives would result in significant and unavoidable impacts related to transportation and circulation, air quality, greenhouse gas emissions and climate change, and noise. These impacts are summarized below.

Transportation and Circulation: Roadway and intersection traffic congestion would increase for all alternatives on State Route (SR) 28 in Tahoe City east of the Wye and at the SR 28/Grove Street intersection. Although all alternatives would create a significant and unavoidable impact, the projected increase in vehicle congestion would be less for Alternatives 1, 2, and 3 than it would be for Alternative 4 (no project) because of increased mobility options, such as increased public transit services, provided with the action alternatives.

Air Quality: All alternatives (including Alternative 4) would result in significant and unavoidable impacts related to air quality, GHG, and traffic. Construction resulting from any alternative would result in short-term ROG, NO_X, PM_{10} and $PM_{2.5}$ emissions that cannot be fully mitigated and would have a significant and unavoidable impact. This is consistent with the air quality analysis included in the Regional Plan Update (RPU) EIS. All long-term or other air quality impacts would be less-than-significant or would be mitigated to a less-than-significant level.

Greenhouse Gas Emissions and Climate Change: GHG emissions resulting from construction activities could be substantial over the build-out period of the Area Plan and Regional Plan. The construction related GHG emissions would be greater than the potential reduction in GHG emissions created by the redevelopment land use patterns prescribed by the four alternatives, and would result in a significant impact that cannot be sufficiently mitigated. This finding is consistent with the RPU EIS analysis for GHGs.

Noise: Lodge Alternative 4 (no project) would result in an increase in traffic noise levels along affected highway transportation corridors. Lodge Alternative 4 would also expose the outdoor activity areas of

noise-sensitive land uses to traffic noise levels that exceed applicable Placer County standards. Because mitigation cannot be required of a no-action alternative, this impact would be significant and unavoidable for the purposes of TRPA and CEQA environmental review at the project level for Alternative 4.

(See Draft EIS Chapter 2, Executive Summary; Draft EIS Chapter 3, Table 3-8 Alternatives Comparison; and Final EIS Chapter 2 Corrections and Revisions to the Draft EIS)

4. Finding: Alternatives to the proposed project.

Rationale: The Final EIS includes an analysis of alternatives to both the PCTBAP and the Tahoe City Lodge projects. See Certification Findings 1(2) above.

(See Draft EIS Chapter 2, Executive Summary; Draft EIS Chapter 3, Table 3-8 Alternatives Comparison; and Final EIS Chapter 2 Corrections and Revisions to the Draft EIS)

5. Finding: Mitigation measures which must be implemented to assure meeting standards of the region.

Rationale: The Final EIS includes an analysis of mitigation measures that must be implemented to assure meeting standards of the region. All required mitigation measures that are specific to the PCTBAP have been incorporated into the Final Draft PCTBAP and Final Draft Implementing Regulations. All required mitigation measures that are specific to the Tahoe City Lodge will be implemented upon acknowledgement of the project permit. In adopting these findings, the Final Draft Area Plan, and the Final Draft Implementing Regulations, the Governing Board hereby adopts and commits to implement the Mitigation Measures as incorporated into the Final Draft Area Plan. The measure incorporated into the Final Draft Area Plan and the Final Draft Implementing Regulations represent binding commitments with which TRPA must comply.

(See Draft EIS Chapter 2 Executive Summary, Table 2-1 Summary of Resource Topics/Impacts and Mitigation Measures; Draft EIS Chapter 19 Cumulative Impacts; and Final EIS Chapter 4, Table 4-1 Mitigation Monitoring and Reporting Program)

6. Finding: The relationship between local short-term uses of man's environment and the maintenance and enhancement of long-tern productivity.

Rationale: The Final EIS includes an analysis of the relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity.

(See Draft EIS, Chapter 20, Section 20.2, Relationship between the Short-Term Uses of the Environment and the Maintenance and Enhancement of Long-Term Productivity)

7. Finding: Any significant irreversible and irretrievable commitments of resources which would be involved in the proposed project should it be implemented.

Rationale: The Final EIS includes an analysis of any significant irreversible and irretrievable commitments of resources which would be involved in each of the alternatives should they be implemented.

(See Draft EIS, Chapter 20, Section 20.3, Irreversible and Irretrievable Commitments of Resources and Significant Irreversible Environmental Changes)

8. Finding: The growth-inducing impact if the proposed project.

Rationale: The Final EIS includes an analysis of the growth-inducing impact of the alternatives.

(See Draft EIS, Chapter 20, Section 20.1, Growth-Inducing Impacts)

(3) Code Section 3.7.3 (see also TRPA Compact VII(c))

Inclusion of Other Data and Information

1. Finding: An environmental impact statement need not repeat in its entirety any information or data which is relevant to such a statement and is a matter of public record or is generally available to the public, such as information contained in an environmental impact report prepared pursuant to the California Environmental Quality Act or a federal environmental impact statement prepared pursuant to the National Environmental Policy Act of 1969. However, such information or data shall be briefly described in the environmental impact statement and its relationship to the environmental impact statement shall be indicated.

Rationale: The Final EIS refers to the entirety of information and data which are relevant to the preparation of the document and are a matter of public record or are generally available to the public. Such information or data is briefly described in the EIS and its relationship to the EIS is so indicated.

(See EIS and Appendices, including Draft EIS, Chapter 22, References, and Final EIS, Chapter 6, References)

(4) Rules of Procedure 6.13

Draft EIS:

1. Finding: The draft EIS shall include, at a minimum, the elements listed in subsection 3.7.2 of the Code and a list of all federal, state and local agencies or other organizations and individuals consulted in preparing the draft.

   Rationale: The Draft EIS includes the elements listed in subsection 3.7.2 of the Code and a list of all federal, state and local agencies or other organizations and individuals consulted in preparing the draft.

   (See Section 2 Findings for Subsection 3.7.2 of the Code above regarding contents of the EIS, Section 1(3) Finding above regarding federal, state and local agencies consulted, and Final EIS, Chapter 1, Section 1.3 List of Commenters. Also, Final EIS Chapter 3 Comments and Responses)

2. Finding: Summary: A draft EIS in excess of 30 pages shall include a summary, preferably less than 10 pages in length, which identifies at a minimum: a brief project description; each significant adverse effect with a summary of proposed mitigation measures or alternatives that would reduce or avoid that effect; and areas of controversy known to TRPA.

   Rationale: The Draft EIS includes a Summary which includes a brief description of the Proposed Project and Alternatives, including each significant adverse effect with a summary of proposed mitigation measures or alternatives that would reduce or avoid that effect, and areas of controversy know to TRPA.

   (See Draft EIS, Executive Summary, pgs. 2-2 to 102)

3. Finding: Comment Period: The draft EIS shall be circulated for public comment for a period not less than 60 days. TRPA may not hold a public hearing in the draft EIS.

   Rationale: TRPA made the Draft EIS available to public agencies, citizen groups, and interested individuals for a 60-day public review period, from June 15, 2016 through August 15, 2016. Copies of the Draft EIS were available for public review during normal business hours at TRPA, at four libraries in Placer County, and at the Placer County Planning Services in both Tahoe City, California and Auburn, California. Copies of the Draft EIS were also available for review on TRPA's and Placer County's websites. In addition, the public was consulted with in a series of five public hearings during the public comment period on the Draft EIS.

   During the review period, the public was invited to public comment hearings held by TRPA APC, RPIC, and Governing Board as well as the North Tahoe Regional Advisory Council (NTRAC) and the Placer County

Planning Commission. Five public meetings were held to solicit comments on the Draft EIS: (1) TRPA APC Meeting on July 13, 2016; (2) TRPA Governing Board Meeting on July 27, 2016; (3) TRPA RPIC Meeting on July 27, 2016; (4) Placer County Planning Commission Meeting on July 28, 2016; and (5) North Tahoe Regional Advisory Council Meeting on August 11, 2016. The public was asked to provide written or oral comments at the meetings or written comments before closure of the public review period. In response to the call for review and comment, including 9 from public agencies, 9 from stakeholder organizations (including environmental and business organizations), 95 from individuals, and 117 comments during public hearings.

(See Final EIS, Chapter 1 Introduction; Final EIS, Chapter 2 Corrections and Revisions to the Draft EIS/EIS; and Final EIS, Chapter 3 Comments and Responses Section 3.5)

4. Finding: Notice of Comment Period: The comment period shall not commence before the date of publication of a notice in a newspaper whose circulation is general through the region. The notice shall include a brief description of the project or matter under consideration, the date the comment period commences the date by which comments must be received, and that copies of the draft EIS may be obtained by contacting TRPA and are available for public review at TRPA's offices. Copies of the draft EIS shall be mailed to California and Nevada state clearinghouses and appropriate federal agencies, on or before the beginning date of the comment period. Notice of the comment period shall be given to affected property owners pursuant to Article XII of these Rules.

Rationale: The Draft EIS Notice of Comment Period was properly noticed by Placer County and TRPA. All procedures were followed regarding the availability of the Draft EIS for the public's review, and copies of the Draft EIS were mailed to California and Nevada State Clearinghouses and appropriate federal agencies, on or before the beginning date of the comment period. Copies of the Draft EIS were available for public review during normal business hours at TRPA, two libraries in Placer County, and at the Placer County Community Development Resource Agency offices in Tahoe City and Auburn. Copies of the Draft EIS were also available for review on TRPA's and Placer County's websites. Notice of the Draft EIR/EIS was also published in the Sierra Sun on June 17, 2016. Notice of the comment period was given to the public in accordance with Article XII of TRPA's Rules of Procedure; notice to affected property owners was not required.

(See June 15, 2016 Notice of Availability)

5. Finding: Request for Comments: TRPA shall request comments on draft EIS's from any federal, state or local agency which has jurisdiction by law or special expertise with respect to any environmental impact involved.

Notice of a request for comments shall be given by deposit of the request, in the U.S. Mail, first class mail, postage prepaid. Notice shall be given no later than the date the comment period commences. Separate notice under this section is not necessary if notice of the draft EIS has been given to the agency pursuant to subsection 6.13.3 above.

Rationale: TRPA provided notice of the Draft EIS pursuant to subsection 6.13.3, as described in the Section 1(4) Finding above.

(See Final EIS, Chapter 3, Comments and Responses)

(5) Rules of Procedure 6.14

Final EIS:

1. Finding: At the conclusion of the comment period, TRPA shall prepare written responses to all written comments received during the comment period, and may respond to oral or late comments. The response to comments may be in the form of a revision to the draft EIS, or may be a separate section in the final EIS that shall note revisions to the draft EIS, if any. The final EIS shall include, at a minimum: the draft EIS, or a revision; comments received on draft, either verbatim or in summary; the response to comments; and a list of persons, organizations and agencies commenting in writing on the draft EIS.

The final EIS may incorporate by reference computer data recorded on disk, videotape, slides, models and similar items provided summaries of such items are included in the final EIS. The final EIS may also include oral testimony given at APC or Board hearings.

Rationale: At the conclusion of the comment period, TRPA prepared written responses to all written comments received during the comment period, and responded to all oral comments. The Final EIS includes a section (Chapter 2, Corrections and Revisions to the Draft EIR/EIS) that notes revisions to the Draft EIS. Additional revisions to the Draft EIS are incorporated by reference in Final EIS Chapter 3, Comments and Responses where a comment provides information or there is a correction that does not contribute substantively to the environmental analysis. The Final EIS includes:

(a) List of Commenters (Final EIS, Chapter 1, Section 1.3). This includes a list of persons, organizations and agencies commenting in writing or through oral testimony on the Draft EIS and responses to these comments (Final EIS, Chapter 3 Comments and Responses).
(b) Revisions and Corrections to the Draft EIS. This chapter notes revisions to the Draft EIS (Final EIS, Chapter 2 Corrections and Revisions to the Draft EIR/EIS.

(c) Public Comments on the Draft EIS. This includes all comments received on the Draft EIS, verbatim as to written comments and oral testimony (Final EIS, Chapter 3 Comments and Responses).

The Final EIS incorporates by reference computer data recorded on disk, videotape, slides, models and similar items and has provided summaries of such items in the Final EIS (See Draft EIS, Chapter 22 References and Final EIS, Chapter 6 References (on disk)).

Attachment E

Required Findings for Adoption of the Placer County Tahoe Basin Area Plan

Required Findings for Adoption of the Placer County Tahoe Basin Area Plan

Required Findings: The following Chapters 3, 4, and 13 findings must be made prior to adoption of the proposed Placer County Tahoe Basin Area Plan (PCTBAP or "Area Plan"):

Chapter 3 Findings: Prior to approving a project for which an EIS was prepared, TRPA shall make either of the following findings for each significant adverse effect identified in the EIS:

1. Finding: Changes or alterations have been required in or incorporated into such project avoid or reduce the significant adverse environmental effects to a less than significant level; or

   Specific considerations, such as economic, social, or technical, make infeasible the mitigation measure or project alternatives discussed in the environmental impact statement on the project.

Rationale: The Findings provided in Table E-1 summarize the significant environmental effects presented in the EIR/EIS, the extent to which any applicable revisions would affect the environmental analysis, and a discussion of the rationale supporting these findings. Additional rationale supporting these findings is included below:

The Placer County Tahoe Basin Area Plan and Tahoe City Lodge Project EIR/EIS analyzed the environmental effects of four alternatives, including the proposed project and no project alternative. Separate findings will be made for the Tahoe City Lodge project so that the discussion herein is focused on the PCTBAP. Each of the Area Plan alternatives represented different approaches to implementing the Regional Plan; they differed in the development standards pertaining to redevelopment in Town Centers, the second unit residential program, and substitute standards, among other features. With consideration of the comments received on the Draft EIR/EIS and consultation meetings attended by representatives from TRPA and Placer County, environmental organizations, and other stakeholders, a series of policies and mitigation measures were added to the proposed Area Plan and Final EIR/EIS. These revisions included policies and/or mitigation measures related to traffic level of service, the second unit program, and emergency access and evacuation.

In considering revisions to the proposed Area Plan (i.e., Final EIR/EIS Alternative 1), TRPA has been cognizant of its legal obligation under the Compact to avoid or reduce the significant adverse environmental effects to a less-than-significant level, to the extent feasible. The Governing Board's discretionary action to incorporate these revisions into the Final PCTBAP involve the consideration of whether the proposed suggestion relates to an environmental effect discussed in the Draft EIR/EIS; if the proposed language represents a clear improvement from an environmental standpoint, over the Draft Area Plan; that the

recommendations are feasible from an economic, technical, and legal standpoint; and that the proposed language is consistent with the objectives of the Area Plan. Chapter 2 of the Final EIR/EIS describes the changes in the proposed Area Plan, which was analyzed as Alternative 1 (as modified in the Final EIR/EIS).

Some comments on the Draft EIR/EIS proposed new mitigation measures or modifications of existing mitigation measures for impacts already found to be less than significant. The Final EIR/EIS reflects TRPA's response to all such proposals. The Governing Board hereby adopts the responses set forth in the Final EIR/EIS. The Governing Board notes that, because many impacts have already been determined to be less than significant, the TRPA need not adopt new or additional mitigation measures with respect to such impacts.

Implementation of any of the Area Plan alternatives would occur in conjunction with land use development and population growth anticipated during the Plan horizon. In response to comments on the Draft EIR/EIS, the Final EIR/EIS included additional mitigation measures or refinements to mitigation measures in the areas of Transportation and Circulation, Greenhouse Gas Emissions, Air Quality, and Scenic Resources. The Final EIR/EIS provided a detailed description of the rationale describing why other recommended measures were infeasible. No additional feasible mitigation is available.

All of the adverse environmental effects associated with the Final PCTBAP may be avoided or reduced to a less-than-significant level with the adoption of the mitigation measures set forth in these findings, with the exception of the following impacts: Impact 10-1, Roadway LOS; Impact 10-3, Intersection LOS; Impact 12-1, Generation of Greenhouse Gas (GHG) Emissions; Cumulative Impact 10-1, Roadway LOS under 2035 Cumulative Scenarios; and Cumulative Impact 10-3, Intersection LOS under Future Cumulative Scenarios.

Placer County and TRPA have prepared the PCTBAP to implement the TRPA Regional Plan and Regional Transportation Plan (RTP), adopted on December 12, 2012, and to implement the Placer County General Plan in the Tahoe Basin portion of Placer County. A key objective of the Regional Plan is to concentrate redevelopment within Town Centers. To achieve this goal, the 2012 Regional Plan provides incentives to encourage such redevelopment within Town Centers in exchange for providing environmental benefits such as improved stormwater controls, public transit facilities, stream environment zone (SEZ) restoration, and the like. This approach, to encourage redevelopment while aiming to achieve environmental threshold gain, has been termed "environmental redevelopment." Regional Plan incentives include allowing increased density and height. The Regional Plan provides that these incentives will be implemented through the adoption of Area Plans by local jurisdictions and TRPA. In accordance with Regional Plan objectives, the proposed Area Plan emphasizes redevelopment within the Kings Beach and Tahoe City Town Centers.

Alternatives Considered

The EIR/EIS evaluated four alternatives to present a reasonable range of options. The range of alternatives considered in the EIR/EIS complies with Article VII (a) (3) of the Tahoe Regional Planning Compact and Section 3.7 of the TRPA Code of Ordinances. Each alternative is potentially feasible, based on relevant economic, environmental, social, technological, and legal factors. The alternatives were presented and accepted by the Regional Plan Implementation Committee (RPIC) at the RPIC Meeting on September 24, 2015. A reasonable range of alternatives that best met the objectives of the PCTBAP, and that offered an environmental advantage over the proposed project by avoiding or reducing at least one significant impact, were selected.

The proposed PCTBAP is evaluated as Alternative 1 (as modified in the Final EIR/EIS). Other alternatives include reasonable variations in features of the Area Plan.
The Alternatives, described in detail below, are:

- Alternative 1 – Proposed Area Plan
- Alternative 2 – Area Plan with No Substitute Standards
- Alternative 3 – Reduced Intensity Area Plan
- Alternative 4 – No Project

A good faith effort was made to evaluate a range of feasible alternatives in the EIR/EIS that are reasonable alternatives to the proposed PCTBAP, even when the alternatives might not fully achieve the PCTBAP objectives or might be more costly. As a result, the scope of alternatives analyzed in the EIR/EIS is not unduly limited or narrow.

The EIR/EIS analyzed Alternatives 1, 2, 3, and 4. The EIR/EIS contains a detailed analysis of the impacts of each of these alternatives including detailed responses to all public comments on the adequacy or completeness of the environmental review. Table 2-1 in the Draft EIR/EIS summarizes the EIR/EIS conclusions concerning the impacts of, and mitigation measures applicable to, each alternative. Minor changes to Table 2-1 are included in Chapter 2, Corrections and Revisions to the Draft EIR/EIS, in the Final EIR/EIS. The EIR/EIS analysis of the alternatives is summarized as follows:

Alternative 1 – Proposed Area Plan
Alternative 1 reflects the county's proposed Area Plan. The proposed Area Plan incorporates substantive standards from the existing Placer County planning documents, but proposes targeted changes primarily in the Kings Beach and Tahoe City Town Centers. The proposed Area Plan includes measures that would allow the county to manage and plan development in accordance with requirements of the 2012 Regional Plan. The types of measures include: redevelopment incentives for Town Centers; mixed-use development in Town Centers and other areas designated for commercial uses; and updated design and parking standards. The Area Plan would also result in changes to the TRPA Code of Ordinances, and land use and zoning map changes.

The Final Area Plan (Alternative 1 as modified in the Final EIR/EIS) would result in six beneficial impacts, 88 less-than-significant impacts, five significant or potentially significant impacts that would be reduced to less-than-significant levels with mitigation, and five significant and unavoidable impacts. Alternative 1 would also result in environmental benefits that are not indicated by the impact conclusions, such as restoration of SEZ areas, preservation of open space, and environmental enhancement requirements for development within special planning areas. Alternative 1 would also have the most beneficial environmental impacts of all the alternatives and would best meet the project objectives of implementing the Regional Plan.

The Area Plan will implement the TRPA Lake Tahoe Regional Plan adopted in December 2012, for the Placer County portion of the Tahoe Basin, in the following ways, including but not limited to:

- The Area Plan will help to achieve environmental threshold gain, consistent with the objectives of the TRPA Lake Tahoe Regional Plan.
- The Area Plan focuses on improving the environment by reducing regional vehicle miles traveled (VMT); increasing mobility; expanding and enhancing transit; increasing SEZ restoration; decreasing the pollutant load carried in stormwater runoff in Town Centers; increasing public access to Lake Tahoe, public lands, and recreation areas; and reversing blight.
- The Area Plan will create a positive environment for private investment that is critical to achieving environmentally beneficial redevelopment in North Lake Tahoe while limiting sprawl.
- The Area Plan will help foster sustainable communities within North Lake Tahoe where the citizens can live, work, and play.

Alternative 2 – Area Plan with No Substitute Standards

Alternative 2 was developed in response to scoping comments concerned with the potential environmental effects of the substitute standards included in the proposed Area Plan. Rather than creating new development standards, Alternative 2 uses existing TRPA standards. This alternative would not include any new programs or Code revisions that were not specifically anticipated in the Regional Plan and analyzed in the RPU EIS.

Alternative 2 would result in five beneficial impacts, 89 less-than-significant impacts, four significant or potentially significant impacts that would be reduced to less-than-significant levels with mitigation, and five significant and unavoidable impacts. This alternative would result in the same significant and unavoidable impacts as Alternative 1 in the areas of Transportation and Circulation and Greenhouse Gas Emissions and Climate Change. Thus, this alternative would not avoid any of the significant and unavoidable impacts of the proposed Area Plan (Alternative 1). This alternative contributes incrementally less greenhouse gas emissions than for the PCTBAP.

The Area Plan with No Substitute Standards would further most of the Area Plan objectives. Alternative 2 differs from the project in that it would not include a

Tahoe City Town Center boundary change, new special planning areas and related environmental enhancement requirements such as additional SEZ restoration requirements, allow for conversion of commercial floor area (CFA) to Tourist Accommodation Units (TAUs), or development on non-contiguous parcels in Town Centers.

This alternative does not reduce the significant and unavoidable impacts of the PCTBAP and it would result in fewer beneficial effects.

Alternative 3 – Reduced Intensity Area Plan
Alternative 3 includes all the elements of Alternative 1, the proposed project, but certain aspects have been modified to respond to scoping comments related to potential effects on scenic resources, water quality, air quality, and affordable housing.

Alternative 3 would result in five beneficial impacts, 89 less-than-significant impacts, five significant or potentially significant impacts that would be reduced to less-than-significant levels with mitigation, and five significant and unavoidable impacts. This alternative would result in the same significant and unavoidable impacts as Alternative 1 in the areas of Transportation and Circulation and Greenhouse Gas Emissions and Climate Change. Thus, this alternative would not avoid any of the significant and unavoidable impacts of the project, although this alternative would incrementally reduce greenhouse gas emissions as compared to the project, and add incrementally more roadway congestion between the Tahoe City Wye and Grove Street and at the SR 28/Grove Street Intersection, than for Alternative 1.

The Reduced Intensity Area Plan Alternative would further most of the Area Plan objectives. It would also be feasible to implement. Alternative 3 primarily differs from the project in that it would limit coverage to a maximum of 50 percent in Town Centers and would reduce maximum heights and number of stories in Town Centers relative to Alternative 1 (proposed Area Plan). It would also result in significant and unavoidable impacts similar to the PCTBAP.

This alternative does not reduce the significant and unavoidable impacts of the PCTBAP and it would result in fewer beneficial effects.

Alternative 4 – No Project
Alternative 4 is the no project alternative. This alternative would include no Area Plan. The existing six community plans, 51 Plan Area Statements (PASs), and Placer County zoning regulations would remain unchanged.

Alternative 4 would result in one beneficial impact, 83 less-than-significant impacts, and 10 significant and unavoidable impacts. The No Project Alternative would have impacts generally similar to the PCTBAP, but without a mechanism for mitigation, future environmental conditions without the PCTBAP would be worse. This alternative would result in the same significant and unavoidable impacts in the areas of Transportation and Circulation and Greenhouse Gas

Emissions and Climate Change, but would also result in an additional five significant and unavoidable impacts, including additional impacts in the areas of Transportation and Circulation and Air Quality. Because mitigation cannot be required of a no project alternative, these impacts would be significant and unavoidable.

