

*Proposed*  
**NEGATIVE DECLARATION**  
**EI Dorado Beach Improvement Project at Lakeview Commons**

***Project Description.*** This Initial Study/Negative Declaration (IS/ND) has been prepared to address the environmental impacts of the proposed EI Dorado Beach Improvement Project at Lakeview Commons. The applicant for this project is the City of South Lake Tahoe.

The EI Dorado Beach Improvement Project at Lakeview Commons proposes to improve an existing day use recreation area at the site between US Hwy 50 and the south shore of Lake Tahoe to address deficiencies with existing improvements. The project does not propose to change existing recreational uses at the site; only to improve the facilities available for those uses. Existing and proposed uses at the site include: pedestrian and bicycle trails, barbecue and picnic areas, lake viewing, public beach and boat ramp. The site also currently has an accessory kayak and beach toys concession on the beach and a small food concession adjacent to the picnic area. The existing bike/pedestrian trail continues eastward from EI Dorado Beach through one privately-owned lakefront parcel and two City-owned parcels. Reconstruction of these facilities is also proposed as a future phase of the project.

The existing project site, the waterfront north of US Hwy 50 and Lakeview Avenue, is currently heavily impacted by visitor and resident use. The site is in a state of severe degradation and in need of improvement. The intent of the project is to accomplish the following broad goals:

- Improve recreational characteristics through reconstruction of existing uses to meet current building codes.
- Improve environmental quality of a degraded landscape and planting areas.
- Enhance the sense of community for the City and County by improving the built quality of one of the primary urban waterfronts in the vicinity.
- Make the site ADA accessible.

The proposed project applies an integrated design approach to numerous deficiencies at the site. The major components of the proposed project and their relative locations on the main portion of the project site (between Lakeview Avenue and Rufus Allen intersection) are depicted in Exhibit 2A – Project Features, in the attached Project Description. Exhibit 2B in the attached Project Description illustrates conceptual improvements on three additional parcels to the east (east of Rufus Allen intersection to Alta Mira Building) which will be similarly re-constructed in a future phase. Reduced project plans showing more details of the proposed improvements are provided in Exhibits 3 – 9, at the end of the attached Project Description.

The EI Dorado Beach Improvement Project at Lakeview Commons will provide ADA-compliant day use facilities including picnic tables, barbecue pits, improved food and beverage concessions and restrooms. Further, the bi-level concession/restroom building will house on the bottom floor, a non-motorized watercraft storage and concession. Existing vegetation will be retained where appropriate, although much of the area will be replanted with native vegetation complementing the improved circulation paths for both pedestrians and bicyclists. Accessibility to the beach will be improved by constructing terraces, seating areas and an ADA pathway, in addition to rock rip-rap and native vegetative planting areas from the top of the bluff to near the beach along the Lake Tahoe shoreline. A cantilevered deck for pedestrian use and lake viewing opportunities will improve public access and scenic integrity by replacing the existing mixture of wood and steel retaining structures. Pervious concrete and stone paving will be used on much

of the site, and all improvements will be designed to accommodate the 20-year, one-hour storm event with the use of innovative designs and materials.

Existing conditions within the main site include 99,978 sf of impervious coverage and 99 conifer trees (greater than 14" dbh). Once constructed, 104,524 sf of coverage will be on site, of which 23,133 sf will be pervious. Twenty-one conifer trees (greater than 14" dbh) will be removed to implement the project. An additional 33,369 sf of the overall site area will be planted with appropriate native vegetation, including conifer and deciduous trees. The site today has a recreational design capacity, on average, of 1,047 persons. The proposed project will increase recreational design capacity to 1,154 persons (entirely due to increased lake viewing seating), improve the appearance and the scenic rating of the area (TRPA scenic score increased from 21 to 23) by using colors and materials appropriate for the setting and screening man-made structures. In total, the proposed project will assist the Lake Tahoe Basin in meeting the TRPA Recreation and Scenic Threshold targets in a manner consistent with the City's and TRPA's environmental standards.

**Findings.** An Initial Study (attached) has been prepared to identify the potential environmental effects of the proposed project and to assess the significance of those effects. Based on the analysis summarized in the Initial Study, there is no substantial evidence that the project may have a significant effect on the environment. The Initial Study supports the following findings:

1. The proposed recreational facility reconstruction project will have physical effects on the environment but these should not have any significant environmental impacts, based on the project-specific information currently available. Construction controls have been incorporated into the project specifications and plans. They are integral components of the proposed project and allow the proposed project to avoid or reduce some potential environmental impacts. The contractor will be required to incorporate all the rules, standards and policies discussed in construction activities.
2. The proposed project would not have a significant adverse impact on the environment. The proposed project will have no adverse impacts on agricultural resources, land use and planning, mineral resources and population and housing. Any impacts to aesthetics, air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, noise, public services, recreation, transportation and traffic, utilities and service systems, and mandatory findings of significance from the proposed project will be less than significant because of the construction controls integrated into the project and/or absence of significant environmental resources which could be affected. The proposed project is consistent with the overall designation and special policies within Bijou/Al Tahoe Community Plan District #4 in which it is located.
3. No mitigation measures are needed to avoid potentially significant environmental impacts as none are identified.

Please contact the City of South Lake Tahoe, the lead agency, for copies of the Initial Study and Negative Declaration: Hilary Hodges, Planning Manager – 530.542.6024. Comments on these documents may be submitted to the lead agency during the comment period (From date – To date):

**Planning Division  
City of South Lake Tahoe  
1052 Tata Lane  
South Lake Tahoe, CA 96150**

# Section 1

## Introduction & Project Description

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### 1. Introduction

This Initial Study (IS) has been prepared to address the environmental impacts of the proposed El Dorado Beach Improvement Project at Lakeview Commons. The purpose of this IS is to address potential environmental impacts that may result from adoption and implementation of the proposed project. The applicant for this project is the City of South Lake Tahoe.

The El Dorado Beach Improvement Project at Lakeview Commons' application package may be viewed at the City Planning Division (1052 Tata Lane, South Lake Tahoe, CA 96150) between 8:00 am and 4:00 pm except on weekends or holidays.

During the 30-day comment period, please mail any comments on this IS and proposed Negative Declaration to the City Planning Division, Attention: Hilary Hodges (1052 Tata Lane, South Lake Tahoe, CA 96150).

### CEQA Requirements

This IS and proposed Negative Declaration have been prepared pursuant to the California Environmental Quality Act (CEQA) of 1970, California Public Resources Code Section 21000 et seq. The City is the CEQA lead agency for this proposal. The Tahoe Regional Planning Agency (TRPA), which must also approve the project, is independently reviewing a project application and will process it concurrently. TRPA will utilize its own environmental review process patterned after the federal National Environmental Policy Act (NEPA).

An IS is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. The findings of an IS may result in the following possible outcomes:

- If the agency finds no substantial evidence that the project or any of its aspects may cause a significant impact on the environment, a Negative Declaration shall be prepared.
- If the project is found to have a significant impact on the environment that, with specific mitigation measures, can be reduced to a less-than-significant level, a Mitigated Negative Declaration shall be prepared.
- If the lead agency finds substantial evidence that any aspect of the project, either alone or in combination with other projects, may have a significant effect on the environment that cannot be mitigated, that agency is required to prepare an environmental impact report (EIR), a supplement to a previously prepared EIR, or a subsequent EIR to analyze the project.

The conclusion of this IS is that there is no substantial evidence that the proposed project or any of its aspects may cause a significant impact on the environment. Therefore, a proposed Negative Declaration has been prepared.

## **2. Project Introduction/Background**

The El Dorado Beach Improvement Project at Lakeview Commons proposes to improve an existing day use recreation area at the site between US Hwy 50 and the south shore of Lake Tahoe to address deficiencies with existing improvements (see Exhibit 1 – Location Map at the back of this section). The project does not propose to change existing recreational uses at the site; only to improve the facilities available for those uses. Existing and proposed uses at the site include: pedestrian and bicycle trails, barbecue and picnic areas, lake viewing, public beach and boat ramp. The site also currently has an accessory kayak and beach toys concession on the beach and a small food concession adjacent to the picnic area. The existing bike/pedestrian trail continues eastward from El Dorado Beach through one privately-owned lakefront parcel and two City-owned parcels. Reconstruction of these facilities is also proposed as a future phase of the project.

El Dorado Beach is the lakefront portion of a larger publicly owned recreation and civic use parcel now known as Lakeview Commons (previously identified as the 56 Acre Site). The overall site is owned by El Dorado County; however uses are primarily operated by the City of South Lake Tahoe. The City operates, manages and maintains the existing facilities at El Dorado Beach and would continue in these roles with the proposed improvements. Funding for the improvement project will be provided primarily by a grant from the California Tahoe Conservancy through its public recreation and access program which is intended to provide improved access to Lake Tahoe for the general public. The City is expected to be the agency implementing the project, if approved, and is the “applicant” or proponent for all project related agency approvals.

The existing project site, the waterfront north of US Hwy 50 and Lakeview Avenue, is currently heavily impacted by visitor and resident use. The site is in a state of severe degradation and in need of improvement. As part of the conceptual design development for the entire site, several alternatives were considered, all with the intent to accomplish the following broad goals:

- Improve recreational characteristics through reconstruction of existing uses to meet current building codes.
- Improve environmental quality of a degraded landscape and planting areas.
- Enhance the sense of community for the City and County by improving the built quality of one of the primary urban waterfronts in the vicinity.
- Make the site ADA accessible.

## **3. Project Description**

The El Dorado Beach Improvement Project at Lakeview Commons applies an integrated design approach to numerous deficiencies at the site. The major components of the proposed project and their relative locations on the main portion of the project site (between Lakeview Avenue and Rufus Allen intersection) are depicted in Exhibit 2A – Project Features, at the back of this section. Exhibit 2B illustrates a conceptual plan for the reconstruction of recreation improvements on the additional three parcels to the east (east of Rufus Allen intersection to Alta Mira Building) which will be similarly reconstructed in a future phase. Reduced project plans showing more details of the proposed improvements on the main portion of the site are provided in Exhibits 3 – 9, at the end of this section.