This alternative does not reduce the significant and unavoidable impacts of the PCTBAP; it would result in five additional significant and unavoidable impacts, and would result in fewer beneficial effects.

Chapter 4 Findings: The following findings must be made prior to adopting the PCTBAP:

1. Finding: The proposed Area Plan is consistent with, and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, Plan Area Statements and maps, the Code, and other TRPA plans and programs.

Rationale: Land Use Policy 4.6 of TRPA's Goals and Policies encourages the development of Area Plans that improve upon existing PASs and Community Plans or other TRPA regulations to be responsive to the unique needs and opportunities of the various communities in the Tahoe Region. The PCTBAP includes all required elements identified in Land Use Policies 4.8, 4.9 and 4.10 as demonstrated in the Area Plan Finding of Conformance Checklist.

The PCTBAP was prepared in conformance with the substantive and procedural requirements of the Regional Plan Goals and Policies, as implemented through TRPA Code of Ordinances, Chapter 13: *Area Plans*. The PCTBAP is consistent with and furthers the Goals and Policies of the 2012 Regional Plan and Code, as shown in the Area Plan Finding of Conformance Checklist and as demonstrated by the EIR/EIS. The PCTBAP contains the required contents of an Area Plan and when implemented, it will have a beneficial impact on the Regional Plan's ability to achieve and maintain the thresholds; see Chapter 4 and 13 findings, below.

Pursuant to Code Section 4.4.2, TRPA considers, as background for making the Section 4.4.1.A through C findings, the proposed project's effects on compliance measures (those implementation actions necessary to achieve and maintain thresholds), supplemental compliance measures (actions TRPA could implement if the compliance measures prove inadequate to achieve and maintain thresholds), the threshold indicators (adopted measurable physical conditions that relate to the status of threshold attainment or maintenance), additional factors (indirect measures of threshold status, such as funding levels for Environmental Improvement Program (EIP) projects, and interim and target dates for threshold achievement. TRPA identifies and reports on threshold compliance measures, indicators, factors and targets in the Threshold Evaluation Reports prepared pursuant to TRPA Code of Ordinances, Chapter 16: *Regional Plan and Environmental Threshold Review*.

TRPA relies upon the project's accompanying environmental documentation, staff's professional analysis, and prior plan-level documentation, including

findings and environmental review documents to reach the fundamental conclusions regarding the project's consistency with the Regional Plan and thresholds. A project that is consistent with all aspects of the Regional Plan and that does not adversely affect any threshold is consistent with compliance measures, indicators, and targets. To increase its analytical transparency, TRPA has prepared worksheets related specifically to the 4.4.2 considerations, which set forth the 222 compliance and supplemental compliance measures, the 178 indicators and additional factors, and interim and final targets. Effects of the proposed project (here the PCTBAP) on these items, if any, are identified and to the extent possible, described. TRPA cannot identify some target dates, status and trends for some threshold indicators because of a lack of available information. TRPA may still determine whether the project will affect the 4.4.2 considerations (and ultimately consistency with the Regional Plan and impact on thresholds) based on the project's specific environmental impacts related to those threshold indicators.

Based on the PCTBAP EIR/EIS, the 2015 Threshold Evaluation Report, the 2012 RPU EIS, the 2012 RTP EIR/EIS, the RPU and RTP findings made by TRPA in December 2012, Section 4.4.2 staff analysis, and using applicable measurement standards consistent with the available information, the PCTBAP will not adversely affect applicable compliance and supplemental compliance measures, indicators, additional factors, and attainment of targets by the dates identified in the 2015 Threshold Evaluation. The PCTBAP incorporates and/or implements relevant compliance measures, and with the implementation of the measures with respect to development within the PCTBAP, the effects are not adverse, and with respect to some measures, are positive. (See PCTBAP Threshold Indicators and Compliance Measures Worksheets.) Furthermore, TRPA anticipates that implementation of the PCTBAP will accelerate threshold gains as demonstrated below.

Because the principal beneficial environmental effects of implementation of the PCTBAP depend upon the number, design, and location of redevelopment projects, the utilization of transfer provisions and SEZ restoration, and available funding for the implementation of identified implementation projects, the specific extent and timing or rate of these beneficial effects of the PCTBAP cannot be determined at this time. However, pursuant to Code Chapter 13: *Area Plans*, TRPA will monitor all development projects within the Plan area through annual compliance reports. These reports will be presented to the Governing Board annually for Area Plan review and used every four years to consider Area Plan recertification and to assist with the evaluation of the status and trends of thresholds.

Code Section 4.4.2.B also requires TRPA to disclose the impact of the proposed project on its cumulative accounting of units of use (e.g., residential allocations, commercial floor area, and tourist accommodation units). As described in the accompanying staff report, the PCTBAP includes a pilot program that would allow limited conversions of CFA to TAUs. Conversions would be allowed at a rate of 450 square feet (sq. ft.) of CFA to one TAU, with a total maximum of up

to 200 TAUs. This conversion program is allowed as a substitute standard pursuant to Code Section 13.5.2, and it was evaluated in the PCTBAP EIR/EIS, which identified no significant environmental impacts that would result from implementation of the program. The PCTBAP does not otherwise affect the cumulative accounting of units of use as no additional residential, commercial, tourist, or recreation allocations are proposed to be allocated as part of this Regional Plan amendment. For specific development projects proposed within the PCTBAP, accounting for units of use, resource utilization and threshold attainment will occur as a part of the project review and approval process.

Similarly, Section 4.4.2.C requires TRPA to confirm whether the proposed project is within the remaining capacity for development (e.g., water supply, sewage, etc.) identified in the EIS for the Regional Plan and EIR/EIS for the Regional Transportation Plan. As documented in the PCTBAP Draft EIR/EIS, Chapter 16, *Public Services and Utilities*, the PCTBAP would not result in significant impacts related to public service or utility demand and does not affect the amount of the remaining capacities available, identified, and discussed in the RPU EIS. The PCTBAP does not allocate capacity or authorize any development. To the extent the PCTBAP enables the use of redevelopment incentives, those incentives are within the scope of the incentives analyzed by the PCTBAP EIR/EIS, RPU EIS, and RTP EIR/EIS.

TRPA therefore finds that the PCTBAP is not only consistent with, but will help further the implementation of the Regional Plan, including all applicable Goals and Policies, PASs and maps, the Code, other TRPA plans and programs, and will facilitate environmental threshold attainment and gain.

2. Finding: The proposed Area Plan will not cause the environmental threshold carrying capacities to be exceeded.

Rationale: As demonstrated in the PCTBAP EIR/EIS, no significant environmental effects were identified as a result of the proposed PCTBAP that would not occur without adoption of the Area Plan. The PCTBAP identified significant and unavoidable impacts related to vehicle level of service (LOS) and greenhouse gas emissions, however the EIR/EIS did not find any TRPA thresholds that would be adversely affected or exceeded. As found above, and described below, the proposed Area Plan is consistent with and will help to implement the 2012 Regional Plan and facilitate environmental threshold attainment and gain.

TRPA staff have reviewed the proposed PCTBAP against the 222 compliance measures and supplemental compliance measures, 178 indicators and additional factors that measure threshold progress and threshold target, and interim attainment dates. This review found that the PCTBAP will not adversely affect applicable compliance measures, indicators, additional factors and supplemental compliance measures and target dates as identified in the 2015 Threshold Evaluation Report. Implementation of the PCTBAP will accelerate threshold gains as described below. Because the principal beneficial impacts of implementation of the PCTBAP depend upon the number, location, and design

of redevelopment projects, utilization of transfer provisions, and funding for identified implementation projects, the specific extent and timing or rate of effects of the PCTBAP cannot be determined at this time. However, pursuant to Chapter 13: *Area Plans*, TRPA will monitor all development projects within the PCTBAP through annual reports. These reports will then be used to support recertification of the Area Plan and to evaluate the status and trend of the thresholds every four years.

Because the PCTBAP was evaluated in a joint EIR/ EIS that found that the PCTBAP would not cause thresholds to be exceeded, and because the PCTBAP includes an ongoing monitoring, evaluation, and recertification provision; TRPA finds that the PCTBAP will not cause the environmental threshold carrying capacities to be exceeded.

3. Finding: Wherever federal, state or local air and water quality standards applicable for the Region, the strictest standards shall be attained, maintained, or exceeded pursuant to Article V (d) of the Tahoe Regional Planning Compact.

   Rationale: Based on the following: (1) PCTBAP EIR/EIS, (2) RPU EIS, (3) RTP EIR/EIS, and (4) 2015 Threshold Evaluation Report, adopted or issued by the Governing Board, no applicable federal, state or local air or water quality standard will be exceeded by adoption of the PCTBAP. The proposed Area Plan does not affect or change Federal, state or local air or water quality standards applicable for the Region. Projects developed under the PCTBAP will be required to meet the strictest applicable air or water quality standards and implement water quality improvements consistent with TRPA best management practices (BMP) requirements, the Lake Tahoe Total Maximum Daily Load (TMDL), and the county's Pollutant Load Reduction Plan (PLRP). Federal, state, and local air and water quality standards remain applicable for all parcels in the PCTBAP, thus ensuring environmental standards will be achieved or maintained pursuant to the Tahoe Regional Planning Compact.

4. Finding: The Regional Plan and all of its elements, as amended, achieves and maintains the thresholds.

   Rationale: **I. Introduction**

   In 1980, Congress amended the Compact to accelerate the pace of environmental progress in the Tahoe Region by tasking TRPA with adopting a regional plan and implementing regulations that protect the unique national treasure that is Lake Tahoe. First, Article V (b) required that TRPA, in collaboration with Tahoe's other regulatory agencies, adopt "environmental threshold carrying capacities" (thresholds or standards) establishing goals for a wide array of environmental criteria, including water quality, air quality, and wildlife. Second, Article V(c) directed TRPA to adopt a regional plan to "achieve and maintain" these thresholds, and to "continuously review and maintain" implementation of the plan.

The 1980 Compact instated an era of establishing and enforcing rigorous controls on new development. In 1982, TRPA adopted the necessary thresholds for the Tahoe Region. These thresholds are a mix of both long- and short-term goals for the Tahoe Region. The Region was in attainment of a number of these thresholds shortly after the adoption of the Regional Plan and remains in attainment today. Other thresholds address more intractable problems; for example, TRPA established numeric water quality standards that, even under best-case conditions, could not be attained for decades. *See*, *e.g.*, *League to Save Lake Tahoe v. Tahoe Reg'l Planning Agen*cy, 739 F. Supp. 2d 1260, 1265 (E.D. Cal. 2010).

The second phase in this process was establishing a regional plan that, when implemented through rules and regulations would ultimately achieve and maintain these thresholds over time. In 1987, following years of negotiation and litigation, TRPA adopted its Regional Plan. The 1987 plan employed a three-pronged approach to achieve and maintain the adopted environmental standards. First, the plan established a ceiling on development in the Region and restricted the placement, timing, and extent of new development. Second, the plan sought to prevent new harm to the environment as well as repair the environmental damage caused by existing development, particularly for projects that pre-dated TRPA's existence. To this end, the plan created incentives to redevelop urbanized sites under more protective regulations and to transfer development out of sensitive areas that would then be restored.

Third, TRPA adopted a capital investment program that was largely but not exclusively publicly funded to achieve and maintain thresholds by improving infrastructure and repairing environmental damage. In 1997, TRPA replaced this program with its Environmental Improvement Program (EIP). In subsequent years, TRPA generated investments of well over $1 billion in public and private money to restore ecosystems and improve infrastructure under the EIP. Recent litigation confirmed that the Regional Plan as established in 1987 and subsequently amended over time will achieve and maintain the adopted environmental thresholds. *Sierra Club v. Tahoe Reg'l Planning Agency*, 916 F.Supp.2d 1098 (E.D. Cal. 2013) [Homewood litigation].

Regional Plan Update Process

Even though implementation of the 1987 Regional Plan would achieve and maintain the thresholds, in 2004 TRPA began public outreach and analysis of the latest science and monitoring results to identify priority areas in which the Regional Plan could be comprehensively strengthened to accelerate the rate of threshold attainment. TRPA's policymakers realized that the challenges facing the region differed from those confronting the agency when it adopted its original Regional Plan in 1987. Uncontrolled new growth that had been the primary threat decades earlier had been brought into check by the strict growth limitations in the 1987 Plan. Contemporary problems differed, resulting from the continuing deterioration and lack of upgrades to existing legacy development. In essence, to make the greatest environmental difference, the

Tahoe Basin needed to fix what was already in place. In addition, TRPA realized some existing land-use controls could be improved to remove barriers to redevelopment that would address ongoing environmental degradation caused by sub-standard development constructed before TRPA had an adopted Regional Plan or even came into existence. Land use regulations and public and private investment remain essential to attaining the thresholds for Lake Tahoe. Furthermore, TRPA recognized that the social and economic fabric of the Tahoe Region could not support the level of environmental investment needed. The economic foundation of gaming had fallen away, and the level of environmental investment needed could not be supported solely by an enclave of second homes for the wealthy. Businesses and the tourism sector were faltering. Affordable housing and year-round jobs were scarce. Local schools were closing, and unemployment was unusually high. In light of these realities, TRPA sponsored an ongoing outreach program to obtain input on how to advance TRPA's environmental goals. Between 2004 and 2010, TRPA conducted over 100 public meetings, workshops, and additional outreach. More than 5,000 people provided input regarding their vision for TRPA's updated Regional Plan. Based on this input, TRPA identified a number of priorities to be addressed by the updated Regional Plan, including:

1. Accelerating water quality restoration and other ecological benefits by supporting environmental redevelopment opportunities and EIP investments.
2. Changing land-use patterns by focusing development in compact, walkable communities with increased alternative transportation options.
3. Transitioning to more permitting by local governments to create one-stop and one permit for small to medium sized projects, where local government wanted to assume these duties.

On December 12, 2012, TRPA's nine-year effort culminated with the approval of the Regional Plan Update.

Regional Plan Update Amendments

The Regional Plan Update (RPU) uses multiple strategies targeting environmental improvements to accelerate achieving and maintaining threshold standards in the Region. First, the RPU maintained both regulatory and implementation programs that have proven effective in protecting Lake Tahoe's environment. TRPA's regional growth control regulatory system, strict environmental development standards, and inter-agency partnerships for capital investment and implementation (e.g., EIP) remain in place.

Second, the RPU promotes sensitive land restoration, redevelopment, and increases the availability of multi-modal transportation facilities. The implementation of the RPU facilitates transferring existing development from outlying, environmentally-sensitive areas into existing developed community centers. The RPU provides incentives so that private capital can be deployed to speed this transformation.

Third, the RPU authorizes the Area Plan process, pursuant to Chapter 13: *Area Plans* of the TRPA Code of Ordinances, for local jurisdictions in the Lake Tahoe Region in order to address the local issues and opportunities of unique communities in the Region, and to eliminate duplicative and unpredictable land use regulations that deterred improvement projects. Chapter 13 also allows TRPA and local, state, federal, and tribal governments to expand the types of projects for which local, state, federal, and tribal governments apply TRPA rules to proposed projects within the Tahoe Region. After approval of an Area Plan by TRPA, this process allows a single government entity to review, permit, and inspect projects in their jurisdiction. All project approvals delegated to other government entities may be appealed to the TRPA for final decision. In addition, the performance of any government receiving delegated authority will be monitored quarterly and audited annually to ensure proper application of TRPA rules and regulations.

As noted above, a variety of strategies in the Regional Plan will work together to accelerate needed environmental gains in the categories where threshold benefits are most needed – water quality, restoration of sensitive lands, scenic quality advances in developed roadway units, and efforts to continue maintenance and attainment of air quality standards. Area Plans play a key role in the Regional Plan's overall strategy by activating environmental redevelopment incentives (e.g., increases in density and height) that also provide the receiving capacity for transfers of units from sensitive lands. The next section of this finding establishes how the PCTBAP fulfills the role anticipated by the RPU and the expected threshold gain resulting from its implementation.

II. PCTBAP and Threshold Gain

The PCTBAP accelerates threshold gain, including water quality restoration and other ecological benefits, by supporting environmental redevelopment opportunities and EIP investments. The PCTBAP retains the Regional Plan established growth control system and provides incentives for property owners to hasten the transfer of development rights from sensitive lands or from outlying areas to the Town Center where redevelopment is better suited and will have beneficial or reduced adverse environmental impacts. The PCTBAP will help to promote environmental redevelopment within existing developed areas by allowing increased density and height within the Tahoe City and Kings Beach Town Centers (within the sideboards established under the Regional Plan) to serve as an incentive for private investment in redevelopment projects.

Significant threshold gain will result from the application of existing Codes and requirements for individual projects, as well as through the application of new environmental requirements embedded within the PCTBAP. These redevelopment incentives are intended to increase the rate of redevelopment and will likewise increase the rate of threshold gain by accelerating the application of controls designed to enhance water quality, air quality, soil conservation, scenic quality and recreational improvements to projects that wouldn't otherwise be redeveloped absent PCTBAP provisions.

The PCTBAP's proposed Development and Design Standards represent a significant step forward in enhancing the aesthetics of the built environment and will result in improvements to the scenic threshold as projects are approved and built. The Special Planning Areas designated in the PCTBAP include new incentives and requirements for SEZ restoration and mobility improvements that will benefit the soil conservation, water quality, air quality, and recreation thresholds. Redevelopment of Town Centers is identified in the Regional Plan as a high priority, as many of the Region's environmental problems can be traced to existing developments that were constructed without recognition of the sensitivity of the Region's natural resources and impacts to Lake Tahoe. To correct this, environmentally beneficial redevelopment and rehabilitation of identified urban centers is a priority, and the policies, regulations, and implementation projects identified in the PCTBAP, along with application of existing county and TRPA codes and regulations encourage environmentally beneficial redevelopment and rehabilitation.

As described in more specific detail below, the PCTBAP beneficially affects multiple threshold areas.

A. Water Quality

The PCTBAP benefits water quality thresholds by continuing to require installation of on-site BMPs and encouraging the development of area-wide BMPs to further BMP compliance, implementing water quality improvement projects, requiring additional SEZ restoration in Special Planning Areas, and facilitating the transfer and permanent retirement of development from sensitive lands. Under the PCTBAP, Placer County will also continue to implement projects under the county's PLRP. As provided in Part 2, "Conservation Plan," the PCTBAP includes the following policies to promote water quality threshold attainment:

WQ-P-1 Continue to participate in the Lake Tahoe Total Maximum Daily Load (TMDL) program, maintain Pollutant Load Reduction Plans (PLRPs), and implement the identified pollutant load reduction measures.

WQ-P-2 Continue to participate in the Lake Tahoe Environmental Improvement Program (EIP) and coordinate with other agencies to identify and secure funding for water quality improvement projects.

WQ-P-3 Continue to prioritize and seek funding assistance for the installation and long-term maintenance of Water Quality Best Management Practices (BMPs).

WQ-P-4 Reduce pollutant loading to Lake Tahoe by implementing incentives for redevelopment within Town Centers and the transfer of development to Town Centers in accordance with the Regional Plan.

WQ-P-5 Pursue Area-Wide water quality treatment districts in coordination with involved property owners and in accordance with the Regional Plan and TMDL. Within an approved district, water quality facilities may be jointly managed in lieu of certain parcel-specific BMP requirements. Priority will be given to sites with interested property owners, in high pollution loading catchments, on SEZ lands and within Town Centers.

WQ-P-6 Evaluate the feasibility of establishing one or more public stormwater districts to construct and maintain water quality improvements.

WQ-P-7 Implement the recommendations outlined in the Pollutant Load Reduction Plan (PLRP) to achieve the Lake Tahoe TMDL five-year load reduction target for year 2016.

WQ-P-8 Collaborate with the Lahontan Regional Water Quality Control Board to update and refine the Pollutant Load Reduction Strategy for load reduction targets beyond the year 2016 and update the Pollutant Load Reduction Plan as necessary to achieve the Lake Tahoe TMDL load reduction targets. The Placer County Tahoe Basin Area Plan hereby incorporates by reference all, monitoring, operations and maintenance, and reporting required by the county's NPDES permit, the adopted Pollutant Load Reduction Plan and the Stormwater Management Plan, which will also be utilized by TRPA in the 4-year Area Plan recertification process pursuant to TRPA Code Sections 13.8.2 and 13.8.5

WQ-P-9 All TRPA policies, ordinances and programs related to Water Quality will remain in effect.

The inclusion of these policies in the PCTBAP, as well as implementation strategies, (such as improved street sweeping and the use of specialized road abrasives) aimed at protecting water quality would benefit accelerated attainment and maintenance of the water quality thresholds. As discussed in Chapter 15, *Hydrology and Water Quality,* of the PCTBAP Draft EIR/EIS, the county also analyzed the impacts of concentrating development within the Area Plan's Town Centers on water quality using the Pollutant Load Reduction Model (PLRM), which is the model that was used to inform the Lake Tahoe TMDL. The modelling found that pollutant loadings to surface waters would be reduced overall when compared to baseline conditions. This reduction is due primarily to BMP implementation requirements that apply to redevelopment projects. Overall, the EIR/EIS found that the water quality impacts of concentrating development in Town Centers and removing development from outlying areas would be beneficial. (PCTBAP Draft EIR/EIS, Pages 15-28.)

B. Air Quality

The Tahoe Basin has made air quality gains. The majority of air quality indicators in the Lake Tahoe Basin were at or better than attainment with adopted thresholds and standards. In total 15 of 16 indictors were in attainment with almost all having improving trends. Two indicators had insufficient data to make a determination (2015 Threshold Evaluation Report,

Chapter 3, *Air Quality*). Federal and state tailpipe and industrial emission standards have likely contributed to this achievement along with local projects which delivered walkable, transit-friendly improvements such as the Heavenly Gondola (See 2011 Threshold Evaluation Report at pages 3-14, 3-16, and 3-18; Yang et al. 2010, Park Avenue/U.S. 50 Redevelopment Phase 1, Case Study, available at: http://lafoundation.org/myos/my-uploads/2012/10/31/park-ave-methodology.pdf)**.** The Regional Plan and Regional Transportation Plan include a suite of strategies to help the Region meet air quality threshold standards (TRPA Goals and Policies: Air Quality Subelement at pages 2-33 to 2-35; Regional Transportation Plan Chapter 3, *Sustainable Communities Strategy*, Chapter 5, *Transportation Management Programs*, Chapter 6, *Funding and Implementation Strategy*). While there are many programs and policies that contribute to air quality threshold attainment, the two primary regional strategies are:

1) Supporting environmental redevelopment. Land Use policies outlined in the Regional Plan support clustering population and employment in compact Town Centers that are well served by transit, pedestrian, and bicycle infrastructure. The Regional Plan achieves this by incentivizing redevelopment and transfers of development from outlying and sensitive areas into existing Town Center areas. (TRPA Goals and Policies: Chapter 2, *Land Use*.)

2) Creating walkable communities and increased alternative transportation options. The Regional Plan and the Regional Transportation Plan: Mobility 2035, outlines the policies, programs and projects that provide a transportation system that supports this compact form of development and that will help to create an environment where walking, biking, and transit are convenient modes of transportation. (Mobility 2035: Funding and Implementation Strategy Chapter, page 6-1; Goals and Policies, page 2-1.)

The combination of compact land-uses and convenient, diverse transportation options is intended to allow more travel to be conducted on foot, by bike, or by transit, resulting in fewer and shorter vehicle trips per person and reducing negative impacts to air quality associated with motor vehicle travel. The benefits of these two strategies are further articulated in the Sustainable Communities Strategy chapter of Mobility 2035 (page 3-1). Additionally, the RPU EIS and Regional Transportation Plan EIR/EIS demonstrated that the combination of improvements would allow the Region to achieve and maintain air quality thresholds, including the vehicle miles traveled (VMT) threshold (see Regional Plan Update Draft EIS, Chapter 3.3: *Transportation*, and Chapter 3.4: *Air Quality*; Regional Transportation Plan Draft EIR/EIS, Chapters 3.3: *Transportation* and Chapter 3.4: *Air Quality*).

The approved Area Plans will represent an integral component of implementing these regional air quality strategies and improvements at a community level (TRPA Goals and Policies, Chapter 2: *Land Use*). Because the land use and transportation strategies identified in the PCTBAP lead to implementation of

the Regional Plan, they directly contribute to achieving and maintaining the Air Quality threshold.

The PCTBAP, Part 5: *Transportation Plan* includes policies and implementation measures that will improve the pedestrian and bikeway system, expand transit options, connect different travel modes, reduce VMT, improve air quality, and ensure the attainment of air quality standards. For example, PCTBAP policy T-P-1 requires that the county "Encourage use of non-auto modes of transportation by incorporating public transit, bicycle, and pedestrian travel amenities in transportation projects and other projects that impact or connect to the transportation network." Policies T-P-2 through T-P-37, support attainment of the air quality thresholds by addressing the transportation network, parking, transit, pedestrian use, and bicycle facilities.

The PCTBAP also encourages a greater mixing of uses, which will result in fewer and shorter vehicle trips and associated improvements in air quality and traffic as research indicates that mixing of multiple uses can reduce daily vehicle trips over 20 percent (Sperry, B. R., Internal Trip Capture for Mixed-Use Developments, Texas A&M University, Presentation at 2007 Winter TexITE Meeting). The PCTBAP EIR/EIS evaluated the effects of the Area Plan's land use pattern on transportation and circulation and made the following determination: "[the PCTBAP] would reduce vehicle miles traveled (VMT) as compared with the baseline condition, due to the more compact land use pattern and mobility improvements. As a result, the PCTBAP Draft EIR/EIS determined that Alternative 1 would have a beneficial impact related to VMT, and the alternative would promote continued attainment and maintenance of TRPA's VMT threshold standard." (PCTBAP Final EIR/EIS, page 3.1-2).

Furthermore, the PCTBAP encourages redevelopment of older buildings with newer, more energy efficient buildings that take advantage of new provisions in the California Green Building Code to improve air quality and ensure the attainment of air quality standards. The PCTBAP EIR/EIS evaluated the long-term emissions from operation of buildings consistent with PCTBAP policies and found that it would "result in a substantial net decrease in operational emissions of ROG, NOx, and CO…" (PCTBAP Draft EIR/EIS, page 2-25).

As described above, the PCTBAP includes new provisions that will build upon existing provisions of the Regional Plan and will support accelerated attainment and maintenance of air quality thresholds.

C. Soil Conservation

The Soil Conservation environmental thresholds include standards for each Land Capability District (LCD) and a standard for SEZs. The LCD standards are all in attainment (at or better than target, i.e. Bailey LCD limitations) with the exception of LCD 1b, which is considerably worse than target with a trend toward moderate improvement, and LCD 2, which is somewhat worse than target with little to no change. The SEZ standard, "Preserve and Restore Stream Environment Zones" is described as Considerably Worse than Target with a

trend toward moderate improvement. The threshold for SEZs is as follows: Preserve existing naturally functioning SEZ lands in their natural hydrologic condition, restore all disturbed SEZ lands in undeveloped, unsubdivided lands, and restore 25 percent of the SEZ lands that have been identified as disturbed, developed or subdivided, to attain a 5 percent total increase in the area of naturally functioning SEZ lands.

The Goals and Policies in the Regional Plan that provide direction for attainment of the SEZ Threshold are contained in the SEZ, Soils, and Land Use Subelements. (TRPA Goals and Policies: Chapter 4: *Conservation* at pages 4-14 to 4-16 and 4-24 to 4-27; TRPA Goals and Policies Chapter 2: *Land Use* at pages 2-2 to 2-19.) The SEZ Subelement currently contains one goal and eight associated policies. The goal calls for the long-term preservation, enhancement, and restoration of SEZ lands as a means of achieving various environmental thresholds. The policy statements direct the restoration, preservation, and management of SEZ lands by setting numeric goals for restoration of degraded/developed SEZ lands and requiring their protection and management for natural functions and values.

The TPRA Code implements this policy and includes regulatory strategies and measures to achieve the goals listed in the SEZ Subelement of the Regional Plan. The PCTBAP includes all existing TRPA SEZ protections and policies for enhancement designed to achieve threshold gain, as well as new provisions to help accelerate SEZ restoration. Part 2, *Conservation Plan*, of the PCTBAP includes the following policies regarding SEZs and land coverage:

S-P-1 Pursue coverage removal projects in coordination with the EIP and TMDL programs, the California Tahoe Conservancy, and other partner agencies. Priority will be given to sites in high pollution loading catchments and SEZ lands.

S-P-2 Accelerate sensitive land coverage removal and mitigation by implementing incentives for redevelopment within Town Centers and the transfer of development from SEZs and other sensitive lands to Town Centers in accordance with the Regional Plan.

S-P-3 Pursue Area-Wide land coverage management districts in coordination with involved property owners and in accordance with the Regional Plan. Within a district, area-wide coverage standards may be substituted for certain parcel level standards. Priority will be given to sites with interested property owners, in high pollution loading catchments and within Town Centers.

S-P-4 Update parking standards to more efficiently utilize parking lots and minimize land coverage.

S-P-5 All TRPA policies, ordinances and programs related to Land Coverage will remain in effect.
In addition to the policies above, Part 8, *Implementation Plan* of the PCTBAP includes specific projects that will reduce land coverage in SEZs. Through

implementation of these policies and projects, the PCTBAP will move the Soil Conservation standards for LCD 1b and 2 lands and the preservation and restoration of SEZs closer to attainment.

D. Scenic Quality

The Tahoe Basin continues to make gains in scenic quality (2015 Threshold Evaluation Report: Chapter 9: *Scenic Resources*.) All six of the scenic threshold categories are overall in attainment, with two categories showing an improving trend (2015 Threshold Evaluation Report, page ES-3). As described in the RPU EIS (at page 3.9-17), the increasing trend in scenic quality is primarily due to redevelopment activities that replace old structures with updated, more scenically compatible design and the undergrounding of utilities. Examples of documented scenic improvement from redevelopment activities include the Heavenly Village/Gondola, the Chateau, and South Lake Tahoe Safeway projects.

The following policies have been included in the PCTBAP to ensure environmental redevelopment and other activities pursuant to the PCTBAP contribute toward attainment of scenic thresholds:

SR-P-1 Continue to participate in the Lake Tahoe Environmental Improvement Program (EIP) and coordinate with other agencies to identify and secure funding for projects that improve scenic quality.

SR-P-2 Accelerate scenic resource improvement by implementing incentives for redevelopment within Town Centers and the transfer of development from outlying areas to Town Centers in accordance with the Regional Plan.

SR-P-3 Support undergrounding of overhead utility lines on a project-by-project basis, as well as through established Underground Districts.

SR-P-4 Protect and enhance existing scenic views and vistas.

SR-P-5 Implement site and building design standards to protect and enhance scenic views from Town Centers and nearby areas.

SR-P-6 Manage development located between designated scenic corridors and Lake Tahoe to maintain and improve views of Lake Tahoe from the corridors.

SR-P-7 Prioritize scenic improvement efforts at the gateways to Lake Tahoe in Tahoe City and Kings Beach.

SR-P-8 All TRPA policies, ordinances and programs related to Scenic Quality will remain in effect.

SR-P-9 To ensure viewshed protection and compatibility with adjacent uses, new construction of buildings must not project above the forest canopy, ridgelines, or otherwise detract from the viewshed.

In addition to the policies noted above, the PCTBAP identifies specific scenic quality improvement projects in Part 8: *Implementation Plan*. It should also be noted that while the incentives provided by the PCTBAP will likely result in increased rates of redevelopment in Centers and thereby help achieve and maintain scenic quality thresholds within the Centers, the transfer incentives of the Regional Plan will also beneficially affect scenic quality outside of the Centers. As discussed in the RPU DEIS (at page 3.9-22), transfer incentives will pull units from outside the urban centers into the urban centers. The removal and restoration of sending parcels to a natural condition will improve scenic quality of those outlying areas, potentially aiding scenic threshold achievement and maintenance.

As described in the PCTBAP Draft EIR/EIS and in the accompanying TRPA Conformance Checklist for the PCTBAP, the Area Plan includes detailed design standards and guidelines that will enhance the aesthetic character of the built environment and contribute to accelerated attainment and maintenance of the scenic quality thresholds. For the reasons described above, the Regional Plan as amended by the PCTBAP will result in accelerated attainment and maintenance of the scenic quality thresholds.

E. Vegetation

The Regional Plan and partner agencies have successfully protected sensitive plant species and kept those thresholds in attainment (2015 Threshold Evaluation Report: Chapter 6, *Vegetation Preservation*). A few uncommon plant communities fell short of attainment primarily because of non-native species.

Aquatic invasive species, noxious weeds, and beaver were identified as potential threats to the integrity of uncommon plant communities. Progress is being made on fuels reduction and forest ecosystem restoration. (2015 Threshold Evaluation Report: Chapter 6, *Vegetation Preservation*; Environmental Improvement Program Accomplishments 1997-2012 available at: http://www.trpa.org/wp-content/uploads/EIP_1pager_Summit2013_FINAL2.pdf).

The PCTBAP maintains Regional Plan programs related to vegetation and adds the following policies:

VEG-P-1 Pursue vegetation enhancement projects in coordination with the EIP and TMDL programs, the California Tahoe Conservancy, and other partner agencies. Priority will be given to disturbed sites with rare or threatened vegetation, in high pollution loading catchments, and in SEZs.

VEG-P-2 Support forest enhancement projects being completed by land management agencies and fire districts, including selective cutting and controlled burning projects that improve forest health and reduce the risk of catastrophic wildfire.

VEG-P-3 Accelerate the restoration of native vegetation by implementing incentives for redevelopment within Town Centers and the transfer of development from SEZs and other sensitive lands to Town Centers in accordance with the Regional Plan.

VEG-P-4 Support protection of the Tahoe yellow cress (*Rorippa subumbellata*) species consistent the Tahoe Yellow Cress Conservation Strategy.

VEG-P-5 Coordinate interagency efforts to detect and eradicate non-native terrestrial plants.

VEG-P-6 All TRPA policies, ordinances and programs related to Vegetation will remain in effect.
In addition to the policies described above, specific vegetation improvement projects are described in Part 8: *Implementation Plan*. Specific regulations are outlined in the Area Plan Implementing Regulations. The PCTBAP EIR/EIS determined that no significant impacts to vegetation would occur as a result of implementing the PCTBAP (PCTBAP Draft EIR/EIS, Table 2-1). For these reasons, the PCTBAP would accelerate the attainment and maintenance of vegetation thresholds.

F. Recreation

Both Recreation Thresholds have been implemented and are in attainment. (2015 Threshold Evaluation Report: Chapter 11, *Recreation*.) TRPA partners have made substantial progress in upgrading recreational facilities through the EIP. (2015 Threshold Evaluation Report at pages 11-11 to 11-16.)
The PCTBAP includes a recreation plan as part 6. This recreation plan incorporates Regional Plan policies, describes the inter-agency recreation management framework, describes a recreation strategy, and includes existing and planned recreation facilities. The PCTBAP, recreation plan includes the following policies that support continuous maintenance and improvement of the recreation thresholds:

R-P-1 Continue to manage recreation facilities and uses in accordance with the Regional Plan.

R-P-2 Continue to enhance recreation facilities through coordinated interagency planning and funding programs.

R-P-3 Ensure that recreational opportunities are available and accessible to visitors of all income levels.

R-P-4 Support the funding, construction, and maintenance of the multi-use bike trails identified in the Plan area.

R-P-5 Encourage funding and perform selective snow clearing of trails, particularly in high use areas, to enhance the “year-round” economy.

R-P-6 Protect and support existing public beach access as well as secure additional public access rights as opportunities arise.

R-P-7 Utilize all appropriate opportunities (land acquisition, obtaining easement rights, etc.) to increase opportunities for public access to the shoreline of Lake Tahoe.

R-P-8 Coordinate with State Parks and the California Tahoe Conservancy on management, operations, and maintenance of beaches within the Plan area.

R-P-9 Enhance winter recreational opportunities and improve access for cross country and back country skiers.

R-P-10 Prohibit snowmobile uses in important wildlife habitat, including Page Meadows.

R-P-11 Continue to protect and support the Public Trust as it relates to the shores of and access to Lake Tahoe, including various undeveloped public right-of-way/easements for lake access.

The PCTBAP EIR/EIS evaluated the effects of the Area Plan on recreation and determined that it would have no significant adverse effects on recreation. The EIR/EIS also found that the PCTBAP would have a beneficial effect on public access to Lake Tahoe, public lands, and recreation areas. The EIR/EIS found that the PCTBAP would result in recreation improvements including "proposed hiking trails, bike trails, beach access, improved parking, and alternative transportation programs that would improve access for pedestrians, bicyclists, transit riders, and drivers" (PCTBAP Draft EIR/EIS, page 2-53). The PCTBAP's access improvements are consistent with recommendations to improve attainment and maintenance of the recreation thresholds related to the quality of the recreation experience and access to recreational opportunities in the 2015 Threshold Evaluation (page 11-11). For these reasons, the PCTBAP will accelerate attainment and maintenance of recreation thresholds.

G. Fisheries

TRPA and partner agencies have implemented a robust aquatic invasive species control and prevention program; however, aquatic invasive species continue to be a major area of concern because of their threat to fisheries and other aquatic biota (2015 Threshold Evaluation Report: Chapter 7, *Fisheries*).

The PCTBAP will not alter the resource management and protection regulations, Chapters 60 through 68, or shorezone regulations, Chapters 80 through 85, of the TRPA Code of Ordinances. Chapter 63: *Fish Resources,* of the Code of Ordinances includes the provisions to ensure the protection of fish habitat and provide for the enhancement of degraded habitat. The PCTBAP includes the following additional policies related to fisheries and aquatic resources:

FI-P-1 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 and abate AIS impacts.

FI-P-2 Pursue aquatic resource enhancement projects in coordination with the EIP and TMDL programs, the California Tahoe Conservancy, and other partner agencies. Priority will be given to AIS management, removal of stream diversions and blockages, and projects that also reduce pollutant loading.

FI-P-3 Support efforts to reintroduce Lahontan Cutthroat trout to waterways in the Truckee River/Lake Tahoe watershed.

FI-P-4 All TRPA policies, ordinances and programs related to Fish and Aquatic Resources will remain in effect.
Specific fisheries and aquatic resource projects are described in Part 8: *Implementation Plan* of the PCTBAP. The PCTBAP EIR/EIS found that the Area Plan would not result in significant adverse effects on fisheries or other biological resources (PCTBAP Draft EIR/EIS Chapter 7, *Biological Resources*).

As described above, the PCTBAP would maintain and supplement Regional Plan policies related to fisheries, and would accelerate the attainment and maintenance of fisheries thresholds.

H. Wildlife

Indicators for special interest wildlife species show stable or improving conditions (2015 Threshold Evaluation Report: Chapter 8, *Wildlife*). TRPA's development regulations have protected riparian wildlife habitats, and partner agencies are making progress restoring these valuable habitats (2015 Threshold Evaluation Report at pages 8-34 to 8-36).

The PCTBAP will not alter the resource management and protection regulations, Chapters 60 through 68, of the TRPA Code of Ordinances. In addition, any future projects allowed within the PCTBAP would be subject to additional project-level environmental review and permitting. Consistent with existing conditions, permit applicants would be required to demonstrate that any proposals would occur consistent with TRPA Code provisions related to resource management, including specifically the provisions of Chapters 62 and 63 that address protection of wildlife and fish resources, respectively. In addition to existing Regional Plan provisions, the PCTBAP adds the following policies related to wildlife:

SE-P-1 Pursue wildlife habitat enhancement projects in coordination with the EIP program, the California Tahoe Conservancy, and other partner agencies.

SE-P-2 Coordinate with partner agencies to manage bear populations and minimize conflicts with people. Programs should emphasize public education and expand the use of bear-proof solid waste enclosures.

SE-P-3 All TRPA policies, ordinances and programs related to Wildlife will remain in effect.

Specific wildlife habitat enhancement projects are described in Part 8: *Implementation Plan*, of the PCTBAP. Regulations related to wildlife conservation are outlined in the Area Plan Implementing Regulations. The PCTBAP EIR/EIS evaluated the effects of implementing the Area Plan and determined that it would not result in significant adverse effects related to biological resources (PCTBAP Draft EIR/EIS Chapter 7, *Biological Resources*). Additionally, the PCTBAP may help to improve the wildlife threshold through the expansion of habitat made available through SEZ restoration projects. For these reasons, the Regional Plan as amended by the PCTBAP will accelerate attainment and maintenance of the wildlife thresholds.

I. Noise

TRPA has adopted noise standards for the Tahoe Basin. The noise thresholds are Community Noise Equivalent Level (CNEL) values for the various land use categories and single event (Lmax) standards for specific noise sources. CNEL is the metric used by TRPA for determining land use compatibility. The maximum CNEL standards for each subdistrict in the PCTBAP are described in the PCTBAP Implementing Regulations, Chapter 2, *District Standards*. No one activity, nor combination of activities, is allowed to exceed the applicable CNEL level. CNELs are calculated pursuant to Chapter 23 of the TRPA Code of Ordinances. The PCTBAP CNEL standards are consistent with the TRPA Noise Threshold Standards. Therefore, no impacts to the Noise Threshold are anticipated with the adoption of the Area Plan.

To assist in accelerating and attaining noise thresholds, the PCTBAP includes the following policies that are in addition to existing Regional Plan policies:

N-P-1 Work with TRPA, Caltrans, Tahoe Area Regional Transit (TART), USFS, and other partner agencies to minimize transportation-related noise impacts on residential and sensitive uses. Additionally, continue to limit hours for construction and demolition work to reduce construction-related noises.

N-P-2 Minimize passenger vehicle travel and roadway noise by implementing incentives for redevelopment within Town Centers and the transfer of development to Town Centers in accordance with the Regional Plan.

N-P-3 Support the reevaluation of TRPA's Community Equivalent Noise Level (CNEL) standards and evaluation approaches, as called for in the 2011 Threshold Evaluation Report.

N-P-4 All TRPA policies, ordinances and programs related to Noise will remain in effect.

Noise reduction projects are described in the Part 8 of the Area Plan, the

Implementation Plan. Implementation of the Area Plan was evaluated in the PCTBAP EIR/EIS, which found that the Area Plan would result in no significant impacts related to Noise (PCTBAP Draft EIR/EIS Chapter 13, *Noise and Vibration*). For the reasons described above, the Regional Plan as amended by the PCTBAP would attain and maintain Noise Thresholds.

III. Conclusion

Based on the rationale described above, the PCTBAP EIR/EIS, the attached PCTBAP conformance checklist, the previously certified RPU EIS and RTP EIR/EIS, and the findings made on December 12, 2012 for the RPU; TRPA finds the Regional Plan and all of its elements, as amended by the PCTBAP, achieves and maintains the thresholds. As described in more detail above, the Regional Plan will, over time, achieve and maintain the thresholds. The PCTBAP would maintain existing Regional Plan policies and programs and would result in no significant impacts to thresholds. The PCTBAP also includes specific policies and implementation measures that would accelerate attainment and maintenance of thresholds. Thus, the Regional Plan, as amended by the PCTBAP, will continue to achieve and maintain the thresholds.

Chapter 13 Findings: The following findings must be made prior to adopting the PCTBAP:

1. Finding: The proposed Area Plan, including all zoning and development Codes that are a p the Area Plan is consistent with and furthers the goals and policies of the Regional Plan.

Rationale: Regional Plan Land Use Policy 4.6 encourages the development of area plans that supersede existing plan area statements and community plans or other TRPA regulations in order to be responsive to the unique needs and opportunities of communities. The PCTBAP consists of applicable policies, maps, ordinances and related materials that conform to the Regional Plan. These policies, maps, and ordinances were developed with the specific intent of conforming to the Regional Plan. Development of the PCTBAP included close collaboration between Placer County and TRPA staff, members of the public, and other stakeholders over approximately five years. The proposed land use and zoning maps are consistent with Map 1, Conceptual Regional Land Use Map, of the Regional Plan, with modifications as described in the attached Area Plan Finding of Conformance Checklist. The PCTBAP modifies provisions that previously applied to plan area statements and community plans consistent with Code Section 13.5.2. It also proposes substitute development and design standards and guidelines. These changes have been evaluated in the PCTBAP Final EIR/EIS prepared for the PCTBAP, which found that the PCTBAP would result in no significant unmitigable impacts on the environment that would not also occur without adoption of the Area Plan (i.e., under the no project alternative). The TRPA ordinances that are not amended by the PCTBAP will continue to be in effect.

The PCTBAP was reviewed for consistency and conformity with the Regional Plan, as documented in the attached Area Plan Finding of Conformity Checklist. The Area Plan Finding of Conformity Checklist provides additional detail and

rationale to support the finding of conformity and the General Review Standards identified in sub-Section 13.6.5 of the Code, as summarized below:

A. General Review Standards for all Area Plans

1. Identify all zoning designations, allowed land uses, and development standards throughout the plan area.

   The PCTBAP Implementing Regulations identify zoning designations (Section 2.01), allowed land uses (Section 2.02 through 2.08), and development standards throughout the entire Plan area (Chapters 2 and 3).

2. Be consistent with all applicable Regional Plan Policies, including but not limited to the regional growth management system, development allocations, and coverage requirements.

   The PCTBAP does not propose additional growth, allocations, or coverage beyond that anticipated in the Regional Plan. The PCTBAP includes a pilot program that would allow limited conversions of CFA to TAUs. Conversions would be allowed at a rate of 450 sq. ft. of CFA to one TAU, with a total maximum of up to 200 TAUs. This conversion program is allowed as a substitute standard pursuant to Code Section 13.5.2, and it was evaluated in the PCTBAP EIR/EIS, which identified no significant environmental impacts would result from the program.

3. Demonstrate how the Area Plan is consistent with the Conceptual Regional Land Use Map, including any amendments to the Conceptual Regional Land Use Map that are proposed to be part of the Area Plan in order to more effectively implement the Regional Plan Policies and provide Threshold gain.

   The PCTBAP includes proposed amendments to the Regional Land Use Map as part of an integrated plan to comply with Regional Plan policies and attain and maintain threshold standards. The proposed revisions have been analyzed in the EIR/EIS for the PCTBAP and were found to not result in significant environmental impacts. The proposed revisions are as follows:

   - Tahoe City Town Center boundary modification: The PCTBAP would modify the boundary to remove 7.12 acres of property near the Fairway Community Center, and add 4.2 acres surrounding the Tahoe City Golf Course clubhouse. This modification reduces, the amount of land in the center, reduces the amount of sensitive land in the center, and is consistent with Code Section 13.5.3.G;

   - Conservation and Recreation lands: The PCTBAP would revise land use designations for approximately 200 acres of publicly-owned lands from Residential to Conservation (approximately 138 acres) and Recreation (approximately 61 acres);

- Kings Beach land use classification cleanup: The PCTBAP would amend land use designations to maintain consistency with recently surveyed parcel boundaries. The total area affected would be approximately 1 acre.

The proposed PCTBAP land use map is consistent with the TRPA Conceptual Regional Land Use Map adopted as part of the 2012 Regional Plan, except as described above.

4. Recognize and support planned, new, or enhanced Environmental Improvement Projects. Area Plans may also recommend enhancements to planned, new, or enhanced Environmental Improvement Projects as part of an integrated plan to comply with Regional Plan Policies and provide Threshold gain.

   The PCTBAP recognizes and supports new, planned, and enhanced Environmental Improvement Projects in Section 8.2, *Planned Environmental Improvement Projects*.

5. Promote environmentally beneficial redevelopment and revitalization within Centers.

   The PCTBAP promotes environmentally beneficial redevelopment of the Tahoe City and Kings Beach Town Centers by promoting TRPA incentives for the transfer of development, and by providing capacity for redevelopment in C
   Centers consistent with TRPA's coverage, height, and density limits.

6. Preserve the character of established residential areas outside of Centers, while seeking opportunities for environmental improvements within residential areas.

   The PCTBAP does not alter zoning of established residential areas. It includes upper story setbacks and transitional areas with lower height limits along the interface between Town Centers and established residential areas (See PCTBAP Implementing Regulations Sections 2.09.A and B).

7. Protect and direct development away from Stream Environment Zones and other sensitive areas, while seeking opportunities for environmental improvements within sensitive areas. Development may be allowed in disturbed Stream Environment Zones within Centers only if allowed development reduces coverage and enhances natural systems within the Stream Environment Zone.