The proposed improvements have been designed to be, and construction methods proposed to implement them are, consistent with the applicable portions of the TRPA Code of Ordinances, City of South Lake Tahoe Codes and the mutually adopted Bijou/Al Tahoe Community Plan.

The following descriptions identify existing facilities and proposed modifications by functional or use area within the project site:

#### Circulation

An existing bicycle path extends through the three eastern parcels and then through the main site from the Rufus Allen Boulevard/US Hwy 50 intersection (east end) to Lakeview Avenue (west end). The path is shared by bicycles and pedestrians, and its surface is in disrepair, as adjacent trees and snow removal activities have compromised the surface and caused cracking and buckling. An 8 ft bike path with 2 ft clearance on each side will be constructed to meet Class I standards in essentially the same location (#13 on Exhibit 2A). To separate bicycle and pedestrian traffic, an ADA-compliant cantilevered pedestrian walkway will be built between the bike path and the lake shore (#15 in Exhibit 2A). The cantilevered walkway, up to 16 feet wide, will be supported by a steel framework and a dark gray textured concrete retaining wall, ranging from 6 ft to 10 ft tall, which replaces the existing wood and steel wall. Native shade-tolerant vegetation will be planted beneath the walkway to improve the scenic quality of the eroded slope and screen the retaining wall and walkway supporting structure. Widely spaced (80 ft on center) overhead lights will illuminate the bicycle trail and plaza area for nighttime safety and inset rail lighting and stair lighting will be installed on the walkways for public safety.

#### Day Use

The existing picnic area that is situated on the dirt terrace behind the turf (lawn) area of the main site between US Hwy 50 and Lake Tahoe typically has 28 non-ADA compliant picnic tables and 21 barbecues. (Some picnic tables have been relocated to other sites at times due to demand and, most recently, as a result of the reduction in picnic area from the continually eroding slope.) These picnic tables will be removed and replaced, in close proximity to the existing locations, with 28 new ADA accessible picnic tables with seating areas for wheelchairs (#4 in Exhibit 2A). The surface beneath and around the tables will be covered with permeable concrete pavers. The existing barbecues will be replaced by 19 new barbecues in generally the same locations. A hose bib and drainage sump for potable water will also be installed within the picnic area, and drinking fountains, handrails and animal-proof waste receptacles will be provided.

Food and beverage concession sales (a commercial use accessory to the primary recreation use on the site) are currently made from a metal trailer parked on the dirt area along Lakeview Avenue between the boat ramp (#1 in Exhibit 2A; perpendicular to and beneath Lakeview Avenue) and the picnic area(s). The restrooms serving the site are across Lakeview Avenue from the picnic areas. A non-motorized boat concession (another accessory commercial use) is currently set up on the beach with boats chained together in the sand and a portable table with umbrella functioning as a sales office. The proposed project includes a 2,400 gross square foot (gsf) bi-level building (#2 in Exhibit 2A) constructed into the slope adjacent to the boat ramp in an unused area that has less visibility from the lake than the existing trailer and non-motorized boats lying on the beach. The upper level of the building will house a food and beverage concession area (275 square feet [sf]) serving the public from an outside counter and restrooms with a janitor closet (660 sf). A foot wash spigot will be part of the upper level building exterior

(#9 in Exhibit 2A). A gas fire pit will be constructed adjacent to the concession building (#10 in Exhibit 2A), and the ignition will be controlled by the concessionaire. The lower level will be for privately owned non-motorized boat storage (785 sf) and non-motorized boat concession operations (215 sf concession storage and 95 sf office space). Minimum Leadership in Energy and Environmental Design (LEED) Gold level certification standards will be met, and construction materials will be recycled wood, metal and stone to reflect an alpine (Tahoe) character. Materials will be selected for low reflectivity, and night lighting will be the minimum required for security. The roof design includes measures to prevent snow shed during the winter from hitting pedestrians accessing the boat storage area and boat ramp during the winter.

The existing plaza area between US Hwy 50 and the top of the bluff above the beach is comprised of a mix of turf (grass), compacted dirt, pavers and asphalt. Not all surfaces meet ADA code, nor does the retaining wall at the plaza's edge (top of bluff), because at its current height, a railing is required. Most of the turfed areas are in very poor condition. In addition, there is a lack of lake view seating and no defined pedestrian paths in the plaza. The existing turf area along US Hwy 50 will be retained and improved. A small, landscaped berm, just over 1 ft high and 8 ft wide with a slope of about 1:3, will be constructed adjacent to the highway to attenuate road noise in the day use area and help define the bicycle path (#14 in Exhibit 2A). Paved areas within the plaza will be replaced with concrete pavers, permeable in some areas, to allow full ADA access and water infiltration.

The proposed plaza has been carefully configured to allow adequate circulation for pedestrians and maintenance crews and to provide space for picnicking, barbecuing, lake viewing, bicycle parking and the gas fire pit, while still maintaining a majority of the trees in that area of the site (#6 in Exhibit 2A). Of the 70 trees (over 14" dbh) existing in this area within the site, 15 trees are proposed for removal for the improved plaza, and 4 trees are proposed for removal for poor health per the recommendations of an arborist. The design of the plaza area was repeatedly re-evaluated to maximize the preservation of trees for scenic quality purposes. The resulting plaza will be 20,485 sf, slightly more than the existing verified compacted dirt plaza, which is 17,649 sf. The additional plaza space is necessary to accommodate new amenities including bicycle parking and the community fire pit and incorporates existing areas which have been trampled and denuded by heavy use but were not officially verified as soft coverage. Planting areas within the plaza will be re-vegetated with native plants. The turf in the area where the wooden headers are will be replaced with native plants and enclosed with concrete and stone curbs and walls to prevent trampling. Compacted dirt areas will be paved with permeable concrete pavers to support heavy pedestrian use and guide pedestrian foot traffic away from planted areas. Limited low level pedestrian pole lighting will be installed to light the main access paths through the plaza for public safety. The five metal and wood benches along the bluff top will be replaced, and the tile art wall near the top of the bluff will be relocated within the vicinity of its current location, framed and built atop a new concrete and stone base (#11 in Exhibit 2A). In addition, bicycle racks for 21 bikes will be installed within the plaza area, where none existed previously (#12 in Exhibit 2A).

### Lake Viewing

The existing dirt slope area at and below the bluff will be used to create additional lake view seating. Native stone will be used to build seating areas that protrude out and over the edge of the bluff. Rip rap will be used for retention of these protruding seating areas, and native plants will be planted in pockets within the rip rap (#3 in Exhibit 2A). In addition, multi-level viewing will be achieved by constructing 12 terraces that are 5 ft wide by 1 ft 7 inches tall and made of native stone interspersed with areas of native planting (#5 and #8 in Exhibit 2A). The terraces will include 1,350 linear feet of seatwalls, providing a capacity of 135 people. Both the planted areas and the stone paving areas of the viewing terraces will be constructed as permeable so that throughout the entire terraced slope, storm water will infiltrate directly into the ground beneath, taking advantage of the high infiltration rate of the on-site soils. Proposed improvements to the dirt slope will require some grading work to create the terraces and the ADA accessible ramp to the beach. Grading work will include 3,031 cubic yards of total cut and 998 cubic yards of fill. Excess material will be exported off site to an approved disposal location.

On the lake side of the Rufus Allen Boulevard/US Hwy 50 intersection, existing wood and stone steps provide non-ADA accessible lake access. The wood steps will be replaced with code-compliant concrete steps built to meet existing street level (#16 in Exhibit 2A). The concrete and wood retaining walls will be replaced with stone and concrete retaining walls. The existing wooden wall at street level will be replaced with a 20 inch high stone wall to match the character of the site and continue to block headlights from shining out into the lake.

### Retaining Walls

There is a series of existing retaining walls along the bluff throughout the eastern two thirds of the site. Wall heights range from 2 ft to 10 ft or greater; materials are a combination of concrete block, wood, corrugated steel and concrete; and all are of different ages and in various states of disrepair. A new wall will be constructed to replace these retaining walls. The new wall will be partly dark gray stone veneer and partly dark gray textured concrete. Native stone, or rip rap with native vegetation planted within, will be placed along slopes in front of the wall. At its west end, the reconstructed retaining wall will be incorporated into part of the ADA-accessible pedestrian walkway. Gray steel post and cable guardrails that allow maximum lake viewing will be built on top of the retaining wall where necessary.

### Drainage

Current drainage on site is largely uncontrolled and untreated except at the boat ramp. A new drainage collection system will be installed to prevent the uncontrolled movement of concentrated flows from hard surfaces in the project area into the backshore. This new drainage system will bring the site into compliance with the permanent Best Management Practices (BMPs) requirements for all developed properties within the Tahoe Basin. Runoff will initially be collected and treated using 8 drop inlets to capture litter, heavy sediment, and oil/grease. The inlets will flow to infiltration galleries installed underneath the plaza to treat the 20-year, 1-hour event and infiltrate storm water into the ground. Infiltration trenches will be installed in permeable paved areas to capture runoff during heavy storm events that may exceed the infiltration rate of the permeable paving. Erosion potential in the backshore will be minimized through the installation of terraces, as described above.



### Construction Methods

The Lake Tahoe Basin is a highly regulated environment with strict standards for construction activities in order to protect the clarity of Lake Tahoe and other environmental resources. In particular, the TRPA Code of Ordinances includes numerous provisions requiring special construction techniques or methods to meet specific environmental thresholds (i.e., prevent soil erosion, maintain scenic quality, minimize noise, etc.). The proposed project is being independently reviewed by TRPA and will be separately permitted by that agency. The proposed project, in order to be approved and subsequently constructed, will be required to meet applicable TRPA standards. Consistency with such standards is an essential characteristic of the proposed project.

CEQA allows the use of uniformly applied, previously adopted development policies or standards as mitigation for future projects (CEQA Guidelines Sec. 15183(f)). In this case, the TRPA standards are not separate mitigation measures applied to the proposed project; consistency with these standards is incorporated into the proposed project to avoid or reduce potential environmental impacts.