   The PCTBAP maintains existing Regional Plan protections for sensitive land and implements Regional Plan incentives for transfers of development out of sensitive land. The PCTBAP also identifies restoration and projects and other implementation strategies in Part 8, *Implementation Plan*. In addition, the PCTBAP includes special planning areas with specific requirements for restoring disturbed SEZs within Centers (See PCTBAP Implementing

Regulations Sections 2.09.B.1, 3, and 5).

8. Identify facilities and implementation measures to enhance pedestrian, bicycling, and transit opportunities along with other opportunities to reduce automobile dependency.

   The PCTBAP includes identifies new and planned facilities and implementation measures to enhance non-automobile transportation in Part 5, *Transportation Plan*.

B. Utilization of Load Reduction Plans

1. TRPA shall utilize the load reduction plans for all registered catchments, or TRPA default standards when there are no registered catchments, in the conformance review of area plans.

   The PCTBAP identifies TMDL implementation strategies and load reduction plans in Section 2.2, *Water Quality*, and in Part 8, *Implementation Plan*.

C. Additional Review Standards for Area Plans with Town Centers or Regional Centers.

   The PCTBAP includes the Kings Beach and Tahoe City Town Centers. The PCTBAP includes all additional required review standards for Area Plans with Town Centers identified in Section 13.6.5.C of the Code as stated below:

1. Include building and site design standards that reflect the unique character of each area, respond to local design issues, and consider ridgeline and viewshed protection.

   As described in the attached Area Plan Finding of Conformity Checklist, the PCTBAP includes detailed design standards that reflect the unique character of each area, respond to local design considerations, and promote ridgeline and viewshed protection. The PCTBAP Implementing Regulations include a mix of unique standards that reflect the character of individual zoning subdistricts (see Chapter 2), as well as a series of area-wide standards and guidelines (see Chapter 3).

2. Promote walking, bicycling, transit use, and shared parking in Town Centers and the Regional Center, which at a minimum shall include continuous sidewalks or other pedestrian paths and bicycle facilities along both sides of all highways within Town Centers and the Regional Center, and to other major activity centers.

   The PCTBAP includes a comprehensive network of existing and planned pedestrian and bicycle facilities that connect properties within Centers and to other multi-modal transportation options (See PCTBAP Figures 5-3 through 5-5). The PCTBAP development standards require that projects

incorporate planned pedestrian and bicycle facilities with new development and substantial alteration of existing properties (see PCTBAP Policy T-P-19 and Implementing Regulations Sections 2.04.A.4.a; 2.04.B.4.a; 2.04.C.4.a; and 2.04.D.4.a). Specific mobility projects are identified in Part 8, *Implementation Plan*.

3. Use standards within Town Centers or the Regional Center addressing the form of development and requiring that projects promote pedestrian activity and transit use.

   Detailed design standards included in the PCTBAP address pedestrian activity and transit use in Centers. The standards address building articulation, street frontage landscaping, stepped heights, and other building form requirements. The exact standards vary by Center. See for example, the Greater Tahoe City Mixed Use subdistrict standards in Implementing Regulations Section 2.04.A.4.

4. Ensure adequate capacity for redevelopment and transfers of development rights into Town Centers and the Regional Center.

   The PCTBAP incudes height, density, and coverage limits up to the maximum limits allowed by Chapter 13 of the Code of Ordinances. These standards would provide adequate capacity for redevelopment of the existing Town Centers and transfers of development from sensitive and/or outlying areas.

5. Identify an integrated community strategy for coverage reduction and enhanced stormwater management.

   Part 8, *Implementation Plan*, of the PCTBAP includes specific projects necessary to implement an integrated strategy for coverage reduction and stormwater management. In addition, the PCTBAP includes special planning areas with specific requirements for SEZ restoration and coverage reduction (See PCTBAP Implementing Regulations Sections 2.09.B.1, 3, and 5).

6. Demonstrate that all development activity within Town Centers and the Regional Center will provide for or not interfere with Threshold gain, including but not limited to measurable improvements in water quality.

   The PCTBAP was reviewed in an EIR/EIS, which identified beneficial effects on threshold standards including water quality. The EIR/EIS identified no impacts that would interfere with attainment of threshold standards. See also the Chapter 4 findings included above.

TABLE E-1: PLACER COUNTY TAHOE BASIN AREA PLAN
TABLE OF SIGNIFICANT IMPACTS, MITIGATION MEASURES, AND COMPACT AND CODE FINDINGS

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
Scenic Resources			
Impact 9-1: Effects on scenic or visual quality. (LTS/PS) The proposed Area Plan would include policies, development standards, and other provisions that could result in changes to the location, intensity, and form of the built environment within the Plan area. The provisions of the Area Plan, including those related to town center boundaries, building height, density and coverage, secondary residential units, and limited conversions of CFA to TAUs would not have substantial effects on the mass and location of development allowed within the Plan area. In addition, any project proposed under the Area Plan would be required to comply with a series of existing requirements and proposed Area Plan standards that would minimize adverse effects on the existing visual character or quality of the Plan area, the TRPA scenic threshold ratings, scenic vistas, scenic resources, or views of Lake Tahoe. However, the provision in the Area Plan that would allow non-contiguous project areas could allow, in some areas, additional visual mass to be placed between major travel routes and Lake Tahoe, which could block or degrade views of Lake Tahoe or views toward the shore from Lake Tahoe. Therefore, the Area Plan would have a **potentially significant impact** on scenic	**Mitigation Measure 9-1: Limit visible mass near Lake Tahoe within non-contiguous project areas** 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.	LTS	**Finding:** Changes or alterations have been required in or incorporated into such project which avoid or reduce the significant adverse environmental effects to a less than significant level. **Rationale:** The provision in the Area Plan that would allow non-contiguous project areas could allow, in some areas, additional visual mass to be placed between major travel routes and Lake Tahoe, which could block or degrade views of Lake Tahoe or views toward the shore from Lake Tahoe. Mitigation Measure 9-1 will require that projects using a non-contiguous project area not increase the density or land coverage in any portions of the project area that are between SR 28 or SR 89 and Lake

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
and visual quality. Implementation of Mitigation Measure 9-1 would reduce potentially significant impacts to a less-than-significant level because it would prevent a non-contiguous project area from resulting in an increase in visual mass that could block or degrade views of Lake Tahoe from scenic travel routes or views of the shore from Lake Tahoe.			Tahoe, beyond the limits that would apply to those portions of the project area without the use of a non-contiguous project area, and to comply with the setbacks within town centers. This mitigation measure will reduce potential impacts to a less-than-significant level. (Draft EIR/EIS, pp. 9-15 to 9-37; Final EIR/EIS, p. 2-5, see also response to comment 13-7.)
Transportation and Circulation			
Impact 10-1: Roadway level of service. (S) Under the Area Plan, 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**. Implementation of Mitigation Measure 10-1a, 10-1b, and 10-1c would reduce LOS effects of the project 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	**Mitigation Measure 10-1a: Construct pedestrian crossing improvements at the Grove Street/SR 28 intersection** 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	SU	**Finding:** Specific considerations, such as economic, social, or technical, make infeasible the mitigation measure or project alternatives discussed in the environmental impact report (EIR)/environmental impact statement (EIS) on the project. **Rationale:** Under the Area Plan, 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

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
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, the Area Plan 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 the Area Plan. However, because the Area Plan would result in LOS that exceeds existing TRPA standards and no additional mitigation is feasible, this impact is considered **significant and unavoidable**.	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** 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		continue to operate at an unacceptable level. The project has incorporated Mitigation Measures 10-1a, 10-1b, 10-1c, 10-1d, 10-1e, 10-1f. 10-1g, and 10-1h, which will lessen this impact. Specifically, the project shall provide a pedestrian hybrid beacon crossing at the SR 28 and Grove Street intersection, which would reduce the influence of pedestrian crossings on LOS; establish a County Service Area Zone of Benefit to fund expansion of transit capacity, which would reduce traffic volumes; by having development projects pay Tahoe area traffic mitigation fees to Placer County to fund identified regional Capital Improvement Projects; expand requirements for transportation demand management plans for a greater number of projects that generate employees; establish a comprehensive wayfinding program for parking and multi-modal transportation; conduct long-term monitoring and adaptive management and mobility strategies; provide a four-year review of vehicle trips and mobility strategies; and implement

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
	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 levels and lowest LOS. 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 bases on observed changes in ridership and LOS. 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		TRPA's Congestion Management Process. The roadway LOS after implementation of the mitigation measures would remain unacceptable. The Governing Board finds that legal, economic, social, and technical considerations make further mitigation of this impact infeasible. Therefore, this impact is considered significant and unavoidable. The Governing Board further finds that specific considerations make infeasible, any reasonable alternatives that would both meet the objectives of the Area Plan and reduce the significant and unavoidable impact on the LOS on SR 28 between the Tahoe City Wye and Grove Street. To meet TRPA requirements for the consideration of alternatives, the Draft EIR/EIS evaluated the potential impacts of four Area Plan alternatives, including the no project alternative (Alternative 4). No feasible alternatives, in additional to those proposed in the Draft EIR/EIS, have been identified that would attain the objectives

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
	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. 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		of the Area Plan and reduce the significant and unavoidable impact on roadway LOS. The Final Area Plan and mitigation measures in the Final EIR/EIS reduce the roadway LOS impact to the extent feasible. Thus, the Governing Board finds that all reasonable alternatives were reviewed, analyzed, and discussed in the EIR/EIS review process. (Draft EIR/EIS, pp. 10-16 to 10-32; Final EIR/EIS, pp. 2-5 to 2-9; see also Master Response 1, and response to comment 12-37.)

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
	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		

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
	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** 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** 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		

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
	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**		

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
	transportation 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** 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** Concurrent with TRPA's four-year Area Plan recertification process,		

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
	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** 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.		
Impact 10-3: Intersection level of service. (S) Under the Area Plan, future development and redevelopment would occur in the Plan area that would affect the LOS of intersection operations. All study intersections would operate at an acceptable LOS under build-out conditions, with the exception of the SR 28/Grove Street intersection. Implementation of the Area Plan would result in increased vehicular delays at this intersection, thereby exacerbating the existing LOS F condition and creating a **significant** impact. Implementation of Mitigation Measures 10-3a, 10-3b would lessen the effect on intersection LOS by providing a	**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**	SU	**Finding:** Specific considerations, such as economic, social, or technical, make infeasible the mitigation measure or project alternatives discussed in the environmental impact statement on the project. **Rationale:** Under the Area Plan, future development and redevelopment would occur in the Plan area that would affect the

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
pedestrian hybrid beacon crossing at the SR 28 and Grove Street intersection, with the approval of Caltrans for work proposed within the State highway, which would reduce the influence of pedestrian crossings on LOS; by establishing a County Service Area Zone of Benefit to fund expansion of transit service, 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 10-3a and 10-3b would lessen the effect on intersection operations, implementation of the project would still result in increased vehicular delays at the Grove Street/SR 28 intersection and no additional mitigation is feasible. In recognition of the LOS conditions in the Tahoe City Town Center, the Area Plan would revise the LOS standards to allow LOS F during peak periods in town centers (Area Plan Policy T-P-6), and the future LOS conditions would not exceed the proposed LOS standard. However, because the project would result in LOS that exceeds existing standards and no additional mitigation is feasible, this impact is considered **significant and unavoidable**.	**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 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. **Mitigation Measure 10-3b: Obtain a Caltrans Encroachment Permit for Work within the State Highway** 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		LOS of intersection operations. All study intersections would operate at an acceptable LOS under build-out conditions, with the exception of the SR 28/Grove Street intersection. Implementation of the Area Plan would result in increased vehicular delays at this intersection, thereby exacerbating the existing LOS F condition. The project has incorporated Mitigation Measures 10-3a and 10-3b, which will lessen the impact. Specifically, the project will provide a pedestrian hybrid beacon crossing at the SR 28 and Grove Street intersection, which would reduce the influence of pedestrian crossings on LOS; establish a County Service Area Zone of Benefit to fund expansion of transit capacity, which would reduce traffic volumes through regional Capital Improvement projects funded by payment of Tahoe area traffic mitigation fees to Placer County; expand requirements for transportation demand management plans for a greater number of projects that generate employees; establish a

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
	be executed prior to approval of the Improvement Plans.		comprehensive wayfinding program for parking and multi-modal transportation; conduct long-term monitoring and adaptive management and mobility strategies; provide a four-year review of vehicle trips and mobility strategies; and implement TRPA's Congestion Management Process. The intersection LOS after implementation of the mitigation measures would remain unacceptable. The Governing Board finds that legal, economic, social, and technical considerations make further mitigation of this impact infeasible. Therefore, this impact is considered significant and unavoidable. The Governing Board further finds that specific considerations make infeasible, any reasonable alternatives that would both meet the objectives of the Area Plan and reduce the significant and unavoidable impact on the SR 28/Grove Street intersection LOS. To meet TRPA requirements for the consideration of alternatives, the Draft EIR/EIS evaluated the

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
			potential impacts of four Area Plan alternatives, including the no project alternative (Alternative 4). No feasible alternatives, in additional to those proposed in the Draft EIR/EIS, have been identified that would attain the objectives of the Area Plan and reduce the significant and unavoidable impact on intersection LOS. The Final Area Plan and mitigation measures in the Final EIR/EIS reduce the intersection LOS impact to the extent feasible. Thus, the Governing Board finds that all reasonable alternatives were reviewed, analyzed, and discussed in the EIR/EIS review process. (Draft EIR/EIS, pp. 10-35 to 10-38; Final EIR/EIS, pp. 2-8 to 2-9; see also Master Response 1.)
Impact 10-5: Transit service and operations. (PS) The Area Plan is expected to result in increased transit ridership during the peak-hour period. As some TART transit runs between Squaw Valley – Tahoe City, Tahoe City – North Stateline and Northstar – North Stateline in winter currently exceed the seating capacity, this increase in transit ridership would result in a potentially significant impact for the project. Implementation of	**Mitigation Measure 10-5: Create a transit service expansion funding source pursuant to Mitigation Measure 10-1b** This impact would be minimized through the implementation of Mitigation Measure 10-1b described under Impact 10-1, above. This same mitigation measure would be required to address this impact.	LTS	**Finding:** Changes or alterations have been required in or incorporated into such project which avoid or reduce the significant adverse environmental effects to a less than significant level. **Rationale:** The Area Plan is expected to

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
Mitigation Measure 10-5 would establish a funding mechanism that would facilitate increased transit service during peak periods. This increased transit service would accommodate typical peak-period transit loads that would occur with the Area Plan, which would reduce the impact to a **less-than-significan**t level.			result in increased transit ridership during the peak-hour period. As some TART transit runs between Squaw Valley – Tahoe City, Tahoe City – North Stateline and Northstar – North Stateline in winter currently exceed the seating capacity, this increase in transit ridership would result in a potentially significant impact for the Area Plan. Mitigation Measure 10-5 will require that County Service Area Zone of Benefit be established to fund expansion of transit capacity to meet this unmet demand. This mitigation measure will reduce potential impacts to a less-than-significant level. (Draft EIR/EIS, pp. 10-41 to 10-45.)
Air Quality			
Impact 11-2: Short-term construction emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$. (S) Implementation of the proposed Area Plan and subsequent projects would involve construction that would result in the temporary generation of ROG, NO_X, PM_{10} and $PM_{2.5}$ emissions from site preparation (e.g., excavation, grading, and clearing); diesel-powered off-road equipment, trucks hauling materials to and from the site, worker commute exhaust emissions, the application of	**Mitigation Measure 11-2a: Reduce short-term construction-generated emissions of ROG, NO_X, and PM_{10}** Proponents of individual land use development projects in the Plan area subject to TRPA and/or CEQA environmental review shall be required to demonstrate that construction-related emissions of ROG, NO_X, and PM_{10} for each project would be less than PCAPCD's significance standards of 82 lb/day. Every project applicant shall require its prime construction contractor to implement the following	LTS	**Finding:** Changes or alterations have been required in or incorporated into such project which avoid or reduce the significant adverse environmental effects to a less than significant level. **Rationale:** Emissions associated with the construction of future individual

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
architectural coatings, and paving. The anticipated short-term construction emissions of individual development projects under the Area Plan is not anticipated to result in more severe impacts than those identified in the RPU EIS. Emissions associated with the construction emissions of future individual development projects would have the potential to exceed PCAPCD-recommended significance criteria, thereby potentially violating or contributing substantially to the nonattainment status of the LTAB with respect to the CAAQS for ozone and PM_{10}. Thus, the short-term construction emissions in the region would be a **significant** impact. Like other individual projects, construction activity associated the Lodge would result in the temporary generation of ROG, NO_X, PM_{10} and $PM_{2.5}$ emissions. Construction activity would generate emissions of ROG that exceed the PCAPCD-recommended significance criterion of 82 lb/day, thereby potentially violating or contributing substantially to the nonattainment status of the LTAB with respect to the CAAQS for ozone. Thus, the short-term construction emissions of ROG would be **significan**t at the project level for the Lodge.	measures: ◢ Submit to PCAPCD a comprehensive inventory (e.g., make, model, year, emission rating) of all the heavy-duty off-road equipment (50 horsepower of greater) that would be used for 40 or more hours, in aggregate, during a construction season. If any new equipment is added after submission of the inventory, the prime contractor shall contact PCAPCD before the new equipment is used. At least three business days before the use of subject heavy-duty off-road equipment, the project representative shall provide PCAPCD with the anticipated construction timeline including start date, name, and phone number of the property owner, project manager, and onsite foreman; ◢ Before approval of Grading or Improvement Plans, whichever occurs first, the prime contractor shall submit for PCAPCD approval, a written calculation demonstrating that the heavy-duty (> 50 horsepower) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20 percent reduction in NO_X emissions as compared to ARB statewide fleet average emissions. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels,		development projects would have the potential to exceed PCAPCD-recommended significance criteria, thereby potentially violating or contributing substantially to the nonattainment status of the LTAB with respect to the CAAQS for ozone and PM_{10}. Mitigation Measures 11-2a would require that measures be incorporated into projects to reduce short-term construction-generated emissions of ROG, NOx, and PM_{10} to levels below PCAPCD's significance standards. This mitigation measure will reduce potential impacts to a less-than-significant level. (Draft EIR/EIS, pp. 11-17 to 11-23.).

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
	engine retrofit technology, after-treatment products, and/or other options as they become available. The calculation shall be provided using PCAPCD's Construction Mitigation Calculator; ◢ Use existing power sources (e.g., power poles) or clean fuel (e.g., gasoline, biodiesel, natural gas) generators during construction rather than temporary diesel power generators to the extent feasible; ◢ During construction, minimize idling time to a maximum of 5 minutes for all diesel-powered equipment; and/or ◢ Post signs in the designated queuing areas of the construction site to remind off-road equipment operators that idling is limited to a maximum of 5 minutes. Every project applicant shall require additional measures, as necessary, to ensure that construction-related emissions would not exceed PCAPCD's significance standards for of ROG, NO_X, and PM_{10} of 82 lb/day. These additional measures may include, but are not limited to, the following: ◢ Use of Tier 3 or better engines for construction equipment, ◢ Use of no- or low-solids content (i.e., no- or low-VOC) architectural coatings that meet or exceed the VOC-requirements of PCAPCD Rule 218. Implementation of		

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
	this measure would reduce ROG emissions from architectural coating by 90 percent, and/or ◢ Participate in PCAPCD's offsite mitigation program, the Land Use Air Quality Mitigation Fund, by paying the equivalent amount of fees for the project's contribution of ROG or NO_X that exceeds the 82 lb/day significance criteria, or the equivalent as approved by PCAPCD. The applicable fee rates of the program change over time. The actual amount to be paid shall be determined, and satisfied per current guidelines, at the time of approval of the Grading or Improvement Plans.		
Impact 11-5: Exposure of sensitive receptors to toxic air contaminant emissions. (S) Consistent with the Regional Plan, the proposed Area Plan would not site sensitive receptors near any major roadways or stationary sources of toxic are contaminants (TACs), nor would the proposed project result in the siting of new stationary sources of TACs. However, implementation of projects under the Area Plan could potentially result in exposure of sensitive receptors to substantial TAC concentrations during construction. This would be **significant** impact at the program-level.	**Mitigation Measure 11-5: Reduce short-term construction-generated TAC emissions** 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). 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	LTS	**Finding:** Changes or alterations have been required in or incorporated into such project which avoid or reduce the significant adverse environmental effects to a less than significant level **Rationale:** Implementation of projects under the Area Plan could potentially result in exposure of sensitive receptors to substantial TAC concentrations during construction. Mitigation Measure 11-5 will require proponents of individual development projects to demonstrate that construction activities would follow

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
	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.		PCAPCD's recommended BMPS and to ensure construction-related TAC emissions would not expose nearby sensitive receptors to TAC emissions that would cause an unacceptable health risk. This mitigation measure will reduce potential impact to a less-than-significant level. (Draft EIR/EIS, pp. 11-35 to 11-39.)
Greenhouse Gas Emissions and Climate Change			
Impact 12-1: Generation of GHG emissions. (PS) Implementation of the Area Plan would result in a modest level of population growth from existing conditions in 2015, and development/redevelopment would result in construction- and operation-related GHG emissions. Construction-related emissions would primarily be associated with heavy-duty construction equipment and truck and vehicle exhaust associated with project development. Long-term operational sources of GHG emissions associated with the Area Plan would include area sources (e.g.,	**Mitigation Measure 12-1: Implement all feasible energy, water, transportation, and vegetation measures recommended by PCAPCD** 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. Also, initiate a funding program to apply these measures to existing facilities within the Plan area, as feasible (PCAPCD 2012).	SU	**Finding:** Specific considerations, such as economic, social, or technical, make infeasible the mitigation measure or project alternatives discussed in the environmental impact statement on the project. **Rationale:** Implementation of the Area Plan would result in a modest level of population growth from existing conditions in 2015, and

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
landscaping equipment, snow removal equipment, wood-burning appliances), mobile sources (e.g., vehicle exhaust), energy consumption (e.g., electricity and natural gas), solid waste (e.g., emissions that would occur at a landfill associated with solid waste decomposition), and water consumption (e.g., electricity used to deliver and treat water to serve the region). Buildout of the Area Plan would result in slightly more building square footage than considered in the RPU EIS (as shown in Table 12-5). Conversely (as explained in Section 12.4.1), vehicle activity in the Plan area would be lower, when compared to that evaluated in the RPU EIS. By 2035, the combination of increased building area and decreased vehicle activity under the Area Plan would result in a net decrease in long-term operational GHG emissions from existing 2015 conditions and lower emissions than would have occurred under the RPU EIS analyses under the project. Generally, because a substantial portion of "new" development would actually be redevelopment, that is, new, more energy-efficient buildings would replace older, less efficient ones, GHG emissions per unit of development would be reduced. The level of construction-generated GHG emissions from all new development and redevelopment in accordance with the Area Plan cannot be known at the time of writing this EIR/EIS. Although construction activities in the Plan area would be subject to TRPA's Best Construction Practices Policy that were compiled pursuant to RPU EIS mitigation measures, emissions from construction activities over the buildout period of the Area Plan could still be substantial. While an overall reduction in GHG emissions from existing conditions is anticipated, it would not, however, be sufficient to	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.		development/redevelopment would result in construction- and operation-related GHG emissions. Construction-related emissions would primarily be associated with heavy-duty construction equipment and truck and vehicle exhaust associated with project development. Long-term operational sources of GHG emissions associated with the Area Plan would include area sources, mobile sources, energy consumption, solid waste, and water consumption. Buildout of the Area Plan would result in slightly more building square footage than considered in the RPU EIS. Conversely, vehicle activity in the Plan area would be lower. By 2035, the combination of increased building area and decreased vehicle activity under the Area Plan would result in a net decrease in long-term operational GHG emissions from existing 2015 conditions and lower emissions than would have occurred under the RPU EIS analyses under the project. Generally, because a substantial portion of "new" development would actually be redevelopment, that is, new, more energy-

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
meet California's GHG reduction goals. Thus, anticipated future GHG emissions in the Plan area would not result in more severe impacts than already analyzed in the RPU but the GHG impact in the region and would remain **significant and unavoidable**. Implementation of Mitigation Measure 12-1 would reduce GHG emissions further, but the extent of this additional reduction depends on market conditions, available technology, and general participation rates, and does not guarantee that Area Plan emissions would meet California GHG reduction goals.			efficient buildings would replace older, less efficient ones, GHG emissions per unit of development would be reduced. Emissions from construction activities over the buildout period of the Area Plan could still be substantial. While an overall reduction in GHG emissions from existing conditions is anticipated, it would not, however, be sufficient to meet California's GHG reduction goals. Thus, anticipated future GHG emissions in the Plan area would not result in more severe impacts than already analyzed in the RPU but the GHG impact in the region and would remain significant. Implementation of Mitigation Measure 12-1 would reduce GHG emissions further, but the extent of this additional reduction depends on market conditions, available technology, and general participation rates, and does not guarantee that Area Plan emissions would meet California GHG reduction goals. The Governing Board finds that legal, economic, social, and technical considerations make further mitigation of this impact infeasible. Therefore, this

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
			impact is considered significant and unavoidable. To meet TRPA requirements for the consideration of alternatives, the Draft EIR/EIS evaluated the potential impacts of four Area Plan alternatives, including the no project alternative (Alternative 1). No feasible alternatives, in additional to those proposed in the Draft EIR/EIS, have been identified that would attain the objectives of the Area Plan and reduce the significant and unavoidable impact of increased overall GHG emissions. The Final Area Plan and mitigation measures in the Final EIR/EIS reduce the rate of GHG emissions per capita to the extent feasible. Thus, the Governing Board finds that all reasonable alternatives were reviewed, analyzed, and discussed in the EIR/EIS review process. (Draft EIR/EIS, pp. 12-15 to 12-28; Final EIR/EIS, p. 2-34; see also response to comment 10-6.)

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
Cumulative Impacts			
Cumulative Transportation and Circulation			
Cumulative Impact 10-1: Roadway LOS under 2035 cumulative scenarios. (S) Table 19-3 shows existing roadway directional volume and LOS and the cumulative peak-hour directional roadway traffic volumes and LOS for the project, which includes buildout of the Area Plan. In future cumulative conditions for the Area Plan, LOS on the segment of SR 28 east of the SR 89 between the Wye intersection and Grove Street in Tahoe City would worsen from LOS E (for four hours per day or less) in the westbound direction to LOS F. The eastbound direction, which is currently at LOS F, would worsen. Because this roadway segment would operate at an unacceptable level, this would be a **significant cumulative impact**. As described in Impact 10-1, the proposed Area Plan would have a significant impact related to LOS in this roadway segment, thus the Area Plan would make a considerable contribution to a cumulatively significant impact. As described under Impact 10-1, after implementation of all feasible mitigation, this impact would remain **significant and unavoidable**. As this is a recognized problem, the Area Plan proposes to adopt a substitute standard as allowed by the Regional Plan, to modify the current LOS standards as described in Area Policy T-P-6. If this policy is adopted, the LOS impact at SR 28 in Tahoe City would be consistent with the adopted LOS standard.	As described in Impact 10-1, no additional mitigation is feasible.	SU	**Finding:** Specific considerations, such as economic, social, or technical, make infeasible the mitigation measure or project alternatives discussed in the environmental impact statement on the project. **Rationale:** In future cumulative conditions for the project, LOS on the segment of SR 28 east of the SR 89 between the Wye intersection and Grove Street in Tahoe City would worsen from LOS E (for four hours per day or less) in the westbound direction to LOS F. The eastbound direction, which is currently at LOS F, would worsen. To lessen these impacts, the project is required to implement Mitigation Measures 10-1a, 10-1b, 10-1c, 10-1d, 10-1e, 10-1f. 10-1g, and 10-1h. Specifically, the project shall provide a pedestrian hybrid beacon crossing at the SR 28 and Grove Street intersection, which would reduce the influence of pedestrian crossings on LOS; establish a County Service Area Zone of Benefit to fund expansion of

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
			transit capacity, which would reduce traffic volumes; require payment of Tahoe area traffic mitigation fees to Placer County to fund identified regional Capital Improvement Projects; expand requirements for transportation demand management plans for a greater number of projects that generate employees; establish a comprehensive wayfinding program for parking and multi-modal transportation; conduct long-term monitoring and adaptive management and mobility strategies; provide a four-year review of vehicle trips and mobility strategies; and implement TRPA's Congestion Management Process. The roadway LOS after implementation of these mitigation measures would remain unacceptable. The Governing Board finds that legal, economic, social, and technical considerations make further mitigation of this impact infeasible. Therefore, this impact is considered significant and unavoidable. The Governing Board further finds that

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
			specific considerations make infeasible, any reasonable alternatives that would both meet the objectives of the Area Plan and reduce the significant and unavoidable impact on the LOS on SR 28 between the Tahoe City Wye and Grove Street. To meet TRPA requirements for the consideration of alternatives, the Draft EIR/EIS evaluated the potential impacts of four Area Plan alternatives, including the no project alternative (Alternative 4). No feasible alternatives, in additional to those proposed in the Draft EIR/EIS, have been identified that would attain the objectives of the Area Plan and reduce the significant and unavoidable impact on roadway LOS. The Final Area Plan and mitigation measures in the Final EIR/EIS reduce the roadway LOS impact to the extent feasible. Thus, the Governing Board finds that all reasonable alternatives were reviewed, analyzed, and discussed in the EIR/EIS review process. (Draft EIR/EIS, pp. 19-15 to 19-16.)

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
Cumulative Impact 10-2: Impact on local residential streets under 2035 cumulative scenarios. (S) In future cumulative peak summer traffic periods, the capacity of SR 28 in the Tahoe City Town Center will continue to be exceeded, resulting in long traffic queues, particularly in the westbound direction. Long traffic queues can result in the diversion of some traffic onto local residential streets. In this case, Fairway Drive could be affected by diverted traffic. Given the Placer County guideline regarding traffic volumes on residential streets (2,500 vehicles per day) and the existing traffic volume (600 vehicles per day), daily traffic volume on Fairway Drive would have to increase by 1,900 vehicles per day to exceed capacity. Table 19-4 shows the average daily trips (ADT) likely to occur on study roadway segments under future cumulative conditions the project. Under cumulative conditions, ADT on SR 28 in Tahoe City between Grove Street and Jackpine Street is expected to increase by a total of 2,300 vehicles per day under the proposed Area Plan. While there are factors that indicate actual diversion volumes will be substantially below the ADT figures discussed above, such as the proportion of traffic that is bound to Tahoe City or to SR 89 south and the proportion of daily traffic increase that will occur during periods of traffic congestion, this impact is still considered to be a potentially significant cumulative impact. As discussed in Impact 10-2 in Chapter 10, the Area Plan would contribute to the increase in ADT on this roadway segment. While the Area Plan by itself would not result in significant impacts, it would make a **considerable contribution to a potential cumulatively significant impact** related to traffic diversion onto local streets.	**Cumulative Mitigation Measure 10-2: Fairway Drive monitoring and traffic management program** At least every 5 years, Placer County would conduct traffic counts on Fairway Drive between Bunker Drive and Grove Street for a two-week period in early August (peak summer traffic season). These counts will be summarized by day and by direction. If on any one day the daily two-way total traffic volume exceeds 1,700 vehicles, the County will implement traffic management measures to reduce diversion traffic on Fairway Drive and connecting local residential streets to maintain daily two-way total traffic volumes below 2,500 vehicles. Traffic management measures could include, but are not limited to: additional signage, increased traffic speed enforcement, speed cushions, and turn prohibitions.	LTS	**Finding:** Changes or alterations have been required in or incorporated into such project which avoid or reduce the significant adverse environmental effects to a less than significant level. **Rationale:** Under cumulative conditions, ADT on SR 28 in Tahoe City between Grove Street and Jackpine Street is expected to increase by a total of 2,300 vehicles per day under the proposed Area Plan. While there are factors that indicate actual diversion volumes will be substantially below the ADT figures discussed above, such as the proportion of traffic that is bound to Tahoe City or to SR 89 south and the proportion of daily traffic increase that will occur during periods of traffic congestion, the Area Plan would contribute to the increase in ADT on Fairway Drive. While the Area Plan by itself would not result in significant impacts, it would make a considerable contribution to a potential cumulatively significant impact related to traffic diversion onto local streets. Cumulative Mitigation Measure 10-

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
			2 will require monitoring on Fairway Drive and implementation of a traffic management plan. This mitigation measure plan will reduce potential impacts to a less-than-significant level. (Draft EIR/EIS, pp. 19-16 to 19-17.)
Cumulative Impact 10-3: Intersection LOS under future cumulative scenarios. (S) Table 19-4 shows existing LOS at study intersections within the Plan area and summarizes the intersection LOS conditions under future cumulative conditions, including both the Area Plan and Lodge. Under existing conditions all study intersections operate at acceptable levels except for the SR 28/Grove Street intersection, which operated at an unacceptable LOS F under summer peak PM conditions. As shown in Table 19-4, under future cumulative conditions, existing unacceptable LOS F conditions at the SR 28 and Grove Street intersection in Tahoe City would be exacerbated. Because already unacceptable intersection LOS would be degraded, this would be **a significant cumulative impact**. As described in Impact 10-3 in Chapter 10, the proposed Area Plan would have a significant impact related to LOS at this intersection, this would make a **considerable contribution to a cumulatively significant impact**. As described under Impact 10-3, after implementation of all feasible mitigation, this impact would remain **significant and unavoidable**. As this is a recognized problem, the Area Plan proposes to include a substitute standard that would	As described in Cumulative Impact 10-3, no additional mitigation is feasible.	SU	**Finding:** Specific considerations, such as economic, social, or technical, make infeasible the mitigation measure or project alternatives discussed in the environmental impact statement on the project. **Rationale:** Under future cumulative conditions, existing unacceptable LOS F conditions at the SR 28 and Grove Street intersection in Tahoe City would be exacerbated. The project has incorporated Mitigation Measures 10-3a and 103-b, which will less this impact. Specifically, the project shall provide a pedestrian hybrid beacon crossing at the SR 28 and Grove Street intersection, which would reduce the influence of pedestrian crossings on LOS; establish a County Service Area Zone of Benefit to fund expansion of transit capacity, which would reduce traffic

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
modify the current LOS standards as described in Area Policy T-P-6. If this policy is adopted, the LOS impact at SR 28 and Grove Street intersection in Tahoe City would be consistent with the adopted LOS standard.			volumes; require payment of Tahoe area traffic mitigation fees to Placer County to fund identified regional Capital Improvement Projects; expand requirements for transportation demand management plans for a greater number of projects that generate employees; establish a comprehensive wayfinding program for parking and multi-modal transportation; conduct long-term monitoring and adaptive management and mobility strategies; provide a four-year review of vehicle trips and mobility strategies; and implement TRPA's Congestion Management Process. The intersection LOS after implementation of these mitigation measures would remain unacceptable. The Governing Board finds that legal, economic, social, and technical considerations make further mitigation of this impact infeasible. Therefore, this impact is considered significant and unavoidable. The Governing Board further finds that specific considerations make infeasible, any reasonable alternatives that would both meet the objectives of the Area Plan and reduce the significant and unavoidable

Significant Adverse Environmental Impact (Level of Significance Before Mitigation)	Adopted Mitigation Measure(s)	Level of Significance after Mitigation	Findings
			impact on the SR 28/Grove Street intersection LOS. To meet TRPA requirements for the consideration of alternatives, the Draft EIR/EIS evaluated the potential impacts of four Area Plan alternatives, including the no project alternative (Alternative 4). No feasible alternatives, in additional to those proposed in the Draft EIR/EIS, have been identified that would attain the objectives of the Area Plan and reduce the significant and unavoidable impact on intersection LOS. The Final Area Plan and mitigation measures in the Final EIR/EIS reduce the intersection LOS impact to the extent feasible. Thus, the Governing Board finds that all reasonable alternatives were reviewed, analyzed, and discussed in the EIR/EIS review process. (Draft EIR/EIS, p. 19-17)

Attachment F
Tahoe Regional Planning Agency
Ordinance 2017-

TAHOE REGIONAL PLANNING AGENCY
ORDINANCE 2017-

AN ORDINANCE AMENDING ORDINANCE 87-9, AS AMENDED, TO ADOPT THE PLACER COUNTY TAHOE BASIN AREA PLAN

The Governing Board of the Tahoe Regional Planning Agency does ordain as follows:

Section	**Findings**
1.00	
1.05	The Tahoe Regional Planning Compact (P. L. 96-551, 94 Stat. 3233, 1980) created the Tahoe Regional Planning Agency (TRPA) and empowered it to set forth environmental threshold carrying capacities ("threshold standards") for the Tahoe Region.
1.10	The Compact directs TRPA to adopt and enforce a Regional Plan that, as implemented through agency ordinances, rules and regulations, will achieve and maintain such threshold standards while providing opportunities for orderly growth and development consistent with such thresholds.
1.15	The Compact further requires that the Regional Plan attain and maintain federal, state, or local air and water quality standards, whichever are strictest, in the respective portions of the region for which the standards are applicable.
1.20	Compact Art. V(c) states that the TRPA Governing Board and Advisory Planning Commission shall continuously review and maintain the Regional Plan.
1.25	In June 1987, the TRPA Governing Board adopted Ordinance 87-9, which established the Regional Plan and included, amongst other things, the Goals & Policies and the Code of Ordinances ("Code").
1.30	It is necessary and desirable to amend TRPA Ordinance 87-9, as previously amended, as it relates to the Regional Plan of the TRPA by amending the Regional Plan pursuant to Article VI (a) and other applicable provisions of the Tahoe Regional Planning Compact in order to accelerate attainment and ensure maintenance of the threshold standards.
1.35	TRPA has made the necessary findings required by Article V of the Compact, Chapter 4 of the Code, and all other applicable rules and regulations, and incorporates these findings fully herein.
1.45	The Advisory Planning Commission (APC) and Regional Plan Implementation Committee (RPIC) conducted public hearings on the amendments and recommended adoption of these amendments. The Governing Board has also conducted a noticed public hearing on the amendments. At these

hearings, oral testimony and documentary evidence were received and considered.

1.50 The Governing Board finds that the amendments adopted here will continue to implement the Regional Plan, as amended, in a manner that achieves and maintains the adopted environmental threshold carrying capacities as required by Article V(c) of the Compact.

1.55 Each of the foregoing findings is supported by substantial evidence in the record.

Section 2.00 Amendment of TRPA Regional Plan

2.10 Ordinance 87-9 is hereby amended to include the Placer County Tahoe Basin Area Plan, as set forth in Attachment A and fully incorporated herein.

Section 3.00 Interpretation and Severability

3.10 The provisions of this ordinance adopted hereby shall be liberally construed to affect their purpose. If any section, clause, provision or portion thereof is declared unconstitutional or invalid by a court of competent jurisdiction, the remainder of this ordinance shall not be affected thereby. For this purpose, the provisions of this ordinance are hereby declared respectively severable.

Section 5.00 Effective Date

5.10 The provisions of this ordinance shall be effective immediately upon adoption.

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at a regular meeting held January 25, 2017 by the following vote:

Ayes:

Nays:

Abstain:

Absent:

_____, Chair
Tahoe Regional Planning Agency
Governing Board

Attachment G
Area Plan Finding of Conformance Checklist

Area Plan Finding of Conformance Checklist

Area Plan Name: Placer County Tahoe Basin Area Plan
Lead Agency: Placer County
Submitted to TRPA: June 3, 2015
TRPA File No:
Lead Agency Area Plan Approval Date: December 6, 2016 (anticipated)
APC Hearing Date: December 7, 2016
Governing Board Hearing Date: January 25, 2017
Appeal Deadline: March 27, 2017
MOU Approval Deadline: July 26, 2017
Geographic Area and Description: The Placer County Tahoe Basin Area Plan addresses that portion of Placer County that is also within the jurisdiction of TRPA, encompassing an area of 46,162 acres (72.1 square miles) that includes the communities of Kings Beach/Stateline, Tahoe City, Carnelian Bay, Dollar Point, Sunnyside, Homewood, Tahoe Vista, and Tahoma.
Land Use Classifications Included in Area Plan: Residential, Recreation, Mixed-Use, Tourist, Backcountry, Conservation, Town Center.
Alternative Development Specific Standards: The alternative, or substitute standards described below are included in the PCTBAP. In addition, the PCTBAP Implementing Regulations include development and design standards that would supersede Chapter 36, Design Standards of the Code of Ordinances within mixed use subdistricts. The PCTBAP Implementing Regulations would also supersede Chapter 34, Driveway and Parking Standards, and Chapter 38, Signs, for the entire Plan area.

- **Limited Conversion of CFA to TAUs.** The Area Plan would establish a pilot program for the limited conversion of commercial floor area (CFA) to tourist accommodation units (TAUs) for existing development (held by property owners) and for the CFA supply held by Placer County. The program builds upon the conversion standards currently being developed for the TRPA bonus pool of CFA and TAUs. Limitations include:

  (1) The conversion ratio shall be 450 square feet of CFA = 1 TAU;
  (2) no more than 200 additional TAUs may be established in Placer County through this pilot program and other actions combined;
  (3) converted units may only be used in Placer County Town Centers;
  (4) sites must have best management practices (BMP) certificates;
  (5) sites must have sidewalk access;
  (6) sites must be within 0.25 mile of a transit stop; and
  (7) the program will be periodically monitored for efficacy and future consideration of program adjustments.

  (See Implementing Regulations Section 3.13.B)

- **Allow a Project Area to Include Non-Contiguous Parcels.** This program would allow a project site to include non-contiguous parcels within Town Centers. To utilize this program, all project components must be located on developed land in a mixed-use zoning district within a Town Center, and all applicable development standards would still apply. Projects proposing this option would require TRPA approval (see Implementing Regulations Section 2.09.A.3).

- **Secondary Residences.** This program would expand upon Section 21.3.2 of the TRPA Code to allow market-rate secondary residential units on certain residential parcels less than 1 acre in size, subject to BMP certification, TRPA Code requirements (including allocations), and supplemental design standards. To qualify for the program, either the primary or secondary residence must be occupied at least 10 months per year. Secondary units may not be used as tourist units or converted to TAUs. (See Implementing Regulations Section 3.01.A & B).

Contents of Area Plans	Code	Conformance
General An Area Plan shall consist of applicable policies, maps, ordinances, and any other related materials identified by the lead agency, sufficient to demonstrate that these measures, together with TRPA ordinances that remain in effect, are consistent with and conform to TRPA's Goals and Policies and all other elements of the Regional Plan. In addition to this Section 13.5, additional specific requirements for the content of Area Plans are in subsection 13.6.5.A. The Memorandum of Understanding (MOU) that is associated with an approved Area Plan is a separate, but related, approval and is not part of the Area Plan.	13.5.1	☒Yes ☐No ☐N/A

Notes: The Placer County Tahoe Basin Area Plan (PCTBAP) consists of applicable policies, maps, ordinances and related materials that conform to the Regional Plan. These policies, maps, and ordinances were developed with the specific intent of conforming with the Regional Plan. Development of the PCTBAP included close collaboration between Placer County and TRPA staff, members of the public, and other stakeholders over approximately five years. The proposed land use and zoning maps are consistent with Map 1, Conceptual Regional Land Use Map, of the Regional Plan, with modifications, as follows:

- Tahoe City Town Center boundary modification: The PCTBAP would modify the boundary to remove 7.12 acres of property near the Fairway Community Center, and add 4.2 acres surrounding the Tahoe City Golf Course clubhouse. This modification reduces, the amount of land in the center, reduces the amount of sensitive land in the center, and is consistent with Code Section 13.5.3.G;
- Conservation and Recreation lands: The PCTBAP would revise land use designations for approximately 200 acres of publicly-owned lands from Residential to Conservation (approx. 138 acres) and Recreation (approx. 61 acres);
- Kings Beach land use classification cleanup: The PCTBAP would amend land use designations to maintain consistency with recently surveyed parcel boundaries. The total area affected would be approximately 1 acre.

The FEIR/FEIS prepared for the PCTBAP found no significant unmitigable impacts on the environment that would not also occur without adoption of the Area Plan (i.e., under the no project alternative). The TRPA ordinances that are not amended by the PCTBAP will continue to be in effect.

Relationship to Other Sections of the Code This section is intended to authorize development and design standards in Area Plans that are different than otherwise required under this Code. In the event of a conflict between the requirements in this section and requirements in other parts of the Code, the requirements in this section shall apply for the purposes of developing Area Plans. Except as otherwise specified, Code provisions that apply to Plan Area Statements (Chapter 11), Community Plans (Chapter 12), and Specific and Master Plans (Chapter 14) may also be utilized in a Conforming Area Plan. If an Area Plan proposes to modify any provision that previously applied to Plan Area Statements, Community Plans, or Specific and Master Plans, the proposed revision shall be analyzed in accordance with Code Chapters 3 and 4.	13.5.2	☒Yes ☐No ☐N/A
Notes: The PCTBAP modifies provisions that previously applied to Plan Area Statements and Community Plans consistent with Code Section 13.5.2. It also proposes substitute development and design standards and guidelines. These changes have been evaluated in an Environmental Impact Statement consistent with the Tahoe Regional Planning Compact, Chapter 3 of the Code of Ordinances, and the rules of procedure. Chapter 3, 4 and 13 findings have been prepared for the PCTBAP and are included in the Governing Board packet.		

Development and Community Design Standards for Area Plans		
Area Plans shall have development standards that are consistent with those in Table 13.5.3-1.		
Maximum Building Height	**Code**	**Conformance**
Area Plans shall have development standards that are consistent with those in Table 13.5.3-1.		
Outside of Centers building height standards consistent with Code Section 37.4	13.5.3	☒Yes ☐No ☐N/A
Notes: The PCTBAP does not propose any changes to existing height ordinances outside of the Town Center. Existing TRPA height standards in Chapter 37 of the TRPA Code will remain in effect outside of Town Centers (see PCTBAP Implementing Regulations Section 3.10).		
Within Town Centers up to 4 stories (56 ft.) maximum	13.5.3	☒Yes ☐No ☐N/A
Notes: The PCTBAP proposes more restrictive height standards within Town Centers than allowed for in Table 13.5.3-1. Within portions of Town Centers designated as core areas, building height is restricted to 56 ft. and four stories. Within portions of Town Centers designated as transition areas, building height is limited to 46 ft. and three stories. (see PCTBAP Implementing Regulations Section 2.09.A & B).		
Within the Regional Center up to 6 stories (95 ft.) maximum	13.5.3	☐Yes ☐No ☒N/A
Notes: The PCTBAP does not include the Regional Center.		
Within the High-Density Tourist District up to 197 feet maximum	13.5.3	☐Yes ☐No ☒N/A
Notes: The PCTBAP does not include the High-Density Tourist District.		