### Summary

The El Dorado Beach Improvement Project at Lakeview Commons will provide ADA-compliant day use facilities including picnic tables, barbecue pits, improved food and beverage concessions and restrooms. Further, the bi-level concession/restroom building will house on the bottom floor, a non-motorized watercraft storage and concession. Existing vegetation will be retained where appropriate, although much of the area will be replanted with native vegetation complementing the improved circulation paths for both pedestrians and bicyclists. Accessibility to the beach will be improved by constructing terraces, seating areas and an ADA pathway, in addition to rock rip-rap and native vegetative planting areas from the top of the bluff to near the beach along the Lake Tahoe shoreline. A cantilevered deck for pedestrian use and lake viewing opportunities will improve public access and scenic integrity by replacing the existing mixture of wood and steel retaining structures. Pervious concrete and stone paving will be used on much of the site, and all improvements will be designed to accommodate the 20-year, one-hour storm event with the use of innovative designs and materials.

Existing conditions within the main site include 99,978 sf of impervious coverage and 99 conifer trees (greater than 14" dbh). Once constructed, 104,524 sf of coverage will be on site, of which 23,133 sf will be pervious. Twenty-one conifer trees (greater than 14" dbh) will be removed to implement the project. An additional 33,369 sf of the overall site area will be planted with appropriate native vegetation, including conifer and deciduous trees. The site today has a recreational design capacity, on average, of 1,047 persons. The proposed project will increase recreational design capacity to 1,154 persons (entirely due to increased lake viewing seating), improve the appearance and the scenic rating of the area (TRPA scenic score increased from 21 to 23) by using colors and materials appropriate for the setting and screening man-made structures. In total, the proposed project will assist the Lake Tahoe Basin in meeting the TRPA Recreation and Scenic Threshold targets in a manner consistent with the City's and TRPA's environmental standards.

#### **4. Project Setting & Surrounding Land Uses**

As noted above, the project site is an existing day use recreation facility with the same range of uses existing today as those proposed after project implementation. The proposed project site is the lakeshore portion of a larger publicly owned parcel which includes a variety of recreational and civic uses. The majority of this parcel is located south of the proposed project on the other side of US Hwy 50. Campground by the Lake is situated immediately across US Hwy 50 from the project site. This is where many of the day use visitors to the proposed project site originate during the summer season. Users from the campground access the site via the signalized intersection and crosswalk at the US Hwy 50/Lakeview Avenue intersection.

Immediately to west of the proposed project site, along the lake shore, is the Beachcomber Resort, a timeshare tourist accommodation development. To the east are the three parcels which are currently improved only with riprap slopes and a railroad tie stairway which extends part of the way down to the beach area, and the extension of the existing pedestrian/bicycle path which passes through the main project site. The improved El Dorado Beach trail facilities will be extended through these parcels with a consistent design so that the entire open public lakefront is improved with a unified design. The Alta Mira Building is located just east of the three parcels noted previously. This building is a small two-story mixed-use structure with residential over commercial on the bluff level overlooking Lake Tahoe. Bike/pedestrian trail users will pass through the existing parking area of the Alta Mira Building to continue eastward on planned future trail segments which will connect to Ski Run Blvd.

Parking for the El Dorado Beach site is provided in two parking lots, one across Lakeview Avenue from the area of proposed improvements and another located across Harrison Avenue from the first lot. Both are striped to accommodate autos with trailers in support of the boat ramp. Expansion of these parking facilities will be considered in future phases of overall Lakeview Commons reconstruction planning. The existing restrooms which serve El Dorado Beach are adjacent to the parking lot across Lakeview Avenue. Commercial uses extend down the west side of Harrison Avenue which becomes a frontage road parallel to US Hwy 50 south of the project area. The AI Tahoe neighborhood, a mixed residential area, extends west from the second parking lot and Beachcomber Resort.

#### **5. Cumulative Projects**

In assessing environmental effects, the City has considered the cumulative impacts of the proposed project. Such impacts could result from the incremental impact of the proposal when added to other past, present, and reasonably foreseeable future actions, regardless of who takes the other actions. Two primary sources of potential cumulative impact were identified: 1) the continued reconstruction and upgrading of facilities within the Lakeview Commons' project area, 2) extension and further improvement of the bicycle and pedestrian routes which access the current project site, and 3) the planned AI Tahoe Erosion Control Project being planned for the residential neighborhood west of the project site..

The currently proposed project is essentially the first implementation phase for the overall Lakeview Commons improvement project. Extension of trail improvements to the three eastward parcels will likely be the second. Plans for the remainder of the site have not progressed beyond the conceptual stage, however the approach to date has been an "upgrade and reconstruct" plan (very similar to the approach of the proposed project),

correcting deficiencies in existing facilities rather than planning for a significant expansion or increase in uses.

Near the parking areas immediately adjacent to the project site (across Lakeview Avenue), it is anticipated the existing restrooms will be removed as a part of a future project because the current project includes new restrooms in the restroom/concession building. The second parking lot across Harrison Avenue is expected to be expanded in the future to include some of the vacant land available on that parcel to provide additional vehicle parking to better meet peak demand. Implementation of additional phases of this project will result in continuing temporary construction related impacts to the general area and may result in increased usage of facilities due to the increased attractiveness of the overall site. Each proposed project will be evaluated for such potential environmental effects as part of the project review process. Currently, it is premature to attempt to assess potential impacts associated with such changes because no project proposal has been formulated for these areas.

The existing pedestrian and bicycle paths on the proposed project site, which will be upgraded by the proposed project, have limited utility due to a lack of connectivity to destinations throughout the south shore. Currently, there is a coordinated multi-agency effort to plan and implement a master plan for bicycle and pedestrian facilities on the south shore. The City of South Lake Tahoe has adopted a City-wide Bicycle Master Plan which is a portion of the Basin-wide Lake Tahoe Regional Bicycle and Pedestrian Master Plan adopted by TRPA. As connectivity is increased, usage of the on-site facilities included in this proposed project is also likely to increase. Increased use of alternative transportation is encouraged in all land use plans for the Tahoe region because of the environmental benefits associated with reduced vehicle usage. Potential impacts of increased trail use have been assessed in the environmental documents prepared for master plan adoption and have been incorporated in this analysis, as appropriate.

The AI Tahoe Erosion Control Project is currently being designed. The project will provide erosion control improvements and storm water BMPs to treat runoff from streets and road shoulders within the public right-of-ways within the adjacent neighborhood. The project is expected to include storm water conveyances such as curbs and gutters in selected locations to control and direct flows to treatment and infiltration facilities. These improvements may reduce the amount of on-street parking available to residents due to the new shoulder improvements which could reduce the currently unimproved shoulder areas utilized for parking. This existing shoulder parking may also be utilized by El Dorado Beach visitors during peak times when parking lots are full. As noted above, provision of additional beach parking will be considered in the planning of future phases of Lakeview Commons where additional parking can be provided. The planned AI Tahoe Erosion Control Project will be subject to its own environmental review which will include an assessment of potential parking impacts and necessary mitigation, if any. Construction of the erosion control project is currently planned to occur after the beach improvement project, so cumulative temporary construction impacts can be avoided.

6. **Public Involvement**

Opportunities for public participation in the CEQA process are provided to promote open communication and better decision-making. All persons and organizations having a potential interest in the proposed project are invited to participate in the CEQA environmental analysis process through providing comments during the 30 day comment period for this IS/Negative Declaration.

7. **Plans, Policies and Findings**

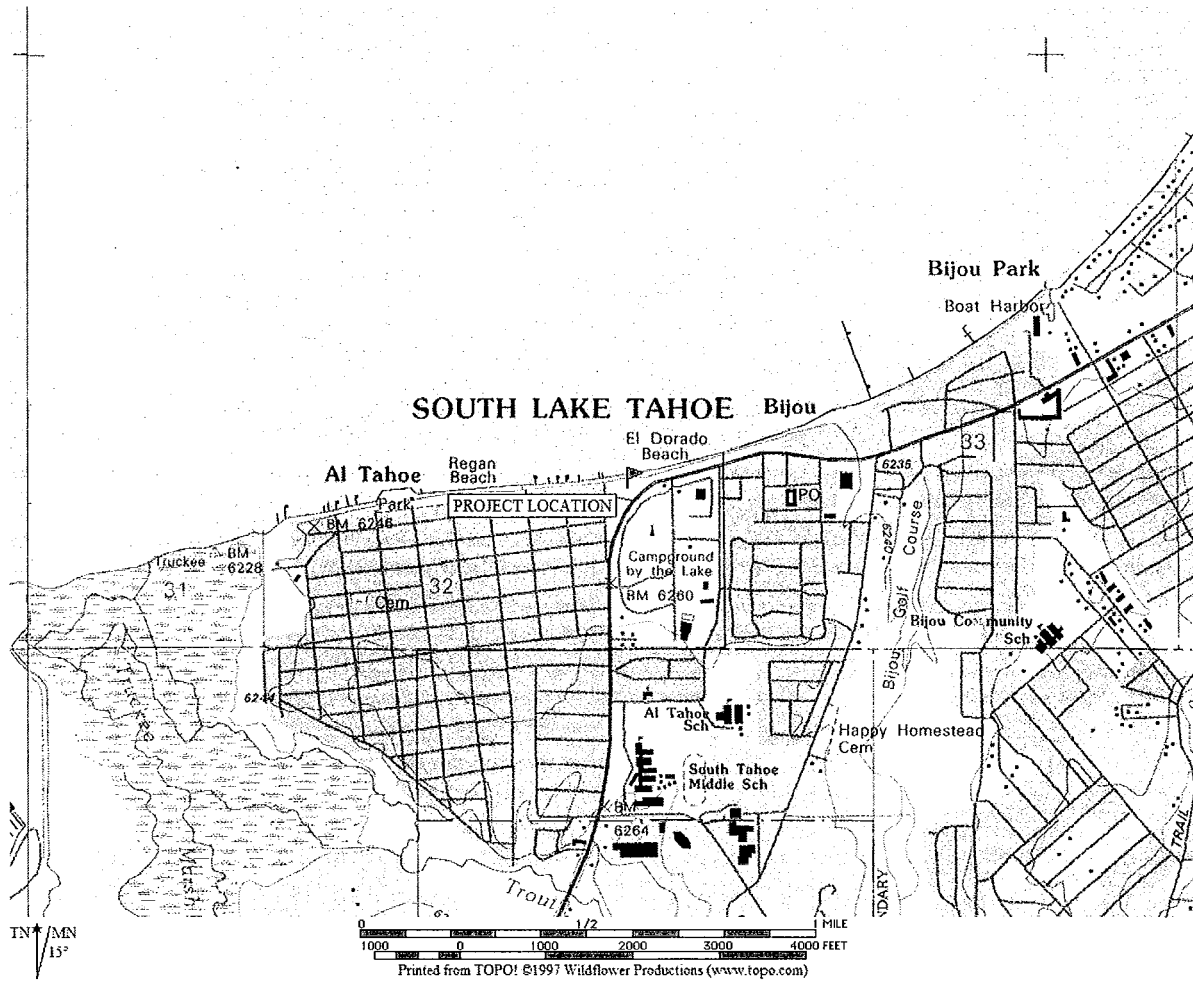
This section summarizes the major applicable plans and policies of the pertinent regional and local government agencies. These agencies include the TRPA and the City of South Lake Tahoe.