Density	Code	Conformance
Single Family Dwelling consistent with Code Section 31.3	13.5.3	☒Yes ☐No ☐N/A
Notes: The PCTBAP proposed density standards for single-family dwellings is consistent with Section 31.3 (see PCTBAP Implementing Regulations Section 3.04).		
Multiple-Family Dwelling outside of Centers consistent with Code Section 31.3	13.5.3	☒Yes ☐No ☐N/A
Notes: The PCTBAP proposed density standards for multiple-family swellings outside of Town Centers is consistent with Section 31.3 (see PCTBAP Implementing Regulations Section 3.04).		
Within Centers Multi-Family Dwelling **Residential 25 units/acre maximum** **Tourist (other than bed & breakfast) 40 units/acre maximum**	13.5.3	☒Yes ☐No ☐N/A
Notes: The PCTBAP proposed density standards for multiple-family dwellings outside of Town Centers is consistent with Section 31.3 (see PCTBAP Implementing Regulation Section 3.04).		
Land Coverage	**Code**	**Conformance**
Land coverage consistent with Section 30.4 of the TRPA Code	13.5.3	☒Yes ☐No ☐N/A
Notes: The PCTBAP proposed land coverage standards are consistent with Section 30.4. The PCTBAP would not change coverage standards outside of Town Centers. Maximum transferred coverage limits within Town Centers are consistent with Code section 30.4.2.B (see PCTBAP Implementing Regulations Section 3.03).		
Alternative Comprehensive Coverage Management System (see below)	13.5.3.B.1	☐Yes ☐No ☒N/A
Notes: The PCTBAP does not propose an alternative comprehensive coverage management system. Future development of an alternative development comprehensive coverage management system would require an amendment to the PCTBAP and approval by TRPA.		
Complete Streets	**Code**	**Conformance**
Area Plan conforms to Section 36.5 of the Code of Ordinances.	13.5.3	☒Yes ☐No ☐N/A
Notes: The PCTBAP conforms with the complete streets provisions of Section 36.5, and provides additional requirements to implement complete street concepts. The PCTBAP includes streetscape design standards (See PCTBAP Implementing Regulations Section 3.06), development standards that require complete street improvements with new development and substantial alteration of existing properties (see PCTBAP Implementing Regulations Sections 2.04.A.4.a; 2.04.B.4.a; 2.04.C.4.a; and 2.04.D.4.a), as well as design guidelines that promote street frontage designs that are compatible with complete streets concepts (see PCTBAP Implementing Regulations Section 2.04.A.5.a and 2.04.B.5.a). The exact requirements vary by zoning subdistrict. Within some mixed-use areas, the development standards modify existing setback standards and require pedestrian improvements between the building frontage and the sidewalk. The development standards also require the incorporation of planned bicycle and pedestrian trails and improvements, and in some areas they specify minimum sidewalk widths. Additional requirements apply to properties in mixed use areas fronting SR 28 and 89, including requirements for street trees and pedestrian lights.		
Within Centers plan for sidewalks, trails, and other pedestrian amenities providing safe and convenient non-motorized circulation within Centers, as applicable, and incorporation the Regional Active Transportation Plan	13.5.3	☒Yes ☐No ☐N/A

Notes: The PCTBAP has incorporated the Regional Active Transportation Plan and appropriately plans for bicycle and pedestrian amenities within Centers as well as throughout the Plan area. In addition to the planned improvements and requirements for implementation of complete streets (described above), the PCTBAP includes numerous policies that support safe and convenient non-motorized circulation. These policies include policy T-P-1, which states "Encourage the use of non-auto modes of transportation by incorporating public transit, bicycle, and pedestrian travel amenities in transportation projects and other projects that impact or connect to the transportation network." In addition, the PCTBAP includes 19 separate policies that provide direction on specific approaches to improve the safety, convenience, and function of non-motorized circulation within centers and throughout the Plan area (See PCTBAP Policies T-P-19 through T-P-37).		
Alternative Development Standards and Guidelines Authorized in Area Plans		
Comprehensive Coverage Management Systems	**Code**	**Conformance**
An Area Plan may propose a comprehensive coverage management system as an alternative to the parcel-level coverage requirements outlined in Sections 30.4.1 and 30.4.2, provided that the alternative system shall: 1) reduce the total coverage and not increase the cumulative base allowable coverage in the area covered by the comprehensive coverage management system; 2) reduce the total amount of coverage and not increase the cumulative base allowable coverage in Land Capability Districts 1 and 2; and 3) not increase the amount of coverage otherwise allowed within 300 feet of high water of Lake Tahoe (excluding those areas landward of Highways 28 and 89 in Kings Beach and Tahoe City Town Centers within that zone). For purposes of this provision, "total" coverage is the greater of existing or allowed coverage.	13.5.3.B.1	☐Yes ☐No ☒N/A
Notes: The PCTBAP does not propose an alternative comprehensive coverage management system. Future development of an alternative development comprehensive coverage management system would require an amendment to the PCTBAP and approval by TRPA.		
Alternative Parking Strategies	**Code**	**Conformance**
Area Plan includes shared or area-wide parking strategies to reduce land coverage and make more efficient use of land for parking and pedestrian uses. Shared parking strategies may consider and include the following. o Reduction or relaxation of minimum parking standards; o Creation of maximum parking standards; o Shared parking; o In-lieu payment to meet parking requirements; o On-street parking; o Parking along major regional travel routes; o Creation of bicycle parking standards; o Free or discounted transit; o Deeply discounted transit passes for community residents;	13.5.3.B.2	☒Yes ☐No ☐N/A

and o Paid parking management		
Notes: The PCTBAP includes parking strategies intended to reduce land coverage, make more efficient use of land, and encourage non-auto transportation modes (See PCTBAP Policies T-P-13 through T-P-18). Specific parking strategies include, but are not limited to, a reduction in minimum parking standards for some land uses, establishment of parking maximums, allowing for a 20 percent reduction in parking within Centers and for properties within 300 feet of transit, and calling for the development of an in-lieu fee program to meet parking requirements (see PCTBAP Implementing Regulations Section 3.07A.5).		
Area-wide Water Quality Treatments and Funding Mechanisms	**Code**	**Conformance**
Area Plan includes water quality treatments and funding mechanisms in lieu of certain site-specific BMPs, subject to the following requirements. o Area-wide BMPs shall be shown to achieve equal or greater effectiveness and efficiency at achieving water quality benefits to certain site-specific BMPs and must infiltrate the 20-year, one-hour storm; o Plans should be developed in coordination with TRPA and applicable state agencies, consistent with applicable TMDL requirements; o Area-wide BMP project areas shall be identified in Area Plans and shall address both installation and ongoing maintenance; o Strong consideration shall be given to areas connected to surface waters; o Area-wide BMP plans shall consider area-wide and parcel level BMP requirements as an integrated system; o Consideration shall be given to properties that have already installed and maintained parcel-level BMPs, and financing components or area-wide BMP plans shall reflect prior BMP installation in terms of the charges levied against projects that already complied with BMP requirements with systems that are in place and operational in accordance with applicable BMP standards. o Area-wide BMP Plans shall require that BMPs be installed concurrent with development activities. Prior to construction of area-wide treatment facilities, development projects shall either install parcel-level BMPs or construct area-wide improvements.	13.5.3.B.3	☐Yes ☐No ☒N/A
Notes: The PCTBAP does not propose new area-wide water quality treatment programs in-lieu of site-specific BMPs. The PCTBAP includes policies WQ-P-5 and WQ-P-6, which call for evaluating the feasibility of and pursuing Area-Wide water quality districts and public stormwater districts. However,		

these districts have not been developed and would not be approved as part of the PCTBAP. The future establishment of such districts would require a separate evaluation for conformance with the Regional Plan.		
Alternative Transfer Ratios for Development Rights	**Code**	**Conformance**
Within a Stream Restoration Plan Area as depicted in Map 1 in the Regional Plan, an Area Plan may propose to establish alternative transfer ratios for development rights based on unique conditions in each jurisdiction, as long as the alternative transfer ratios are determined to generate equal or greater environment gain compared to the TRPA transfer ratios set forth in Chapter 51: Transfer of Development.	13.5.3.B.4	☐Yes ☐No ☒N/A
Notes: The PCTBAP does not propose alternative transfer ratios for development rights within a Stream Restoration Plan Area.		

Development Standards and Guidelines Encouraged in Area Plans	**Code**	**Conformance**
Urban Bear Strategy In Area Plans, lead agencies are encouraged to develop and enforce urban bear strategies to address the use of bear-resistant solid waste facilities and related matters.	13.5.3.C.1	☒Yes ☐No ☐N/A
Notes: The PCTBAP includes policy SE-P-2, which states "Coordinate with partner agencies to manage bear populations and minimize conflicts with people. Programs should emphasize public education and expand the use of bear-proof solid waste enclosures."		
Urban Forestry In Area Plans, lead agencies are encouraged to develop and enforce urban forestry strategies that seek to reestablish natural forest conditions in a manner that does not increase the risk of catastrophic wildfire.	13.5.3.C.2	☒Yes ☐No ☐N/A
Notes: The PCTBAP includes policy VEG-P-2, which states "Support forest enhancement projects being completed by land management agencies and fire districts, including selective cutting and controlled burning projects that improve forest health and reduce the risk of catastrophic wildfire." In addition, the PCTBAP includes requirements for the planting of street trees along SR 89 and SR 28 within mixed-use areas (see PCTBAP Implementing Regulations Section 2.04.A.4.a.ii(1)).		

Development on Resort Recreation Parcels	Code	Conformance
In addition to recreation uses, an Area Plan may allow the development and subdivision of tourist, commercial, and residential uses on the Resort Recreation District parcels depicted on Map 1 of the Regional Plan and subject to the following conditions: o The parcels must become part of an approved Area Plan; o Subdivisions shall be limited to "air space condominium" divisions with no lot and block subdivisions allowed; o Development shall be transferred from outside the area designated as Resort Recreation; and o Transfers shall result in the retirement of existing development.	13.5.3.D	☐Yes ☐No ☒N/A
Notes: There are no Resort Recreation parcels within the PCTBAP.		
Greenhouse Gas Reduction Strategy	**Code**	**Conformance**
To be found in conformance with the Regional Plan, Area Plans shall include a strategy to reduce emissions of Greenhouse Gases from the operation or construction of buildings. The strategy shall include elements in addition to those included to satisfy other state requirements or requirements of this code. Additional elements included in the strategy may include but are not limited to the following: o A local green building incentive program to reduce the energy consumption of new or remodeled buildings; o A low interest loan or rebate program for alternative energy projects or energy efficiency retrofits; o Modifications to the applicable building code or design standards to reduce energy consumption; or o Capital improvements to reduce energy consumption or incorporate alternative energy production into public facilities.	13.5.3.E	☒Yes ☐No ☐N/A
Notes: The PCTBAP includes the continued implementation of the mPOWER (money for property owner water and energy efficiency retrofitting) program. This program provides residential and non-residential property owners with financing to retrofit existing buildings with energy efficiency, water conservation, and renewable energy systems (See PCTBAP policy AQ-P-6).		
Community Design Standards		
To be found in conformance with the Regional Plan, Area Plans shall require that all projects comply with the design standards in this subsection. Area Plans may also include additional or substitute requirements not listed below that promote threshold attainment.		

Site Design	Code	Conformance
Development in All Areas All new development shall consider, at minimum, the following site design standards: o Existing natural features retained and incorporated into the site design; o Building placement and design that are compatible with adjacent properties and designed in consideration of solar exposure, climate, noise, safety, fire protection, and privacy; o Site planning that includes a drainage, infiltration, and grading plan meeting water quality standards, and o Access, parking, and circulation that are logical, sage, and meet the requirements of the transportation element.	13.5.3.F.1.a	☒Yes ☐No ☐N/A
Notes: The PCTBAP includes detailed design standards and guidelines. These standards address retention of natural features; building placement that is compatible with adjacent properties and considers sun, climate, noise, safety, and privacy; and site planning that includes a drainage, infiltration, and grading plan that meets water quality standards (see PCTBAP Implementing Regulations Section 3.09). The PCTBAP also includes detailed parking and access design standards that are logical and consistent with the transportation element of the Regional Plan (See PCTBAP Implementing Regulations Section 3.07).		
Development in Regional Center or Town Center In addition to the standards above, development in Town Centers or the Regional Center shall address the following design standards: o Existing or planned pedestrian and bicycle facilities shall connect properties within Centers to transit stops and the Regional Bicycle and Pedestrian network. o Area Plans shall encourage the protection of views of Lake Tahoe. o Building height and density should be varied with some buildings smaller and less dense than others. o Site and building designs within Centers shall promote pedestrian activity and provide enhanced design features along public roadways. Enhanced design features to be considered include increased setbacks, stepped heights, increased building articulation, and/or higher quality building materials along public roadways. o Area Plans shall include strategies for protecting undisturbed sensitive lands and, where feasible, establish park or open space corridors connecting	13.5.3.F.1.b	☒Yes ☐No ☐N/A

undisturbed sensitive areas within Centers to undisturbed areas outside of Centers.		
Notes: The PCTBAP includes a comprehensive network of existing and planned pedestrian and bicycle facilities that connect properties within Centers to other multi-modal transportation options (See PCTBAP Figures 5-3 through 5-5). The PCTBAP development standards require that projects incorporate planned pedestrian and bicycle facilities with new development and substantial alteration of existing properties (see PCTBAP policy T-P-19 and Implementing Regulations Sections 2.04.A.4.a; 2.04.B.4.a; 2.04.C.4.a; and 2.04.D.4.a). The PCTBAP includes a series of policies that call for the protection and enhancement of scenic views, including views of Lake Tahoe (See PCTBAP policies SR-P-1 through SR-P-9). In addition, the PCTBAP Implementing Regulations includes a new requirement that four-story buildings located in Centers between Lake Tahoe and SR 28 or 89 must maintain at least 35 percent of the site as an open view corridor or increase existing view corridors by at least 10 percent (see Section 2.09.A.1.a.ii). Building height (and therefore the density that can be achieved within a project area) are varied within Town Centers. The PCTBAP establishes core areas within Centers that allow for greater height, and transition areas within Centers where building height is more limited (See PCTBAP Implementing Regulations Section 2.09.A.1 and 2). Detailed design standards are included in the PCTBAP, which address pedestrian activity and enhanced design features along public roadways in Centers. The standards address building articulation, street frontage landscaping, stepped heights, and other building form requirements. The exact standards vary by Center. See for example, the Greater Tahoe City Mixed Use subdistrict standards in Implementing Regulations Section 2.04.A.4. The PCTBAP includes special planning areas with specific requirements for protecting undisturbed open space, restoring disturbed SEZs, and creating open space corridors connecting undisturbed sensitive areas within Centers to undisturbed areas outside of Centers (See PCTBAP Implementing Regulations Sections 2.09.B.1, 3, and 5).		
Building Height o Area Plans may allow building heights up to the maximum limits in Table 13.5.3-1 of the Code of Ordinances o Building height limits shall be established to ensure that buildings do not project above the forest canopy, ridge lines, or otherwise detract from the viewshed. o Area Plans that allow buildings over two stories in height shall, where feasible, include provisions for transitional height limits or other buffer areas adjacent to areas not allowing buildings over two stories in height.	13.5.3.F.2	☒Yes ☐No ☐N/A
Notes: The PCTBAP allows building heights up to the limits allowed in Table 13.5.3-1 of the Code, and it includes transitional height limits and upper story setbacks. Within portions of Town Centers designated as core areas, building height is restricted to 56 ft. and four stories. Within portions of Town Centers		

designated as transition areas, building height is limited to 46 ft. and three stories. (see PCTBAP Implementing Regulations Section 2.09.A & B). Existing TRPA height standards in Chapter 37 of the TRPA Code will remain in effect outside of Town Centers (see PCTBAP Implementing Regulations Section 3.10). Policy SR-P-9 states that "To ensure viewshed protection and compatibility with adjacent uses, new construction of buildings must not project above the forest canopy, ridgelines, or otherwise detract from the viewshed". In addition, PCTBAP Implementing Regulations sections 2.09.A.1 and 2, and section 3.09.A require that any three or four story building in a Town Center must meet the findings listed in section 37.7.16 of the TRPA Code of Ordinances, which ensure that buildings do not project above the forest canopy, ridge lines, or otherwise detract from the viewshed.		
Building Design Standards shall be adopted to ensure attractive and compatible development. The following shall be considered: o Buffer requirements should be established for noise, snow removal, aesthetic, and environmental purposes. o The scale of structures should be compatible with existing and planned land uses in the area. o Viewsheds should be considered in all new construction. Emphasis should be placed on lake views from major transportation corridors. o Area Plans shall include design standards for building design and form. Within Centers, building design and form standards shall promote pedestrian activity.	13.5.3.F.3	☒Yes ☐No ☐N/A
Notes: The PCTBAP includes detailed standards for building design and form that have been developed to ensure attractive and compatible development. These standards address compatibility with adjacent properties, including scale and design for noise, snow removal, aesthetic, and environmental purposes (see PCTBAP Implementing Regulations Section 3.09). Section 3.09.A.2 requires the consideration of viewsheds in the design of buildings, and the PCTBAP includes a new requirement that four-story buildings located in Centers between Lake Tahoe and SR 28 or 89 must maintain at least 35 percent of the site as an open view corridor or increase existing view corridors by at least 10 percent (see Section 2.09.A.1.a.ii). The PCTBAP includes specific building design and form standards for Centers that are intended to promote pedestrian activity. The exact standards vary between subdistricts within Centers (See PCTBAP Implementing Regulations Sections 2.04.A.4 and 2.04.B.4).		
Landscaping The following should be considered with respect to this design component of a project: o Native vegetation should be utilized whenever possible, consistent with Fire Defensible Space Requirements. o Vegetation should be used to screen parking, alleviate long strips of parking space, and accommodate	13.5.3.F.4	☒Yes ☐No ☐N/A

stormwater runoff where feasible. o Vegetation should be used to give privacy, reduce glare and heat, deflect wind, muffle noise, prevent erosion, and soften the line of architecture where feasible.		
Notes: The PCTBAP includes landscaping standards and guidelines that require the use of vegetation on the TRPA Recommended Native and Adapted Plant List, except for accent plantings. The standards require consistency with defensible space requirements, and encourages the use of vegetation to create and separate spaces, give privacy, screen heat and glare, deflect wind, muffle noise, articulate circulation, inhibit erosion, purify air, and soften the lines of architecture and paving (See PCTBAP Implementing Regulations Section 3.09.C). Additional design standards and guidelines require parking lot landscaping to screen parking, break up long strips of parking, and accommodate stormwater (See PCTBAP Implementing Regulations Section 3.07.C).		
Lighting Lighting increases the operational efficiency of a site. In determining the lighting for a project, the following should be required: o Exterior lighting should be minimized to protect dark sky views, yet adequate to provide for public safety, and should be consistent with the architectural design. o Exterior lighting should utilize cutoff shields that extend below the lighting element to minimize light pollution and stray light. o Overall levels should be compatible with the neighborhood light level. Emphasis should be placed on a few, well-placed, low-intensity lights. o Lights should not blink, flash, or change intensity except for temporary public safety signs.	13.5.3.D.5	☒Yes ☐No ☐N/A
Notes: The PCTBAP includes detailed lighting standards that are more stringent than required by TRPA Code section 13.5.3.D.5. The PCTBAP lighting standards include general lighting standards, prohibited lighting, allowable fixture types (limited to "full-cut-off" luminaries), prohibitions on glare, prohibitions on light trespass, and lighting design standards (See PCTBAP Implementing Regulations Section 3.07.D).		
Signing Area Plans may include alternative sign standards. For Area Plans to be found in conformance with the Regional Plan, the Area Plan shall demonstrate that the sign standards will minimize and mitigate significant scenic impacts and move toward attainment or achieve the adopted scenic thresholds for the Lake Tahoe region.	13.5.3.F.6	☒Yes ☐No ☐N/A
Notes: The PCTBAP includes alternative sign standards that would supersede Chapter 38 of the TRPA Code of Ordinances (See PCTBAP Implementing Regulations section 3.11). The sign standards are		

generally consistent with the TRPA sign standards with targeted revisions to improve clarity and reflect the community character of the Plan area. These sign standards were reviewed in the EIR/EIS prepared for the plan, and found to have a less than significant effect on scenic quality. The sign standards include a requirement for amortization of non-conforming signs, which will move toward attainment or maintenance of scenic threshold standards.		
Signing In the absence of a Conforming Area Plan that addresses sign standards, the following policies apply, along with implementing ordinances: o Off-premise signs should generally be prohibited; way-finding and directional signage may be considered where scenic impacts are minimized and mitigated. o Signs should be incorporated into building design; o When possible, signs should be consolidated into clusters to avoid clutter. o Signage should be attached to buildings when possible; and o Standards for number, size, height, lighting, square footage, and similar characteristics for on-premise signs shall be formulated and shall be consistent with the land uses permitted in each district.	13.5.3.F.6	☐Yes ☐No ☒N/A
Notes: The PCTBAP addresses sign standards. The sign standards in the PCTBAP are consistent with the policies outlined in TRPA Code Section 13.5.3.F.6.		
Modification to Centers (Town Center, Regional Center and High Density Tourist District Boundary) When Area Plans propose modifications to the boundaries of a Center, the modification shall comply with the following: o Boundaries of Centers shall be drawn to include only properties that are developed, unless undeveloped parcels proposed for inclusion have either at least three sides of their boundary adjacent to developed parcels (for four-sided parcels), or 75 percent of their boundary adjacent to developed parcels (for non-four-sided parcels). For purposes of this requirement, a parcel shall be considered developed if it includes any of the following: 30 percent or more of allowed coverage already existing on site or an approved but unbuilt project that proposes to meet this coverage standard. o Properties included in a Center shall be less than ¼ mile	13.5.3.G	☒Yes ☐No ☐N/A

from existing Commercial and Public Service uses. o Properties included in a Center shall encourage and facilitate the use of existing or planned transit stops and transit systems.		
Notes: The PCTBAP would modify the Tahoe City Town Center boundary to remove 7.12 acres of property near the Fairway Community Center and add 4.2 acres surrounding the Tahoe City Golf Course clubhouse. This modification reduces the amount of land in the Center and reduces the amount of sensitive land in the Center. The area to be included in the Center includes portions of the existing Tahoe City Golf Course, the golf course clubhouse, parking areas, and related amenities. This area meets the definition of a developed area pursuant to TRPA Code Section 13.5.3.G. The area added to the Center is adjacent to existing commercial and public service uses and is within ¼ mile from transit stops.		

Conformity Review Procedures For Area Plans		
Initiation of Area Planning Process by Lead Agency The development of an Area Plan shall be initiated by a designated lead agency. The lead agency may be TRPA or a local, state, federal, or tribal government. There may be only one lead agency for each Area Plan.	13.6.1	☒Yes ☐No ☐N/A
Notes: Placer County is the lead agency for development of the PCTBAP.		
Initial Approval of Area Plan by Lead Agency **When TRPA is Not the Lead Agency** If the lead agency is not TRPA, then the Area Plan shall be approved by the lead agency prior to TRPA's review of the Area Plan for conformance with the Regional Plan under this section. In reviewing and approving an Area Plan, the lead agency shall follow its own review procedures for plan amendments. At a minimum, Area Plans shall be prepared in coordination with local residents, stakeholders, public agencies with jurisdictional authority within the proposed Area Plan boundaries, and TRPA staff. **When TRPA is the Lead Agency** If the lead agency is TRPA, the Area Plan shall require conformity approval under this section by TRPA only. No approval by any other government, such as a local government, shall be required.	13.6.2	☒Yes ☐No ☐N/A
Notes: The PCTBAP was prepared in a collaborative fashion led by Placer County over the course of five years. Development of the Area Plan included numerous formal and informal public meetings, input from citizen "Area Plan Teams", public agencies, stakeholder groups, and the North Tahoe Regional Advisory Council. The PCTBAP was recommended for approval by the Placer County Planning Commission on November 17, 2016, and scheduled for action by the Placer County Board of Supervisors on December 6, 2016.		

Review by Advisory Planning Commission The TRPA Advisory Planning Commission shall review the proposed Area Plan and make recommendations to the TRPA Governing Board. The commission shall obtain and consider the recommendations and comments of the local government(s) and other responsible public agencies, as applicable. jurisdictional authority within the proposed Area Plan boundaries, and TRPA staff.	13.6.3	☒Yes ☐No ☐N/A
Notes: The Advisory Planning Commission (APC) reviewed the draft PCTBAP, and considered input form public agencies, staff and the public on July 13, 2016. On December 7, 2016, the APC is scheduled to review the PCTBAP and make recommendations to the TRPA Governing Board.		
Approval of Area Plan by TRPA For Area Plans initiated and approved by a lead agency other than TRPA, the Area Plan shall be submitted to and reviewed by the TRPA Governing Board at a public hearing. Public comment shall be limited to issues raised by the public before the Advisory Planning Commission and issues raised by the Governing Board. The TRPA Governing Board shall make a finding that the Area Plan, including all zoning and development Codes that are part of the Area Plan, is consistent with and furthers the goals and policies of the Regional Plan. This finding shall be referred to as a finding of conformance and shall be subject to the same voting requirements as approval of a Regional Plan amendment.	13.6.4	☒Yes ☐No ☐N/A
Notes: The TRPA Governing Board is scheduled to review the PCTBAP and act regarding a finding of conformance on January 25, 2017.		
Findings of Conformance with the Regional Plan In making the general finding of conformance, the TRPA Governing Board shall make the general findings applicable to all amendments to the Regional Plan and Code set forth in Sections 4.5 and 4.6, and also the following specific review standards:		
General Review Standards For All Area Plans	**Code**	**Conformance**
The submitted Area Plan shall:		
Identify zoning designations, allowed land uses and development standards throughout the plan area.	13.6.5.A.1	☒Yes ☐No ☐N/A
Notes: The PCTBAP Implementing Regulations identifies zoning designations (Section 2.01), allowed land uses (Section 2.02 through 2.08), and development standards throughout the entire Plan area (Chapters 2 and 3).		
Be consistent with all applicable Regional Plan policies, including but not limited to the regional growth management system, development allocations and coverage requirements.	13.6.5.A.2	☒Yes ☐No ☐N/A
Notes: The PCTBAP does not propose additional growth, allocations, or coverage beyond that anticipated in the Regional Plan.		
Either be consistent with the Regional Land Use Map or recommend and adopt amendments to the Regional Land Use	13.6.5.A.3	☒Yes ☐No ☐N/A

Map as part of an integrated plan to comply with Regional Plan policies and provide threshold gain.		
Notes: The PCTBAP includes proposed amendments to the Regional Land Use Map as part of an integrated plan to comply with Regional Plan policies and attain and maintain threshold standards. The proposed revisions have been analyzed in the EIR/EIS for the PCTBAP and were found to not result in significant environmental impacts. The proposed revisions are as follows: • Tahoe City Town Center boundary modification: The PCTBAP would modify the boundary to remove 7.12 acres of property near the Fairway Community Center, and add 4.2 acres surrounding the Tahoe City Golf Course clubhouse. This modification reduces, the amount of land in the center, reduces the amount of sensitive land in the center, and is consistent with Code Section 13.5.3.G; • Conservation and Recreation lands: The PCTBAP would revise land use designations for approximately 200 acres of publicly-owned lands from Residential to Conservation (approx. 138 acres) and Recreation (approx. 61 acres); • Kings Beach land use classification cleanup: The PCTBAP would amend land use designations to maintain consistency with recently surveyed parcel boundaries. The total area affected would be approximately 1 acre.		
Recognize and support planned, new, or enhanced Environmental Improvement Projects. Area Plans may also recommend enhancements to planned, new, or enhanced Environmental Improvement Projects as part of an integrated plan to comply with Regional Plan Policies and provide threshold gain.	13.6.5.A.4	☒Yes ☐No ☐N/A
Notes: The PCTBAP recognizes and supports new, planned, and enhanced Environmental Improvement Projects in section 8.2, Planned Environmental Improvement Projects.		
Promote environmentally beneficial redevelopment and revitalization within town centers, regional centers and the High Density Tourist District.	13.6.5.A.5	☒Yes ☐No ☐N/A
Notes: The PCTBAP promotes environmentally beneficial redevelopment of the Tahoe City and Kings Beach Town Centers by promoting TRPA incentives for the transfer of development, and by providing capacity for redevelopment in Centers consistent with TRPA's coverage, height, and density limits.		
Preserve the character of established residential areas outside of town centers, regional centers and the High Density Tourist District, while seeking opportunities for environmental improvements within residential areas.	13.6.5.A.6	☒Yes ☐No ☐N/A
Notes: The PCTBAP does not alter zoning of established residential areas. It includes upper story setbacks and transitional areas with lower height limits along the interface between Town Centers and established residential areas (See PCTBAP Implementing Regulations Sections 2.09.A & B).		
Protect and direct development away from Stream Environment Zones and other sensitive areas, while seeking opportunities for environmental improvements within sensitive areas. Development may be allowed in disturbed Stream Environment zones within town centers, regional centers and the High Density Tourist District only if allowed development reduces coverage and enhances natural systems within the	13.6.5.A.7	☒Yes ☐No ☐N/A Include estimated acres of coverage/ SEZ restoration from transfers and EIP

Stream Environment Zone.		projects in the table below

	Inside Centers*			Outside Centers*		
	SEZ	Other sensitive lands	Non-sensitive lands	SEZ	Other sensitive lands	Non-sensitive lands
A. Max coverage changes from transfers	-59.67 acres	*-4.97 acres*	*+21.3 acres*	*-21.3 acres*	*-21.3 acres*	*-42.6 acres*
B. Coverage/disturbed SEZ restoration in EIP projects	*Up to 2 acres of coverage removal from 1b lands and SEZ restoration is planned as part of the Kings Beach Watershed Improvement Project and the Griff Creek Corridor Public Access Project*			Up to 6.5 acres of coverage removal from 1b lands and SEZ restoration is planned from the Burton Creek Justice Relocation Project and the Pomin Park Recreation Facilities Relocation Project.		

Notes: *Centers include town centers, regional centers, and high density tourist districts (GIS data: Special Districts). SEZs include 1b capability areas, other sensitive lands include 1a, 1c, 2, and 3 land capability classes, and non-sensitive lands include 4-7 land capability classes pursuant the Sinclair-Bailey Land Capability GIS data layer.

Identify facilities and implementation measures to enhance pedestrian, bicycling and transit opportunities along with other opportunities to reduce automobile dependency.	13.6.5.A.8	☒Yes ☐No ☐N/A

Notes: The PCTBAP includes identifies new and planned facilities and implementation measures to enhance non-automobile transportation in Part 5, Transportation Plan.

TRPA Utilization of Load Reduction Plans	**Code**	**Conformance**
TRPA shall utilize the load reduction plans for all registered catchments or TRPA default standards when there are no registered catchments, in the conformance review of Area	13.6.5.B	☒Yes ☐No ☐N/A

Plans.		
Notes: The PCTBAP identified TMDL implementation strategies in Section 2.2, Water Quality, and in the Implementation Plan in Part 8.		
Additional Review Standards for Town Centers and the Regional Center	**Code**	**Conformance**
Include building and site design standards that reflect the unique character of each area, respond to local design issues and consider ridgeline and viewshed protection.	13.6.5.C.1	☒Yes ☐No ☐N/A
Notes: As described above, the PCTBAP includes detailed design standards that reflect the unique character of each area, respond to local design considerations, and promote ridgeline and viewshed protection. The PCTBAP Implementing Regulations include a mix of unique standards that reflect the character of individual zoning subdistricts (see Chapter 2), as well as a series of area-wide standards and guidelines (see Chapter 3).		
Promote walking, bicycling, transit use and shared parking in town centers and regional centers, which at a minimum shall include continuous sidewalks or other pedestrian paths and bicycle facilities along both sides of all highways within town centers and regional centers, and to other major activity centers.	13.6.5.C.2	☒Yes ☐No ☐N/A
Notes: The PCTBAP includes a comprehensive network of existing and planned pedestrian and bicycle facilities that connect properties within Centers and to other multi-modal transportation options (See PCTBAP Figures 5-3 through 5-5). The PCTBAP development standards require that projects incorporate planned pedestrian and bicycle facilities with new development and substantial alteration of existing properties (see PCTBAP policy T-P-19 and Implementing Regulations Sections 2.04.A.4.a; 2.04.B.4.a; 2.04.C.4.a; and 2.04.D.4.a). Specific mobility projects are identified in Part 8, Implementation Plan.		
Use standards within town centers and regional centers addressing the form of development and requiring that projects promote pedestrian activity and transit use.	13.6.5.C.3	☒Yes ☐No ☐N/A
Notes: Detailed design standards are included in the PCTBAP, which address pedestrian activity and enhanced design features and transit use in Centers. The standards address building articulation, street frontage landscaping, stepped heights, and other building form requirements. The exact standards vary by Center. See for example, the Greater Tahoe City Mixed Use subdistrict standards in Implementing Regulations Section 2.04.A.4.		
Ensure adequate capacity for redevelopment and transfers of development rights into town centers and regional centers.	13.6.5.C.4	☒Yes ☐No ☐N/A
Notes: The PCTBAP incudes height, density, and coverage limits up to the maximum limits allowed by Chapter 13 of the Code of Ordinances. These standards would provide adequate capacity for redevelopment of the existing Town Centers and transfers of development from sensitive and/or outlying areas.		
Identify an integrated community strategy for coverage reduction and enhanced stormwater management.	13.6.5.C.5	☒Yes ☐No ☐N/A
Notes: Part 8, Implementation Plan, of the PCTBAP includes specific projects necessary to implement an integrated strategy for coverage reduction and stormwater management. In addition, the PCTBAP includes special planning areas with specific requirements for SEZ restoration and coverage reduction		

(See PCTBAP Implementing Regulations Sections 2.09.B.1, 3, and 5).		
Demonstrate that all development activity within Town Centers and the Regional Center will provide for or not interfere with Threshold gain, including but not limited to measurable improvements in water quality.	13.6.5.C.6	☒Yes ☐No ☐N/A
Notes: The PCTBAP was reviewed in an EIR/EIS, which identified beneficial effects on threshold standards including water quality. The EIR/EIS identified no impacts that would interfere with attainment of threshold standards. See also the Chapter 4 findings included in the Governing Board Packet.		
Additional Review Standards for the High Density Tourist District	**Code**	**Conformance**
Include building and site design standards that substantially enhance the appearance of existing buildings in the High Density Tourist District.	13.6.5.D.1	☐Yes ☐No ☒N/A
Notes: The PCTBAP does not include the High Density Tourist District.		
Provide pedestrian, bicycle and transit facilities connecting the High Density Tourist District with other regional attractions.	13.6.5.D.2	☐Yes ☐No ☒N/A
Notes:		
Demonstrate that all development activity within the High-Density Tourist District will provide or not interfere with Threshold gain, including but not limited to measurable improvements in water quality. If necessary to achieve Threshold gain, off-site improvements may be additionally required.	13.6.5.D.3	☐Yes ☐No ☒N/A
Notes:		
Conformity Review for Amendments to Area Plans	**Code**	**Conformance**
Following approval of an Area Plan, any subsequent amendment to a plan or ordinance contained within the approved Area Plan shall be reviewed by the Advisory Planning Commission and Governing Board for conformity with the requirements of the Regional Plan. Public comment before the Governing Board shall be limited to consideration of issues raised before the Advisory Planning Commission and issues raised by the Governing Board. The Governing Board shall make the same findings as required for the conformity finding of the initial Area Plan, as provided in subsection 13.6.5; however, the scope of the APC and Governing Board's review shall be limited to determining the conformity of the specific amendment only. If the Governing Board finds that the amendment to the Area Plan does not conform to the Regional Plan, including after any changes made in response to TRPA comments, the amendment shall not become part of the approved Area Plan.	13.6.6	☐Yes ☐No ☒N/A
Notes: No amendments to the PCTBAP are proposed at this time		

Conformity Review for Amendments Made by TRPA to the Regional Plan that Affect an Area Plan	Code	Conformance
TRPA shall provide lead agencies with reasonable notice of pending amendments that may affect Area Plans. TRPA also shall provide lead agencies with notice of Area Plan topics that may require amendment following adopted Regional Plan amendments pursuant to this section.	13.6.7.A	☐Yes ☐No ☒N/A
Notes: No amendments to the Regional Plan are proposed at this time		
If TRPA approves an amendment to the Regional Plan that would also require amendment of an Area Plan to maintain conformity, the lead agency shall be given one year to amend the Area Plan to demonstrate conformity with the TRPA amendment. The Governing Board shall make the same findings as required for the conformity finding of the initial Area Plan, as provided in subsection 13.6.5; however, the scope of the Governing Board's review shall be limited to determining the conformity of only those amendments made by the lead agency to conform to the TRPA amendment. If the Governing Board finds that the other government fails to demonstrate conformity with the TRPA amendment following the one-year deadline, then the Board shall identify the policies and/or zoning provisions in the Area Plan that are inconsistent and assume lead agency authority to amend those policies and provisions.	13.6.7.B	☐Yes ☐No ☒N/A
Notes:		
Effect of Finding of Conformance of Area Plan	**Code**	**Conformance**
By finding that an Area Plan conforms with the Regional Plan pursuant to the requirements of this chapter and upon adoption of an MOU pursuant to Section 13.7, the Area Plan shall serve as the standards and procedures for implementation of the Regional Plan. The standards and procedures within each Area Plan shall be considered and approved individually and shall not set precedent for other Area Plans.	13.6.8	☐Yes ☐No ☒N/A
Notes: An MOU for the PCTBAP has not been prepared at this time. An MOU is expected to be prepared within six months of a finding of conformance for the PCTBAP, consistent with Code section 13.7.5.		

Procedures for Adoption of Memorandum of Understanding	Code	Conformance
Area Plan is consistent with Procedures for Adoption of Memorandum of Understanding	13.7	☐Yes ☐No ☒N/A
Notes: An MOU for the PCTBAP has not been prepared at this time. An MOU is expected to be prepared within six months of a finding of conformance for the PCTBAP, consistent with Code section 13.7.5.		

Monitoring, Certification, and Enforcement of Area Plan	Code	Conformance
Area Plan includes Notification, Monitoring, Annual Review, and Recertification procedures consistent Code Section 13.8	13.8	☐Yes ☐No ☒N/A
Notes: Notification, monitoring, annual review, and recertification procedures would be specified in the MOU, which is expected to be submitted within six months of a finding of conformance for the PCTBAP.		

Appeals	Code	Conformance
Area Plan Appeal Procedure is consistent with Code Section 13.9	13.9	☐Yes ☐No ☒N/A
Notes: Appeal procedures would be specified in the MOU, which is expected to be submitted within six months of a finding of conformance for the PCTBAP.		

Attachment H
Required Findings for Technical Amendments to Chapters 34, 36, and 38 of the Code of Ordinances

REQUIRED FINDINGS FOR TECHNICAL AMENDMENTS TO CHAPTERS 34, 36, AND 38 OF THE CODE OF ORDINANCES

Required Findings: The following Chapter 3 and 4 findings must be made prior to adopting the Code amendments:

TRPA Code of Ordinances Section 3.3 – Determination of need to prepare Environmental Impact Statement

1. Finding: TRPA finds that the technical Code amendments will not have a significant effect on the environment.

   Rationale: The effects of the proposed Code amendments were analyzed in the Final EIR/EIS. The proposed amendments to the TRPA Code to reflect the adoption of the Placer County Tahoe Basin Area Plan (PCTBAP) Development and Design Standards will not have a significant effect on the environment.

TRPA Code of Ordinances Section 4.4 – Threshold Related Findings

1. Finding: The project (ordinance) is consistent with, and will not adversely affect implementation of the Regional Plan, including all applicable Goals and Policies, Plan Area Statements and maps, the Code, and other TRPA plans and programs.

   Rationale: The proposed Code amendments will refer readers to the PCTBAP for Development and Design Standards that pertain to development within the PCTBAP boundary. The Code amendments are consistent with the 2012 Regional Plan and Code and the associated EIS, and are therefore consistent with the Regional Plan, including all applicable Goals and Policies, plan area statements and maps, the Code, other TRPA plans and programs. Further, the proposed amendments will not negatively impact any adopted compliance measures because the amendments will not change substantive provisions affecting these compliance measures. Also, see the Chapter 4 Findings made for adoption of the PCTBAP.

2. Finding: The project will not cause the environmental thresholds to be exceeded.

   Rationale: The proposed amendments are consistent with and do not alter the substantive provisions of the 2012 Regional Plan and will help to implement the PCTBAP. As demonstrated in the RPU EIS, the findings for adoption of the RPU, and the Final EIR/EIS for the PCTBAP and associated Code amendments, implementation of the Regional Plan will not cause the environmental threshold carrying capacities to be exceeded. Also, see the Chapter 4 findings made for adoption of the PCTBAP.

   The proposed Code provisions are intended to clarify language within the Regional Plan, to more effectively facilitate Plan implementation.

3. Finding: Wherever federal, state, and local air and water quality standards applicable to the region, whichever are stricter, must be attained and maintained pursuant to Article V (d) of the Compact, the project meets or exceeds such standards.

Rationale: The proposed Code amendments do not affect or change the Federal, state, or local air and water quality standards applicable for the Region. Also, see the Chapter 4 findings made for adoption of the PCTBAP.

TRPA Code of Ordinances Section 4.6 – Findings Necessary to Amend or Adopt TRPA Ordinances, Rules, or Other TRPA Plans and Programs

1. Finding: The Regional Plan and all of its elements, as implemented through the Code, Rules, and other TRPA plans and programs, as amended, achieves and maintains the thresholds.

Rationale: Based on the rationale for the foregoing findings, including the findings for adoption of the PCTBAP, completion of the Final EIR/EIS, and the findings made on December 12, 2012 for the Regional Plan Update (all of which are incorporated herein by reference), TRPA finds the Regional Plan and all of its elements, as implemented through the Code, Rules, and other TRPA plans and programs, as amended, achieves and maintains the thresholds. The Code amendments necessary to implement the PCTBAP do not conflict with any Regional Plan provision designed to achieve and maintain thresholds. Also, see the Chapter 4 findings made for adoption of the PCTBAP.

Attachment I
Tahoe Regional Planning Agency
Ordinance 2017-__ with Proposed Code Amendments

TAHOE REGIONAL PLANNING AGENCY
ORDINANCE 2017-

AN ORDINANCE AMENDING ORDINANCE 87-9, AS AMENDED, TO ADOPT AMENDMENTS TO CHAPTERS 34, 36, AND 38 OF THE TRPA CODE OF ORDINANCES, TO: UPDATE THE CODE SO THAT IT IS CONSISTENT WITH ADOPTION OF THE PLACER COUNTY TAHOE BASIN AREA PLAN REGARDING SUBSTITUTE SIGNAGE, DESIGN, AND PARKING STANDARDS.

The Governing Board of the Tahoe Regional Planning Agency does ordain as follows:

Section 1.00	Findings
1.05	The Tahoe Regional Planning Compact (P. L. 96-551, 94 Stat. 3233, 1980) created the Tahoe Regional Planning Agency (TRPA) and empowered it to set forth environmental threshold carrying capacities ("threshold standards") for the Tahoe Region.
1.10	The Compact directs TRPA to adopt and enforce a Regional Plan that, as implemented through agency ordinances, rules and regulations, will achieve and maintain such threshold standards while providing opportunities for orderly growth and development consistent with such thresholds.
1.15	The Compact further requires that the Regional Plan attain and maintain federal, state, or local air and water quality standards, whichever are strictest, in the respective portions of the region for which the standards are applicable.
1.20	Compact Art. V(c) states that the TRPA Governing Board and Advisory Planning Commission shall continuously review and maintain the Regional Plan.
1.25	In June 1987, the TRPA Governing Board adopted Ordinance 87-9, which established the Regional Plan and included, amongst other things, the Goals & Policies and the Code of Ordinances ("Code").
1.30	It is necessary and desirable to amend TRPA Ordinance 87-9, as previously amended, as it relates to the Regional Plan of the TRPA by amending the Regional Plan pursuant to Article VI (a) and other applicable provisions of the Tahoe Regional Planning Compact in order to accelerate attainment and ensure maintenance of the threshold standards.
1.35	TRPA has made the necessary findings required by Article V of the Compact, Chapter 4 of the Code, and all other applicable rules and regulations, and incorporates these findings fully herein.
1.45	The Advisory Planning Commission (APC) and Regional Plan Implementation Committee (RPIC) conducted public hearings on the amendments and recommended adoption of these amendments. The Governing Board has

also conducted a noticed public hearing on the amendments. At these hearings, oral testimony and documentary evidence were received and considered.

1.51 The Governing Board finds that the amendments adopted here will continue to implement the Regional Plan, as amended, in a manner that achieves and maintains the adopted environmental threshold carrying capacities as required by Article V(c) of the Compact.

1.55 Each of the foregoing findings is supported by substantial evidence in the record.

Section 2.00 TRPA Code of Ordinances Amendments

2.10 Chapters 34, 36, and 38 of the TRPA Code of Ordinances are hereby amended as shown in Exhibit A to this Ordinance.

Section 3.00 Interpretation and Severability

3.10 The provisions of this ordinance adopted hereby shall be liberally construed to affect their purpose. If any section, clause, provision or portion thereof is declared unconstitutional or invalid by a court of competent jurisdiction, the remainder of this ordinance shall not be affected thereby. For this purpose, the provisions of this ordinance are hereby declared respectively severable.

Section 5.00 Effective Date

5.10 The provisions of this ordinance shall be effective 60 days after adoption.

PASSED AND ADOPTED by the Governing Board of the Tahoe Regional Planning Agency at a regular meeting held January 25, 2017 by the following vote:

Ayes:

Nays:

Abstain:

Absent:

_____, Chair
Tahoe Regional Planning Agency
Governing Board

Exhibit A
Tahoe Regional Planning Agency Ordinance 2017-___

AN ORDINANCE AMENDING ORDINANCE 87-9, AS AMENDED, TO ADOPT AMENDMENTS TO CHAPTERS 34, 36, AND 38 OF THE TRPA CODE OF ORDINANCES, TO: UPDATE THE CODE SO THAT IT IS CONSISTENT WITH ADOPTION OF THE PLACER COUNTY TAHOE BASIN AREA PLAN REGARDING SUBSTITUTE SIGNAGE, DESIGN, AND PARKING STANDARDS.

Deletions are shown in ~~strikethrough~~ and additions are shown in underline.

Chapter 34 – Driveway and Parking Standards

34.2. APPLICABILITY

This chapter is applicable to all development that requires or uses vehicular access or parking, except as noted below.

34.2.1. Douglas County Substitutions

The Douglas County Community Plans, Design Standards and Guidelines, August 1993, shall apply within the Round Hill, Kingsbury, and Stateline Community Plans.

34.2.2. Placer County Substitutions

~~The Placer County Standards and Guidelines for Signage, Parking, and Design, February 1993, shall apply to the Tahoe City, Carnelian Bay, Tahoe Vista, Kings Beach Commercial, and Kings Beach Industrial Community Plans.~~
The Placer County Tahoe Basin Area Plan, Implementing Regulations, Area-Wide Standards and Guidelines, Section 3.07, Parking and Access (January 2017), and as amended, shall apply to the entire portion of Placer County within the Tahoe Region.

34.2.3 City of South Lake Tahoe Substitutions

The City of South Lake Tahoe Standards and Guidelines for Design, Signage, Parking, Driveway, and Loading Spaces, June 1994, shall apply to the entire City of South Lake Tahoe, except for the Tourist Core Area Plan and Tahoe Valley Area Plan, where the Development and Design Standards (Appendix C) of the Area Plans shall apply.

34.2.4. Washoe County Substitutions

The Signage, Parking, and Design Standards and Guidelines for the Community Plans of Washoe County, April 1996, shall apply to the North Stateline, Incline Village Commercial, Incline Village Tourist, and Ponderosa Ranch Community Plans.

Chapter 36 – Design Standards

36.2. APPLICABILITY

36.2.1. General

All projects shall comply with the standards set forth in this chapter, except as noted below. In addition, exempt activities, as identified in Chapter 2: Applicability of the Code of Ordinances, shall comply with Sections 36.6 (Building Design Standards), 36.9 (Water Conservation Standards), and 36.10 (Standards for Combustion Appliances).

36.2.2. Substitute Standards

TRPA may adopt equal or superior substitute design standards pursuant to a community plan, redevelopment plan, specific plan, or master plan. Substitute design standards shall not apply to the review procedures and standards for projects in the shoreland. Appropriate provisions of TRPA's Design Review Guidelines and Scenic Quality Improvement Program may be considered as conditions of project approval. Substitute standards adopted by TRPA are listed below.

A. Douglas County Substitutions

The Douglas County Community Plans, Design Standards and Guidelines, August 1993, shall apply within the Round Hill Community Plan. The Douglas County South Shore Design Standards and Guidelines (August 2013) shall apply within the South Shore Area Plan.

B. Placer County Substitutions

~~The Placer County Standards and Guidelines for Signage, Parking, and Design, February 1993, shall apply to the Tahoe City, Carnelian Bay, Tahoe Vista, Kings Beach Commercial, and Kings Beach Industrial Community Plans.~~

The Placer County Tahoe Basin Area Plan, Implementing Regulations, Area-Wide Standards and Guidelines (January 2017), and as amended, shall apply to the entire portion of Placer County within the Tahoe Region.

C. City of South Lake Tahoe Substitutions

The City of South Lake Tahoe Standards and Guidelines for Design, Signage, Parking, Driveway, and Loading Spaces, June 1994, shall apply to the entire City of South Lake Tahoe, except for the Tourist Core Area Plan and Tahoe Valley Area Plan, where the Development and Design Standards (Appendix C) of the Area Plans shall apply.

D. Washoe County Substitutions

The Signage, Parking, and Design Standards and Guidelines for the Community Plans of Washoe County, November 1996, shall apply to the North Stateline, Incline Village Commercial, Incline Village Tourist, and Ponderosa Ranch Community Plans.