**Tahoe Regional Planning Agency:** TRPA is a bi-state regional environmental planning and regulatory agency with jurisdiction over the Lake Tahoe Basin. Environmental threshold carrying capacities have been adopted for specific values that have been identified as unique to the Lake Tahoe Region and are desirable to sustain. They include thresholds for water quality, air quality, soil conservation, vegetation preservation, wildlife, fisheries, noise, recreation, and scenic resources. TRPA's purpose for planning is to adopt and enforce a regional plan and implementing ordinances which achieve and maintain such environmental threshold capacities while providing opportunities for orderly growth and development consistent with such capacities. The Regional Plan includes community plans for areas with concentrated commercial, tourist and related uses. The proposed project site is located at the northwest corner of the Bijou/Al Tahoe Community Plan area. The community plan includes policies, standards and regulations for all land uses within the plan area. The proposed project is required to conform to the provisions of the community plan to be approved by TRPA.

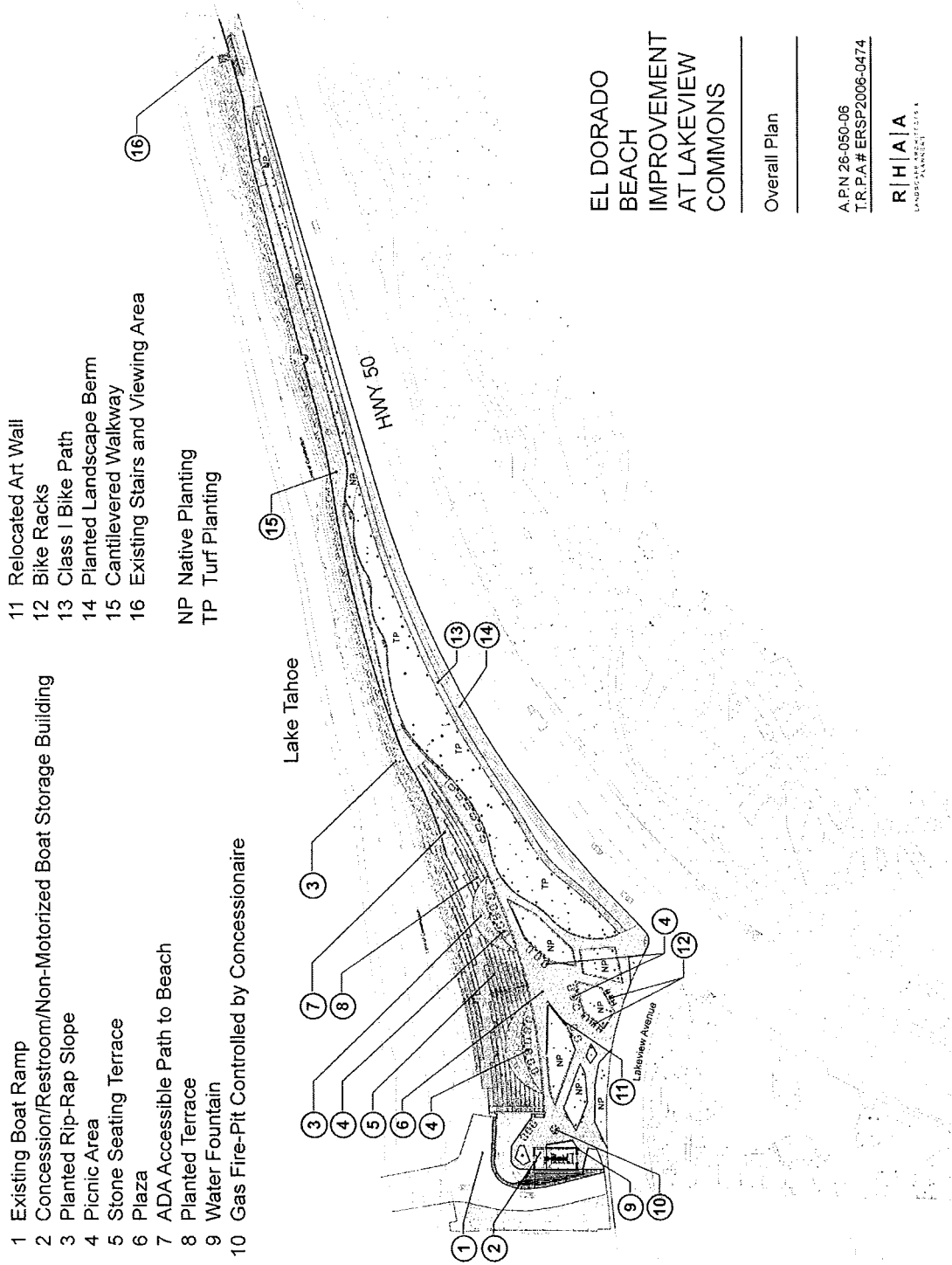
**City of South Lake Tahoe:** The City has also adopted the Bijou/Al Tahoe Community Plan to guide land use related decisions in this portion of the City. The community plan is a policy document functioning like a general or specific plan while also providing specific land use policies and development standards, comparable to zoning regulations. The proposed project and activities must be consistent with the provisions of the community plan for City approval as well.

Consistency with the Bijou/Al Tahoe Community Plan is addressed in the Land Use and Planning section of the IS (Section IX of the checklist).

Exhibit 1 - Location Map



# Exhibit 2A – Main Site Project Features



- 1 Existing Boat Ramp
- 2 Concession/Restroom/Non-Motorized Boat Storage Building
- 3 Planted Rip-Rap Slope
- 4 Picnic Area
- 5 Stone Seating Terrace
- 6 Plaza
- 7 ADA Accessible Path to Beach
- 8 Planted Terrace
- 9 Water Fountain
- 10 Gas Fire-Pit Controlled by Concessionaire

- 11 Relocated Art Wall
  - 12 Bike Racks
  - 13 Class I Bike Path
  - 14 Planted Landscape Berm
  - 15 Cantilevered Walkway
  - 16 Existing Stairs and Viewing Area
- NP Native Planting  
TP Turf Planting

## EL DORADO BEACH IMPROVEMENT AT LAKEVIEW COMMONS

Overall Plan

A.P.N. 26-050-06  
T.R.P.A.# ERS2006-0474

**R|H|A|A**  
LANDSCAPE ARCHITECTS

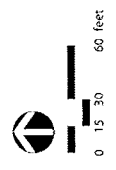
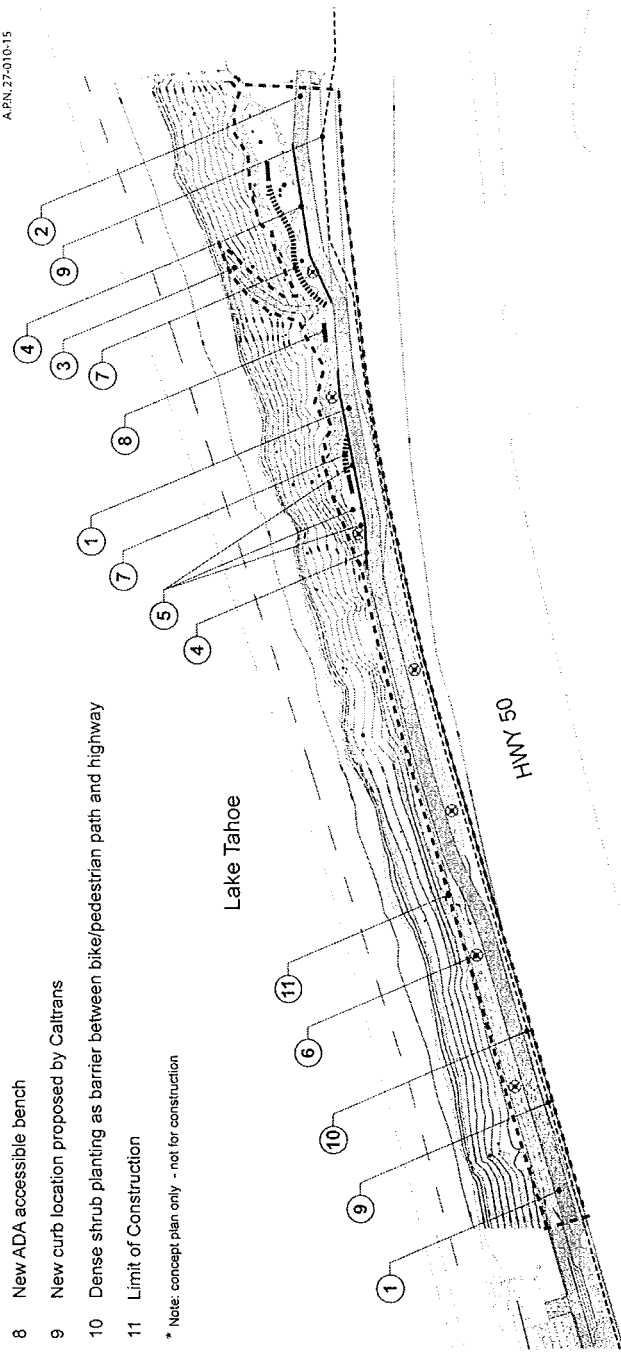
# Exhibit 2B – Concept Plan for Three Eastward Parcels

EL DORADO  
 BEACH  
 IMPROVEMENT  
 AT LAKEVIEW  
 COMMONS  
 Phase 1 - Waterfront  
 South Lake Tahoe, CA  
 3-PARCELS CONCEPTUAL  
 PLAN

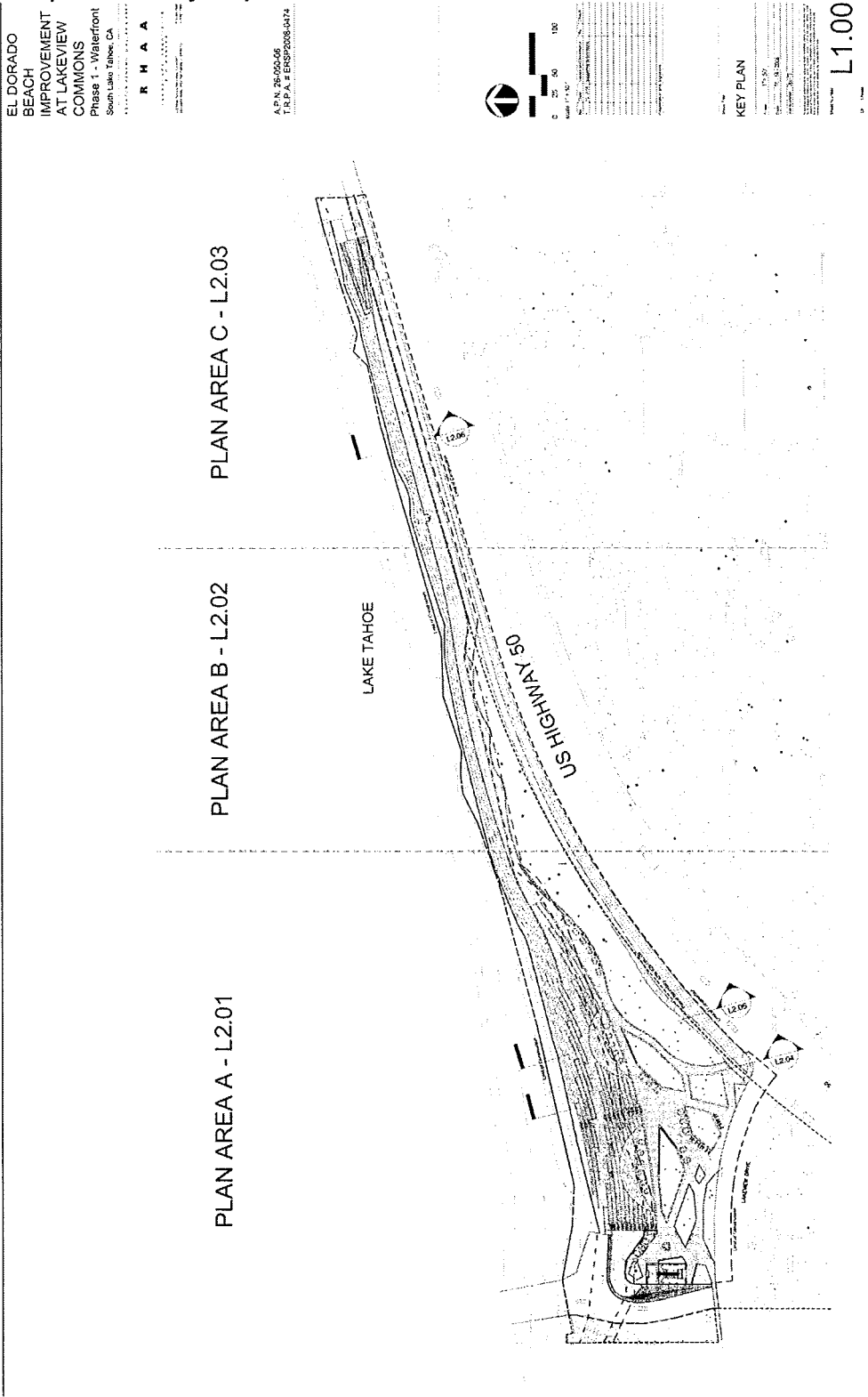
**R H A A**  
 ARCHITECTURAL  
 ASSOCIATES  
 1000  
 APN: 27-010-14  
 APN: 27-010-17  
 APN: 27-010-15

- 1 Realignment of bike/pedestrian path to increase separation from highway
- 2 Realignment of bike/pedestrian path to meet up with adjacent new projects as necessary
- 3 Removal of existing non-ADA-compliant railroad tie steps - to be replaced by planting to match surroundings
- 4 Minimal new/replaced retaining walls to enable realignment of bike/pedestrian path
- 5 Minimal tree removal to enable realignment of bike/pedestrian path
- 6 Minimal lighting to be consistent with adjacent parcels
- 7 Improved paving/access to existing benches
- 8 New ADA accessible bench
- 9 New curb location proposed by Caltrans
- 10 Dense shrub planting as barrier between bike/pedestrian path and highway
- 11 Limit of Construction