Chapter 38 – Signs

Rationale: Adoption of the Area Plan supersedes the *Placer County Standards and Guidelines for Signage, Parking, and Design* (February 1993, also referenced in TRPA Code as February 1997). The following amendment is necessary to make Chapter 38 of TRPA Code of Ordinances consistent with adoption of the Placer County Tahoe Basin Area Plan:

38.2.3.D. TRPA-Approved Substitutions

1. Douglas County

The Douglas County Community Plans, Design Standards and Guidelines (August 1993) shall apply within the Round Hill Community Plan. The Tahoe Area Plan Regulations and South Shore Design Standards and Guidelines (September 2013) shall apply within the South Shore Area Plan, as well as Section L of Chapter 12: Signs of the Douglas County Community Plans, Design Standards and Guidelines (August 1993) until such time the South Shore Area Plan is amended to include equivalent standards.

2. Placer County

~~The Placer County Standards and Guidelines for Signage, Parking and Design (November 1997) shall apply to the entire portion of Placer County within the Tahoe Region.~~

The Placer County Tahoe Basin Area Plan, Implementing Regulations, Area-Wide Standards and Guidelines, Section 3.11, Signs (January 2017), and as amended, shall apply to the entire portion of Placer County within the Tahoe Region.

3. City of South Lake Tahoe

The City of South Lake Tahoe Standards and Guidelines for Design, Signage, Parking, Driveway, and Loading Spaces (June 1994) shall apply to the entire City of South Lake Tahoe, except for the Tourist Core Area Plan and Tahoe Valley Area Plan, where the Development and Design Standards (Appendix C) of the Area Plans shall apply.

4. Washoe County

The Signage, Parking, and Design Standards and Guidelines for the Community Plans of Washoe County (November 1996) shall apply to the North Stateline, Incline Village Commercial, Incline Village Tourist, and Ponderosa Ranch Community Plans.

5. Recreation Sign Guidelines

The Lake Tahoe Recreation Sign Guidelines shall apply to the entire Lake Tahoe Region (as amended January 2001).

6. El Dorado County

The Meyers Community Plan substitute sign standards (November 1987) shall apply to the Meyers Community Plan in Eldorado County.

Attachment J

Tahoe Basin Area Plan and Tahoe City Lodge Project EIR/EIS (SCH NO. 2014072039) Errata

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

TAHOE BASIN AREA PLAN AND TAHOE CITY LODGE PROJECT EIR/EIS (SCH NO. 2014072039) Errata

The following changes revise Mitigation Measure 10-1c contained in the Tahoe Basin Area Plan and Tahoe City Lodge Project Final EIR/EIS, Page 10-31:

Mitigation Measure 10-1c: Payment of traffic mitigation fees to Placer County
Prior to issuance of any Placer County Building Permits, projects with the Area plan shall be ~~subject~~ required to ~~the payment of established~~ pay established Placer County traffic impact fees, subject to the Countywide Traffic Limitation Zone: Article 15.28.010, Placer County Code, to the Department of Public Works and Facilities that are in effect ~~in this area, pursuant to applicable County Ordinances and Resolutions.~~ in the Tahoe Region benefit district at the time of payment. The County will hold traffic impact fees in an interest-bearing trust fund, maintained exclusively for each district, and shall be identified by the name of that district. These district trust funds and interest earned by each of these district trust funds shall be used solely for improvements included in the Placer County capital improvement program for each respective district. Upon receipt by Placer County, fees collected shall be segregated and deposited in the several district trust funds by the Department of Public Works and Facilities until use of the fees, consistent with County Code 15.28.030.D, is initiated. ~~Traffic mitigation fees shall be required and shall be paid to the Placer County Department of Public Works and Facilities subject to the Countywide 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.

Attachment K
Tahoe Basin Area Plan and Tahoe City Lodge Project EIR/EIS (SCH NO. 2014072039) Mitigation Monitoring and Reporting Program Errata

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

TAHOE BASIN AREA PLAN AND TAHOE CITY LODGE PROJECT EIR/EIS
Mitigation Monitoring and Reporting Program
(SCH NO. 2014072039)
Errata

The attached changes revise Mitigation Measure 10-1C contained within the Tahoe Basin Area Plan and Tahoe City Lodge Project Final EIR/EIS Mitigation Monitoring and Reporting Program.

Table 4-1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Applies to Area Plan (Alternatives 1-3)	Applies to Tahoe City Lodge (Alternatives 1-3)	Agency Responsible for Monitoring and Verifying Compliance	Timing of Initial Action	Frequency and Duration of Monitoring
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~~ required to ~~the payment of~~pay established Placer County traffic impact fees, subject to the Countywide Traffic Limitation Zone: Article 15.28.010, Placer County Code, to the Department of Public Works and Facilities that are in effect in the Tahoe Region benefit district at the time of payment.~~this area, pursuant to applicable county Ordinances~~	X	X Note: Mitigation measure applies only to Alternatives 1 and 3, not	Placer County Public Works and Facilities	Within 2 years following adoption of the Area Plan Prior to Building Permit approval	Ongoing

Table 4-1 Mitigation Monitoring and Reporting Program

Mitigation Measure	Applies to Area Plan (Alternatives 1-3)	Applies to Tahoe City Lodge (Alternatives 1-3)	Agency Responsible for Monitoring and Verifying Compliance	Timing of Initial Action	Frequency and Duration of Monitoring
~~and Resolutions.~~ The County will hold traffic impact fees in an interest-bearnig trust fund, maintained exclusively for each district, and shall be identified by the name of that district. These district trust funds and interest earned by each of these district trust funds shall be solely for improvements included in the Placer County Capital Improvement Program for each respective district. Upon receipt by Placer County, fees collected shall be segregated and deposited in the several district trust funds by the Department of Public Works and Facilities until use of the fees, consistent with County Code 15.28.030.D, is initiated. ~~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.		Alternative 2.		for the lodge	
Mitigation Measure 10-1d: Expand requirements for transportation demand management plans *This mitigation measure applies to Area Plan Alternatives 1, 2, and 3.* Within one year of adoption of the Area Plan, Placer County will adopt an ordinance that expands requirements for transportation demand management plans to reduce peak-period vehicle trips and improve LOS. TRPA Code Section 65.5.2.B includes existing requirements for employer-based trip reduction programs for employers with 100 or more employees working at a single location. This Code section requires that applicable employers develop and implement an Employer Transportation Plan (a type of transportation demand management plan) that includes measures that reduce private automobile use by employees. The current threshold for preparation of a transportation demand management plan (100 or more employees in a single location) 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. The ordinance will expand the requirements for transportation demand management plans with criteria that would require some employers with fewer than 100 employees to require to prepare such plans. The ordinance will also set thresholds for other trip generating uses, including tourist accommodations and recreational uses, to prepare transportation demand management plans to reduce peak period traffic volumes. A menu of measures that could be included in transportation demand management plans is provided in TRPA Code section 65.5.3. These measures include but are not limited to: ▪ Preferrential carpool/vanpool parking;	X		Placer County Public Works and Facilities	Within one year of Area Plan adoption	Ongoing

Attachment L
Tahoe Basin Area Plan Errata

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

TAHOE BASIN AREA PLAN
Errata

The attached cut-sheets replace Pages 3, 64-66, 90, and 131 of the Tahoe Basin Area Plan document.

Placer County
Tahoe Basin Area Plan

November 2016

Prepared by:

Placer County Planning Services Division

Tahoe Regional Planning Agency

Dyett & Bhatia Urban and Regional Planners

Stockham Consulting

Adopted by the Placer County Board of Supervisors:

_____

Adopted by TRPA Governing Board~~Board of Governors~~:

_____

More than fifty percent of North Lake Tahoe residences are used on a seasonal, recreational, or occasional basis. The North Lake Tahoe area is characterized by a high proportion of absentee property owners. Table 3.2-B shows the percentage of absentee ownership among various communities in the North Lake Tahoe area. Kings Beach and Tahoe Vista show the lowest rates of absentee ownership at 34 percent and 50.8 percent, respectively. Dollar Point, Carnelian Bay, and Tahoma have absentee ownership rates of over 60 percent.

Table 3.2-A: Housing Units and Occupancy

Community	*Total Units*	*Occupied*	*Vacant*	*Owner-Occupied*	*Renter-Occupied*
Carnelian Bay	947	256	691	171	85
Dollar Point	1,822	571	1,251	363	208
Kings Beach	2,372	1,362	1,010	552	810
Sunnyside/Tahoe City	2,119	744	1,375	402	342
Tahoe Vista	1,446	628	818	398	230
Tahoma	2,058	553	1,505	359	194
Total	**10,764**	**4,114**	**6,650~~5,410~~**	**2,245**	**1,869**

Source: 2010 U.S. Census

Table 3.2-B: Seasonal Housing Units

Community	*Vacant Units Used for Seasonal Use*	*Percent of All Housing Units*
Carnelian Bay	654	69.1%
Dollar Point	1178	64.7%
Kings Beach	807	34.0%
Sunnyside/Tahoe City	1239	58.5%
Tahoe Vista	735	50.8%
Tahoma	1428	69.4%
Total	**6041**	**56.1**

Source: 2010 U.S. Census

HOUSING AFFORDABILITY

Overall, there is a shortage of quality housing at prices reflecting median income levels in the Plan area. This Area Plan seeks to correct this problem by encouraging a diverse range of quality housing, including housing for low and moderate income employees that are critical to local businesses.

New Housing in Kings Beach

The availability of affordable and moderately priced residential real estate is inadequate to serve the basin's workforce. Table 3.2-C shows the median household income of various communities in the Plan area and the corresponding housing price that these households could reasonably afford based on industry metrics.

As shown in Table 3.2-C, Plan area households demonstrated a wide variety of median~~an~~ income levels from a low of $38,026~~54,349~~ in Kings Beach to a high of $69,865~~85,402~~ in Tahoe Vista in 2013. By comparison, Placer County had ~~an average~~a median household income of $72,725~~91,628~~ while the State's median ~~average~~ household income was $61,094~~85,408~~.The Plan area offers a range of housing options, from low-quality aged cabins, apartments, and motel properties being used as low-income housing, to high-end luxury residences, condominiums, and fractional-ownership properties.

Table 3.2-C: Median~~an~~ 2013 Household Income

Community	*Median~~an~~ Household Income*
Carnelian Bay	$62,361~~78,364~~
Dollar Point	$67,629~~82,054~~
Kings Beach	$38,026~~54,349~~
Sunnyside/Tahoe City	$64,091~~71,791~~
Tahoe Vista	$69,865~~85,402~~
Tahoma	$51,750~~77,723~~
Placer County	**$72,725~~91,628~~**
California	**$61,094~~85,408~~**

Source: U.S. Census Bureau, 2013 American Community Survey

As shown on Table 3.2-D, each community in the Area Plan has a higher median housing value than the County median of $342,000.

As shown in Table 3.2-E, the home prices that are considered affordable range from approximately $163,047 to $256,206. There are very few properties available at this price, and most properties on the market are significantly more expensive. Because quality, affordable housing options are limited, many local workers choose to live in communities outside the Lake Tahoe Basin, such as Truckee or Reno. This Area Plan includes policies to pursue additional housing options, including expanded opportunities for secondary dwelling units, mixed-use housing within Centers, and affordable housing projects.

Table 3.2-D: Median 2013 Housing Unit Value

Community	*Median Housing Unit Value (owner-occupied)*
Carnelian Bay	$491,100
Dollar Point	$468,200
Kings Beach	$348,300
Sunnyside/Tahoe City	$596,100
Tahoe Vista	$519,300
Tahoma	$539,100
Placer County	**$342,000**
California	**$366,400**

Source: U.S. Census Bureau, 2013 American Community Survey

Table 3.2-E: Housing Affordability, 2013

Community	*Median~~an~~ Household Income*	*Affordable Home Based on Income* [1]	*Median Housing Unit Value*
Carnelian Bay	$62,361~~78,364~~	$235,092	$491,100
Dollar Point	$67,629~~82,054~~	$246,162	$468,200
Kings Beach	$38,026~~54,349~~	$163,047	$348,300
Sunnyside/Tahoe City	$64,091~~71,791~~	$215,373	$596,100
Tahoe Vista	$69,865~~85,402~~	$256,206	$519,300
Tahoma	$51,750~~77,723~~	$233,169	$539,100
Placer County	**$72,725~~91,628~~**	**$274,884**	**$342,000**
California	**$61,094~~85,408~~**	**$256,224**	**$366,400**

1 Estimate based on four-times annual income. Source: U.S. Census Bureau 2010 Census and 2013 American Community Survey

This amendment recognizes the uneven distribution of commodities and allows Placer County to establish a more balanced land use pattern over time. It promotes redevelopment of Placer County's Town Centers, which will improve environmental conditions and support the local economy.

Non-Contiguous Project Areas in Town Centers

This program allows a project site to include non-contiguous parcels within Town Centers. To utilize this program, all project components must be located on developed land in a mixed use zoning district within a Town Center, and all applicable development standards still apply. Projects utilizing this option will require TRPA approval.

Placer County's Town Centers are subdivided into small parcels, most of which have more land coverage than is currently allowed. Assembling a large enough project area can be a significant impediment to redevelopment. This amendment will allow property owners to assemble non-contiguous parcels for different project components, thereby accelerating redevelopment, BMP installation and related environmental benefits. A comparable ordinance was used in the South Lake Tahoe Redevelopment Plan Area.

Secondary Residences

This program is intended to serve as a TRPA-certified local government housing program and would allow for secondary residences on parcels less than an acre in size subject to the requirements outlined in TRPA Code Section 21.3.2. (see Figure 4-8 for new parcels gaining a right to develop secondary residences).To qualify for the program, properties must be deed restricted to prohibit ~~not allow~~ tourist uses, vacation rentals or be converted to TAUs, and must also be deed restricted for affordability. Consistent with the TRPA four-year Area Plan recertification process, the program shall be evaluated for efficacy and necessary, adjustments. ~~.~~

Consistent with State Law, Placer County's Housing Element promotes residences to provide housing at affordable and moderate cost levels. TRPA Code currently prohibits secondary residences on parcels less than one acre in size. The amendment promotes quality housing and improved environmental conditions by reducing the need for the Region's employees to commute daily from housing outside the Region.

This program is consistent with Regional Plan Policy HS-3.1, which directs TRPA to work with local jurisdictions to remove identified barriers preventing the construction of necessary affordable housing in the region, including workforce and moderate-income housing, secondary residential units and long-term residency in motel units.

T-P-38 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.

~~T-P-37~~T-P-39 Measure vehicle trips within the Area Plan boundary at the time of the four year Area Plan recertification process with TRPA. Should vehicle trips surpass trip projections in Chapter 19 of the TBAP EIR/EIS, work jointly with TRPA to revise mobility strategies in the Area Plan transportation chapter to address the increased vehicle trips.

Attachment M
Tahoe Basin Area Plan Implementing Regulations Errata

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

TAHOE BASIN AREA PLAN IMPLEMENTING REGULATIONS
Errata

The attached cut-sheets replace Pages 3, 265, and 316 of the Tahoe Basin Area Plan Implementing Regulations document.

Placer County
Tahoe Basin Area Plan
Implementing Regulations

November 2016

Prepared by:

Placer County Planning Services Division

Tahoe Regional Planning Agency

Dyett & Bhatia Urban and Regional Planning

Stockham Consulting

Adopted by the Placer County Board of Supervisors:

_____

Adopted by TRPA Governing Board~~Board of Governors~~:

_____

Chapter 3 Area-Wide Standards and Guidelines

The standards and guidelines outlined in this Chapter apply to the entire Plan area. The district standards in Chapter 2 supplement these standards for each subdistrict or overlay district.

3.01 Permissible Uses

Permissible Uses are defined in Chapter 21 of the TRPA Code of Ordinances. Permissible uses for each zoning subdistrict are outlined in Chapter 2 of these Area Plan Regulations. Additional provisions for secondary residences are outlined in Subsections A and B below.

A. **Additional Secondary Residences Allowed.** In addition to secondary residences permitted as an accessory use by Section 21.3.2 of the TRPA Code of Ordinances, secondary residences are also permitted as accessory to a single family residence if the parcel is deed restricted to prohibit~~not allow~~ the secondary residence to be converted to a tourist use or utilized as a vacation rental, and that is deed restricted for affordability as determined by the Placer County Housing Specialist and in accordance with current California Department of Housing and Community Development requirements. A secondary residence shall be considered a Residential Unit subject to the residential allocation and transfer provisions of the TRPA Code of Ordinances. Consistent with the TRPA four-year Area Plan recertification process, the secondary residential unit program shall be evaluated for efficacy and necessary adjustments.

B. **Requirements for Secondary Residences**

1. ***Application Contents and Requirements.*** An Administrative Review Permit approval is required for a secondary residence within the Lake Tahoe Basin. The following materials shall be submitted with permit applications for secondary residences:

   a. *Existing Residence.* On a lot with an existing single-family residence, include floor plans and elevations of the second unit and a representative photograph of the primary residence.

   b. *Undeveloped Parcels.* Applications for secondary residences on undeveloped parcels shall include elevations and floor plans for both the main and second units.

2. ***Timing of Permit and Construction.*** A permit for a secondary residence may be issued and the unit constructed either simultaneously with or subsequent to the primary residence to be constructed on the site.

3. ***Design Standards for Secondary Residences.***

   a. *Maximum Floor Area.* The maximum floor area allowed for a secondary residence, whether attached to the primary unit or detached, shall be based on the area of the lot as follows, provided that an attached unit shall not increase the floor area of an existing primary residence by more than 30 percent. [NOTE: "Floor area" as used in this section means the living area of a residence, exclusive of any garage or carport, which is measured from the outside surfaces of exterior walls or walls between living areas and a garage.]

mercial Floor Area (CFA) and Placer County to convert the supply of CFA that TRPA has released to the County, to TAUs (Tourist Accommodation Units), subject to the following limitations:

1. The conversion ratio shall be 450 square feet of CFA = 1 TAU;
2. No more than ~~400~~200 TAUs may be established within the Placer County Tahoe Basin Area Plan through this pilot program and other programs combined;
3. Converted units may only be used within Town Center Overlay Districts;
4. Sites must have BMP Certificates;
5. Sites must have sidewalk access;
6. Sites must be within 0.25 mile of a Transit Stop; and
7. The program will be periodically monitored for efficacy and future consideration of program adjustments.

B. **Additional Outdoor Recreation Facilities.** In addition to requirements of the TRPA Code of Ordinances, Section 50.9, Regulation of Additional Recreation Facilities, additional outdoor recreation facilities outside Town Center Overlay Districts shall be regulated by and shall not exceed the maximum number of People at One Time (PAOT) identified by this document for each sub-district. If PAOT allowances are not specified in the applicable subdistrict, then additional PAOT allocations are not allowed. There are no supplemental limitations for PAOT allocations within Town Center Overlay Districts.

1.02 Transfer of Development

Programs for Transfers of Development are outlined in Chapter 51, Transfer of Development, of the TRPA Code of Ordinances. Additional provisions related to Transfers of Development are outlined in Subsections A and B below.

A. **Development Transfer Receiving Areas.** The following subdistricts are eligible to receive transfers of development:

1. ***Transfer of Development Rights to Town Centers.*** Properties within the Town Center Overlay District are eligible to receive Transfers of Development Rights to Centers, with bonus units, in accordance with Section 50.3.2 of the TRPA Code of Ordinances.
2. ***Transfers of Existing Development to Town Centers.*** Properties within the Town Center Overlay District are eligible to receive Transfers of Existing Development to Centers, with bonus units, in accordance with Section 51.5 of the TRPA Code of Ordinances.
3. ***Transfers of One or More Development Rights.*** Parcels eligible to receive one or more Development Rights in accordance with Subsection 51.3.3.A of the TRPA Code of Ordinances are limited to property within the Town Center Overlay District or within a subdistrict designated as a receiving area for transfers of multi-residential units.
4. ***Transfers of One Development Right.*** Additional parcels eligible to receive one Development Right are identified in Subsection 51.3.3.B of the TRPA Code of Ordinances.

Attachment N
Tahoe Basin Area Plan and Tahoe City Lodge Project EIR/EIS (SCH NO. 2014072039) Errata
(December 6, 2016)

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

TAHOE BASIN AREA PLAN AND TAHOE CITY LODGE PROJECT EIR/EIS (SCH NO. 2014072039) Errata (December 6, 2016)

The following revisions to Mitigation Measure 12-1 reflect an expansion and clarification of the requirements of the mitigation measure. These changes do not alter the analysis, conclusions, or findings of the environmental analysis presented in the EIR/EIS. The revised text would replace the text of Mitigation Measure 12-1 in the following locations in the Draft and Final EIR/EIS:

- Chapter 2, Executive Summary (Draft EIR/EIS page 2-28)
- Chapter 12, Greenhouse Gas Emissions and Climate Change (Draft EIR/EIS page 12-27)
- Chapter 4, Mitigation Monitoring and Reporting Program (Final EIR/EIS page 4-12)

The revisions to Mitigation Measure 12-1 are included in ~~strikethrough~~ and <u>underline</u> format, as follows:

Mitigation Measure 12-1: Implement all feasible energy, water, transportation, and vegetation measures <u>to achieve known and yet unknown GHG emission targets</u> ~~recommended by PCAPCD~~

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

Require~~, as feasible,~~ new construction to implement <u>feasible</u> energy, water, transportation, and vegetation measures <u>to achieve goals promulgated by the California Air Resources Board (ARB) to reduce GHG emissions to 40 percent below 1990 levels by 2030, and other, as-yet unknown future regulations. Such measures may include those</u> recommended by PCAPCD available in Appendix F-1 of the District's CEQA Handbook<u>, and other feasible measures consistent with ARB's 2030 Target Scoping Plan Discussion Draft, released December 2, 2016</u>. 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)

Additional measures that may be implemented to demonstrate compliance with applicable GHG emission targets include, but are not limited to:

- Achieve Zero Net Energy (ZNE) or equivalent level of energy efficiency, renewable energy generation, or greenhouse gas emission savings
- Require new developments to demonstrate that each new residence be equipped with a minimum of one single-port electric vehicle charging station that achieves similar or better functionality as a Level 2 charging station (referring to the voltage that the electric vehicle charger uses)
- Require residential projects to contribute to a fund to subsidize purchase of zero emission vehicles
- Require applicants for commercial projects to demonstrate that parking areas will be equipped with electric vehicle charging stations for an appropriate percentage of parking spaces
- Adopt a program of parking fees to generate funding for sustainable transportation modes
- Install ground source heat pumps (GSHPs) to reduce the need for natural gas in winter
- Require payment of fees into carbon offset programs adopted by ARB at a level sufficient to offset emissions over the operational life of the project

~~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.~~

Significance after Mitigation (applies to Area Plan impacts only)
Among the Area Plan alternatives, Alternative 2 provides the greatest GHG reductions, as compared to existing conditions, followed closely by the No Project alternative. However, under all alternatives, the Area Plan may not reduce overall regional emissions to less-than-significant levels. Implementation of Mitigation Measure 12-1 would reduce some of the anticipated future GHG emissions at buildout. Some of these measures would also be consistent with those identified in the Tahoe SAP. However, the exact effectiveness of these measures would depend on participation rates, available funding, and available technology at the time of installation. Given the uncertain effect of these mitigation measures, the Area Plan would have a considerable contribution to the cumulative impact of greenhouse gas emissions and climate change **significant and unavoidable** for all alternatives.

TAHOE REGIONAL PLANNING AGENCY

Mail
PO Box 5310
Stateline, NV 89449-5310

Location
128 Market Street
Stateline, NV 89449

Contact
Phone: 775-588-4547
Fax: 775-588-4527
www.trpa.org

MEMORANDUM

Date: December 7, 2016

To: TRPA Regional Plan Implementation Committee

From: TRPA Staff

Subject: Summary of Upcoming Topics for Regional Plan Implementation Committee Consideration

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Requested Action: This item is for informational purposes only and no action is required.

Background: This report provides a summary of topics anticipated to come before the Regional Plan Implementation Committee (RPIC) within the next three months, based on priorities established by the Governing Board and current staff resources. All topics and dates are subject to change.

Janauary 2017: The following topics are expected to come before RPIC in Janauary.

1. **Shoreline Planning Initiative Policy Direction** - TRPA staff , Gina Bartlett, with the Concensus Building Institute, and Dan Nickel, a shoreline planner with The Watershed Company, will provide an overview of Shoreline Steering Committee recommended policy proposals.

February and March 2017: There are no items scheduled at this time.

Contact Information: If you have any questions, please contact Brandy McMahon, Principal Planner, at (775) 589-5274, bmcmahon@trpa.org, or John Hester, Chief Operating Officer, at (775) 589-5219, jhester@trpa.org.