\* Note: concept plan only - not for construction



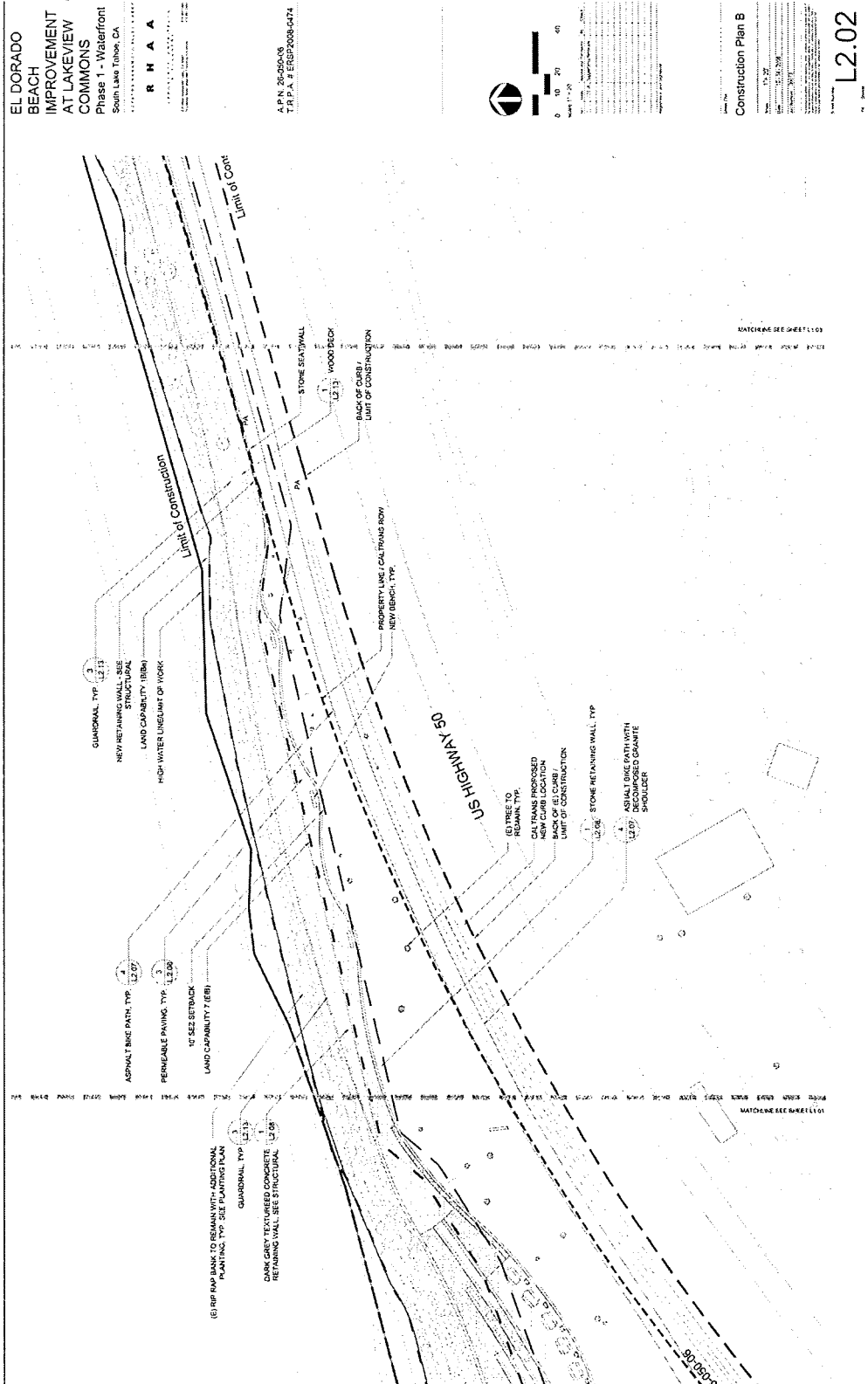
# Exhibit 3 – Landscape Plans Key Map







# Exhibit 5 – Landscape Construction Plan Area B





# Exhibit 7 – Landscape Construction Plan Section at Seating Terraces

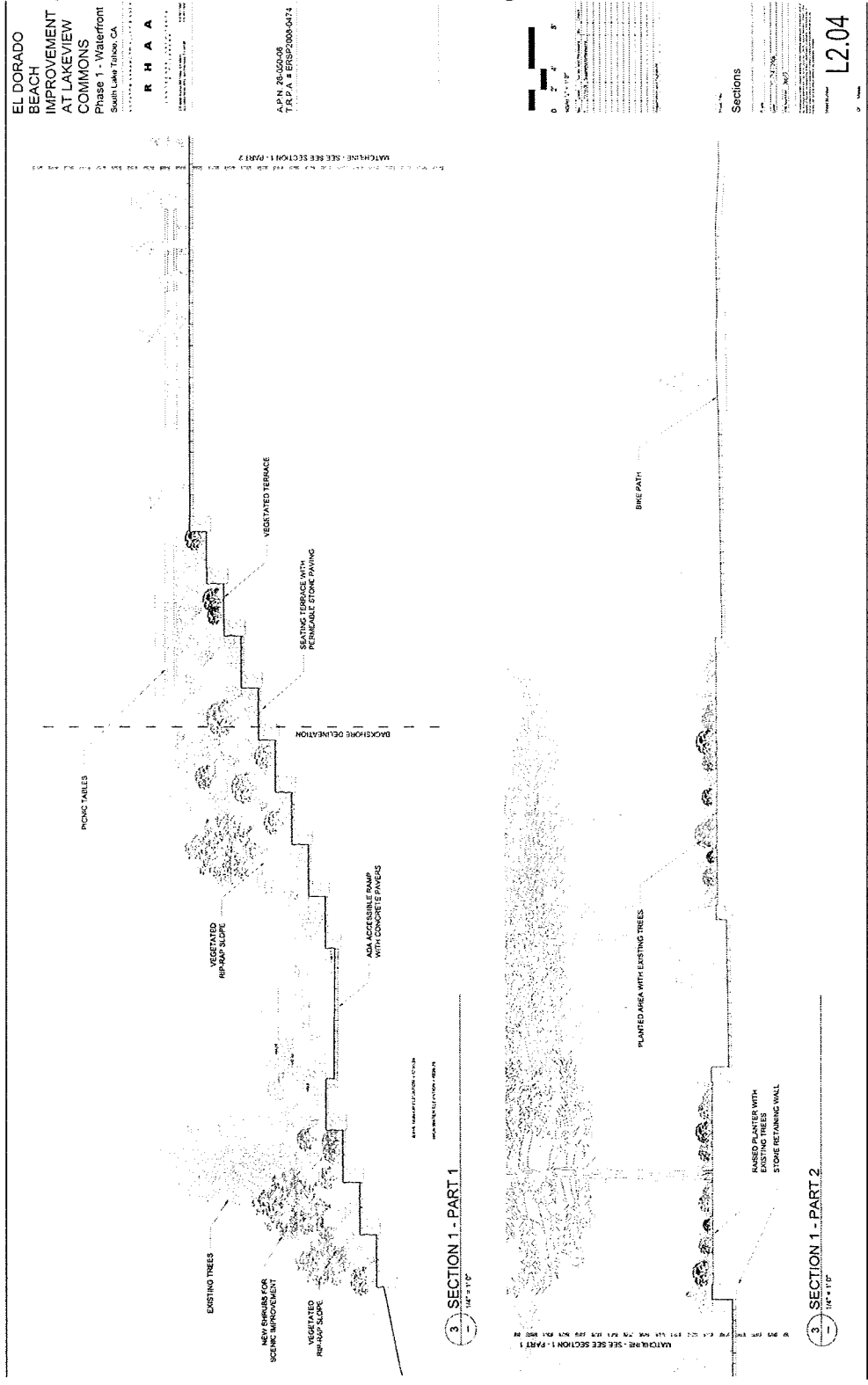


Exhibit 8 – Landscape Construction Plan Section at Planted Terrace

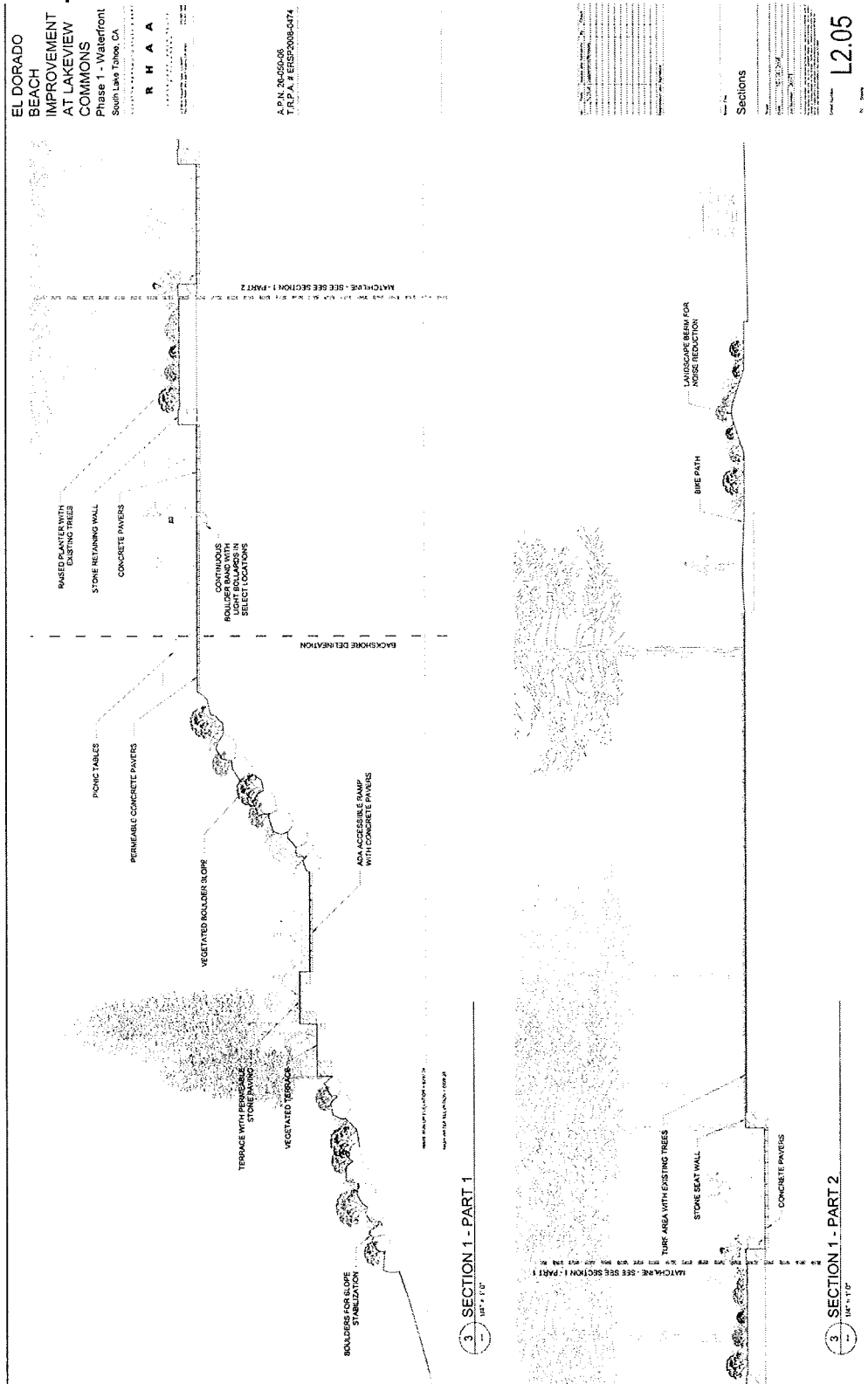


Exhibit 9 – Landscape Construction Plan Section at Cantilevered Walk



# SECTION 2

## INITIAL STUDY/ENVIRONMENTAL CHECKLIST

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### A. BACKGROUND

1. Project title: **El Dorado Beach Improvement Project at Lakeview Commons**
2. Lead agency name and address:  
***City of South Lake Tahoe, Planning Division  
1052 Tata Lane  
South Lake Tahoe, California 96150***
3. Contact person and phone number:  
*Hilary Hodges, Planning Manager; 530-542-6024*
4. **Project location:** *Existing El Dorado Beach day use recreation area on the south shore of Lake Tahoe, adjacent to U.S. Hwy 50, in the City of South Lake Tahoe (see Location Map, Exhibit 1 in Section 1)*
5. Project sponsor's name and address:  
*City of South Lake Tahoe, 1052 Tata Lane, South Lake Tahoe, CA 96150*
6. General plan designation: *Community Plan (CP)*
7. Zoning: *Bijou/Al Tahoe Community Plan, District #4*
8. Description of project: (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)  
*See Section 1 - Project Description*
9. Surrounding land uses and setting: Briefly describe the project's surroundings:  
*See Section 1 - Project Description*
10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement.)  
*Tahoe Regional Planning Agency, California Tahoe Conservancy, Lahontan Regional Water Quality Control Board (RWQCB), Caltrans, El Dorado County*

**B. ENVIRONMENTAL IMPACTS**

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- |  |   |   |
|--|---|---|
| <input type="checkbox"/> Aesthetics                    | <input type="checkbox"/> Agriculture Resources              | <input type="checkbox"/> Air Quality            |
| <input type="checkbox"/> Biological Resources          | <input type="checkbox"/> Cultural Resources                 | <input type="checkbox"/> Geology /Soils         |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality          | <input type="checkbox"/> Land Use / Planning    |
| <input type="checkbox"/> Mineral Resources             | <input type="checkbox"/> Noise                              | <input type="checkbox"/> Population / Housing   |
| <input type="checkbox"/> Public Services               | <input type="checkbox"/> Recreation                         | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities / Service Systems   | <input type="checkbox"/> Mandatory Findings of Significance |   |



**DETERMINATION:**

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Hilary Hodges  
Signature

4/3/09  
Date

**EVALUATION OF ENVIRONMENTAL IMPACTS:**

A brief explanation is provided for all answers except "No Impact" answers that are adequately supported by the information cited in the parentheses following each question indicating that an impact simply does not apply. All answers take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

"Potentially Significant Impacts" indicate that there is substantial evidence that an effect may be significant. Such impacts require analysis in an Environmental Impact Report (EIR). "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." If this is the case, the proposed mitigation measures will be described and an explanation of how they reduce the effect to a less than significant level will be provided.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>I. AESTHETICS --</b> Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATION:**

a-c. The California Environmental Quality Act (CEQA) guidelines identify Lake Tahoe Basin as an area of critical environmental sensitivity for its scenic as well as its ecologic and recreational value. Federal policy, under the U.S. Department of Transportation Act, provides that "special effort should be made to preserve the natural beauty of the countryside and public parks and recreational lands, wildlife, and waterfowl refuges, and historic sites."

Within the City there are several designated scenic routes and resources. Highway 89 is a designated state scenic highway. TRPA has designated Highways 89 and 50 and Pioneer Trail as scenic corridors. El Dorado Beach and Campground by the Lake (the proposed project site and adjacent Lakeview Commons property), Reagan Beach, and Heavenly Ski Resort are TRPA designated scenic recreation resources. Several bicycle trails are also designated scenic

bikeway segments.

The proposed project will improve the scenic quality of El Dorado Beach, the scenic quality of the on-site bike trail and the view from Hwy 50 toward Lake Tahoe. Views from the highway to the lake will be improved by removing the existing wood railing and wall and replacing them with a more transparent railing design. Plaza area views to the lake will be improved by removing the concession trailer, selective tree thinning, improving the bike trail, constructing a low landscaped berm between Hwy 50 and the bike trail, replacing the mix of different paving treatments with a consistent, permeable paver. The cantilevered walkway will be visible from the highway but will not obstruct any views to the lake. Views from the lake to the site will be modified by the addition of the cantilevered walkway and supporting structure that will be visible as a thin line behind the existing trees in the rip rap area. The support structure and the new retaining wall below the walkway will be partially obscured, as viewed from the lake, by new vegetation proposed in the rip rap area. This addition will be an improvement or no change to existing conditions since the wood wall that is there now is visible from the lake. The terraces and picnic areas also will be visible from the lake, and this too is an improvement from the existing bare, compacted dirt hill. Introduction of planting in the terraces and new rip rap areas will blend the new construction with the existing lake edge treatment, creating a more integrated feel up to the boat ramp area.

Because of the importance of views from the Lake, TRPA established a quantitative rating system to evaluate existing conditions and proposed projects. The Shoreland Scenic Contrast rating provides a numerical measure for changes to scenic quality. The proposed project has been assessed to result in an increase in the rating score from 21 to 23 (a 2 point scenic improvement). Scenic quality from Hwy 50 is not scored; it is evaluated qualitatively by TRPA. Photosimulations of the completed project have been evaluated, and the resulting scenic conditions have been determined to be consistent with the TRPA scenic resource protection program, thresholds and Code of Ordinances requirements. Anticipated scenic impacts are positive.

During construction, viewers from neighboring properties and adjacent roadways may be able to see construction activities and construction vehicles and equipment. These activities represent an intrusion into the existing visual character of an area. However, the intrusion would be for a short time period. As a result, this impact is less than significant.

d. The project includes new exterior lighting for public health and safety reasons. New lighting is provided along the pedestrian and bicycle path to allow for safe use after dark. All lighting is directed downward with full cutoff fixtures to limit illumination to only those areas intended to be lit. Light fixtures are widely spaced (80 ft on center along the bike trail and only five fixtures in the plaza area) so that illumination levels will be low to avoid intrusive or adverse impacts due to excessive lighting. Step lighting is also proposed on the stairways down to the beach. The project is designed to and is required to adhere to the City's and TRPA's lighting standards and guidelines which are intended to prevent adverse impacts from excessive or poorly designed project lighting. Compliance with these standards makes any potential impact less than significant.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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**II. AGRICULTURE RESOURCES --**

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?   | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?  | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

**EXPLANATION:**

a-c. The project area lies within the urban boundary of the City of South Lake Tahoe, and no agricultural activities occur within the project area or in the vicinity of the project area. There are no Williamson Act Contracts in this area. According to the Soil Candidate Listing for Prime Farmland and Farmland of Statewide Importance for El Dorado County, prepared by the California Department of Conservation, the Tahoe Basin has no prime farmland.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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**III. AIR QUALITY --** Where available, the significance criteria established by the applicable air quality management or air pollution control district might be

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATION:** Air quality within the Lake Tahoe Basin is regulated by several jurisdictions including the United States Environmental Protection Agency (USEPA), California Air Resources Board (California ARB), the Tahoe Regional Planning Agency (TRPA), and the El Dorado Air Pollution Control District (EDAPCD). These jurisdictions develop rules, regulations, policies, and/or plans to achieve the goals and directives imposed through legislation.

The project area is located in the Lake Tahoe Air Basin (LTAB). The LTAB includes portions of El Dorado County and Placer County in California and Washoe County, Douglas County, and Carson City Rural District in Nevada. The LTAB is affected by both the rate and location of pollutant emissions and by meteorological conditions that influence movement and dispersal of pollutants. Atmospheric conditions such as wind speed, wind direction, air temperature gradients, and existing air pollutant sources coupled with local topography affect the dispersion of air pollution and air quality. The Lake Tahoe Basin lies between the crests of the Sierra Nevada and Carson mountain ranges on the California-Nevada border at an average surface elevation of approximately 6,226 feet above sea level. The mountains surrounding the lake are between 8,000 and 11,000 feet above sea level.

Airborne pollutants in the Tahoe Basin come from three areas. Populated areas of the Basin generate airborne anthropogenic materials such as road dust, vehicle exhaust, and chimney smoke. Undeveloped areas in the Basin produce airborne dust and smoke, some of which is

"natural" and some which results from the direct and indirect effects of land management practices. Finally, airborne materials generated in upwind areas, including the San Francisco Bay area and the Central Valley, are carried to the Basin by the region's prevailing winds. As a result of the various potential emission sources, air quality regulations focus on the following air pollutants: ozone, carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), fine particulate matter (PM 10 and PM<sub>2.5</sub>), and lead. These pollutants are commonly referred to as "criteria air pollutants."

#### AMBIENT AIR QUALITY

The ambient concentrations for criteria air pollutants are determined by the amount of emissions released by pollutant sources and the atmosphere's ability to transport and dilute such emissions. Natural factors that affect transport and dilution include topography, wind, atmospheric stability, and the presence of sunlight. Thus, existing air quality conditions are determined by natural factors. Such concentrations are measured at several air quality monitoring stations in the LTAB. The EPA and TRPA use the monitoring data to designate areas according to the attainment status for criteria pollutants established by the agencies. The designations indicate areas with air quality problems. The three designation categories are non-attainment, attainment, and unclassified.

Attainment status designations for the LTAB are established with regard to the National Ambient Air Quality Standards (NMQS), the California Ambient Air Quality Standards (CMAQS), and the TRPA Environmental Threshold Carrying Capacities (ETCC). According to the TRPA ETCC, of the eight threshold indicators under air quality and transportation, four have shown a positive trend over the past five years. The indicators for carbon monoxide, ozone, particulate matter, and Vehicle Miles Traveled (VMT) are in non-attainment, while visibility and the Hwy 50 traffic volume thresholds are in attainment. For other criteria pollutants, the LTAB is either in attainment or unclassified for the remaining national, state, and regional standards.

a-c. Operations Emissions – Operations emissions from the proposed project are expected to be the same as the existing recreation facility. The only new project component which could contribute additional air pollutants is the gas fire pit. However, natural gas burns cleanly and is the preferred fuel for many combustion uses. Any contribution to air quality impacts from the fire pit would be less than significant. To the extent that increased levels of bicycling and pedestrian use of the improved on-site facilities reduce vehicle trips, vehicle idling and vehicle miles traveled, implementation of the project would reduce the emissions of criteria pollutants, including NO<sub>x</sub> and ROG, the precursors to ozone. As a result, implementation of the project will not conflict with local, regional, state or federal air quality planning, and the impact is less than significant.

Construction Emissions - Construction of the proposed project would generate a short-term increase in criteria pollutants and particulate matter. Grading, trenching, and earthmoving activities result in dust generation. The operation of construction equipment results in diesel fumes that contribute to the release of NO<sub>x</sub> and ROGs. Asphalt paving of the bike path will result in ROG emissions.

To avoid creating any potentially significant effects associated with construction-generated emissions, specifically PM<sub>10</sub> emissions, the project will implement dust control measures during construction, in accordance with the TRPA Code of Ordinances. In addition, individual projects are required to comply with all applicable TRPA and El Dorado County AQMD codes (Rule 223-1, Fugitive Dust Construction Activities and BMPs), particularly the TRPA Code of Ordinances Chapter 25 (Best Management Practices), Chapter 64 (Grading Standards), and Chapter 91 (Air

Quality Control).

The prime construction contractor shall provide the City of South lake Tahoe an approved plan demonstrating that heavy-duty (i.e. greater than 50 horsepower) off-road vehicles to be used in the construction project, and operated by either the prime contractor or subcontractor, will achieve at a minimum, a fleet-averaged 20 percent NOx reduction compared to the most recent CARB fleet average (See Section 4.3.3.1 of the El Dorado County APCD Guide). The prime contractor shall submit an inventory of all off-road construction equipment, equal to or greater than 50 horsepower, that will be used an aggregate of 40 or more hours during the construction project. The inventory must include the horsepower rating, engine production year and hours of use or fuel throughput for each piece of equipment.

The following dust control measures shall be taken during construction:

Land Clearing/Earth Moving:

- A) Water shall be applied by means of truck(s), hoses and/or sprinklers prior to any land clearing or earth movement to minimize dust emissions.
- B) Haul vehicles transporting soil into or out of the property shall be covered.
- C) A water truck will be available for necessary water applications throughout the duration of the construction phase of the project.
- D) Project staff will be scheduled to monitor the project site to prevent entry of unauthorized vehicles during non-working hours and weekends.
- E) Existing roads and streets adjacent to the project will be washed down as necessary to prevent transport of particulates off of the site.
- F) The contractor shall keep a record of measures taken to control fugitive dust in accordance with this plan.
- G) A copy of said record will be available throughout the duration of the construction project for inspection at the job site for the City of South Lake Tahoe, the Compliance Division of Tahoe Regional Planning Agency and any other responsible regulatory agency.
- H) Equipment speeds shall not exceed 15 mph. Speed signs shall be posted at 1,000 foot intervals.
- I) The disturbed work shall be sprayed down at the end of the work shift to form a thin crust. This application shall be in addition to the minimum rate of application (4 times per day.)
- J) A security gate shall be installed at the project entrance to prevent the entry of unauthorized vehicles during non-working hours and weekends.
- K) No spoil materials shall be transported off-site, except to approved sites.

Visibly Dry Disturbed Soil Surface Areas:

- A) All visibly dry disturbed soil surface areas of operation shall be watered to minimize dust emissions. A layer of mulch will be used over exposed soil to keep the soil moisture in and prevent wind erosion.
- B) The water truck will be available throughout construction to minimize dust. Spraying will occur as necessary. Water shall be the sole spray medium.

Paved Road Track-Out:

- A) Existing roads and streets adjacent to the project shall be washed down at least once per day unless conditions warrant a greater or lesser frequency. Inspectors, in cooperation with the contractor, shall consistently monitor the off-site road conditions for the formation of fugitive dust.

Visibly Dry Disturbed Unpaved Driveways:

- A) All visibly dry disturbed unpaved driveway surface areas of operation shall be watered to minimize dust emissions.
- B) Unpaved driveways may be graveled to reduce dust emissions.
- C) Unpaved driveways shall be washed down at least once per day unless conditions warrant a greater or lesser frequency.
- D) Haul road speed shall not exceed 15 mph. Speed limit signs shall be posted at 1,000 foot intervals.
- E) The contractor shall keep a daily record of measures taken to control fugitive dust in accordance with this plan.
- F) A copy of said record shall be available throughout the duration of the construction project for inspection at the job site for the City of South Lake Tahoe, the Compliance Division of Tahoe Regional Planning Agency and any other responsible regulatory agency.

Vehicles Entering/Exiting Construction Area:

- A) Vehicles entering or exiting construction area shall travel at a speed which minimizes dust emissions.

Employee Vehicles:

- A) Construction workers shall park in designated parking area(s) to help reduce dust emissions.

Soil Piles:

- A) Soil pile surfaces shall be moistened if dust is being emitted from the pile(s). Adequately secured tarps, plastic or other material may be required to further reduce dust emissions.
- B) Coir logs shall be placed around the spoil pile to prevent any runoff that may occur from the spraying.

Incorporation of these measures in to the project description will ensure that all grading activities incorporate feasible measures to reduce project-related construction impacts to a less than significant level.



d. Sensitive receptors are those who could be adversely affected by continued exposure to air emissions, such as residents, children, the elderly, and hospital patients. Sensitive receptors, such as children, elderly persons, and acutely or chronically ill people are affected more intensely by elevated concentrations of air pollutants. The nearest sensitive receptor sites are the Senior Center approximately 1,200 ft south of the project area and the South Tahoe Middle School and Al Tahoe Elementary School over one quarter mile south. Proposed project construction will result in brief periods of elevated pollutant concentrations. These elevated pollutant concentrations would be generated by grading and paving activities and use of heavy construction equipment and diesel powered equipment. However, pollutant concentrations are expected to dissipate before they cause adverse effects and much of the summer construction season (May through October) coincides with the school's summer vacation mid-June through the beginning of September. The Senior Center is used by seniors for scheduled events only (not a residential facility), so any exposure would be of limited duration. In addition, construction activities take place only for a short period of time. With compliance with existing TRPA and El Dorado County AQMD regulations, the impact would be less than significant.

e. The proposed project will not create any new objectionable odors. The most likely odors would be pleasant; those associated with food preparation. Construction and maintenance of the project could result in the short-term generation of unpleasant odors. Since the generation of these odors would be limited and intermittent, the impact would be less than significant.

**Global Climate Change.** The State Legislature passed AB 32, in 2006, which acknowledged global climate change and charged the California Air Resources Board (CARB) with developing regulations to address global climate change. CARB is mandated to provide preliminary actions to reduce greenhouse gas emissions. Global climate change is a change in the average weather of the earth, which can be measured by wind patterns, storms, precipitation, and temperature. It is exacerbated by greenhouse gases, which trap heat in the atmosphere (thus the "greenhouse" effect).

Greenhouse gases (GHG) include carbon dioxide, methane, and nitrous oxide, and are emitted by natural processes and human activities. The accumulation of greenhouse gases in the atmosphere regulates the earth's temperature and is natural and desirable, as without it the Earth's surface would be about 61 degrees cooler. Scientific evidence indicates that emissions from human activities, such as electricity production and motor vehicle operations, have elevated the concentration of these gases in the atmosphere and are increasing the rate and magnitude of climate change to a degree that could present hazardous conditions. Potential adverse effects of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the State from the Sierra snowpack, a rise in sea levels, changes to ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

Global climate change is a cumulative process. A project contributes to this potential impact through its incremental contribution combined with the emissions of all other sources of greenhouse gases. There are currently no established thresholds for measuring the significance of a project's cumulative contribution to global climate change. However, individual projects can contribute to greenhouse gas emission reductions by incorporating features that reduce vehicle emissions and maximize energy efficiency.

The construction phase of the project will make some small contribution to GHG emissions through construction equipment and workers vehicles. The length of construction activities has

not been estimated but is expected to include all or part of two Tahoe construction seasons (May 1 to October 15 for earth moving activities). During construction, air quality regulations which require clearer operating heavy equipment or otherwise reduce or limit vehicle emissions (as identified above) will also reduce GHG emissions.

Long-term, the proposed project has the potential to reduce vehicle trips, vehicle idling, and vehicle miles traveled by increasing use of pedestrian and bicycle modes of travel with improved on-site facilities that contribute to the planned regional system of bicycle and pedestrian routes. Increases in the pedestrian and bicycle travel modes would reduce vehicle emissions of criteria pollutants, including NO<sub>x</sub> and ROG, the precursors to ozone. The project also includes restoration of degraded vegetation areas. Increased on site vegetation will provide some GHG benefits because of the sequestration of carbon within the plants as they take up carbon dioxide from the atmosphere. In addition, the proposed concession/restroom building will be built to LEED standards which will reduce the energy consumed by use of the building as compared to a non-LEED building.

Short-term GHG impacts are expected to be less than significant due to the same size of the project and limited duration of GHG emissions. Any long-term impacts are also expected to be less than significant because of the energy efficient design of the only building in the project and the potential to reduce vehicle trips (and emissions) with improved pedestrian and bicycle facilities which contribute to the planned regional system of such facilities.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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**IV. BIOLOGICAL RESOURCES --**

Would the project:

a) Have substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
--------------------------	--------------------------	-------------------------------------	--------------------------

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--------------------------	--------------------------	--------------------------	-------------------------------------

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
--------------------------------------	--	------------------------------------	--------------

habitat conservation plan?

**EXPLANATION:**

a & d. The Final Bijou/Al Tahoe Community Plan EIR/EIS (1996) identified biological resources within the planning area, which includes the project site. This previous assessment remains viable because there has been no change in the dominant conditions (land use, biological or other resources, etc.) within the planning area which would make the document stale or require revisiting the analyses. The Biological Resources section of the EIR/EIS included a summary of observed species and a discussion of Known Sensitive, Threatened or Endangered Species. Although the beach areas (including that adjacent to the project site) might have the potential to support Tahoe Yellow Cress (a sensitive plant species), none was found within the community plan study area. This was not unexpected, as the type of sand adjacent to the project site is not suitable habitat. In addition, the heavy use of the beach would preclude yellow cress establishment.

With respect to wildlife, no known species of concern inhabit the community plan area, and no nesting sites or critical habitat for such species exists within the planning area. The project site is in an urbanized area of South Lake Tahoe and heavily used for public recreation. Since much of the surrounding area has been altered with urbanization and covered with structures and other improvements including driveways, parking lots and sidewalks, wildlife within the area is limited to species adapted to human disturbance. Therefore, there will be no impacts to sensitive species or wildlife.

b & c. No riparian habitat or federally protected wetlands are located on the project site or vicinity according to the Bijou/Al Tahoe Community Plan EIR/EIS. The project will not change the adjacent beach area, as all proposed improvements have been sited outside of the "beach" area (Be soil designation) and two feet above the calculated wave run-up elevation. As a result, no impacts are anticipated in this area.

e. The proposed project is subject to separate TRPA review to ensure its compliance with TRPA standards and regulations. The TRPA Code includes several chapters devoted to protecting biological resources including Chapter 71 Tree Removal, Chapter 74 Vegetation Protection and Management, Chapter 75 Sensitive and Uncommon Plant Protection and Fire Hazard Reduction, Chapter 78 Wildlife Resources, and Chapter 79 Fish Resources. These TRPA Code chapters are the applicable regional biological protection policies. TRPA review and approval of the project will assure compliance with these requirements and no conflicts with ordinances or policies related to protecting biological resources.

f. There is no adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional or state habitat conservation plan which includes or would be affected by the proposed project. A *Conservation Strategy for Tahoe Yellow Cress* (a shoreline plant) has been adopted. The strategy does not indicate any history of Tahoe Yellow Cress at the project site or assign any role in the conservation strategy to the project site. There is no impact.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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**V. CULTURAL RESOURCES --**

Would the project:

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Cause a substantial adverse change in the significance of a historical resource as defined in ' 15064.5?    | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to ' 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?        | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Disturb any human remains, including those interred outside of formal cemeteries?                           | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**EXPLANATION:** Cultural resources include historic and archaeological objects, structures, records, and sites which are associated with past human activities. Per Section 15064.5 of the CEQA Guidelines, a substantial adverse change in the significance of a historical resource means the physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired.

a-c. The proposed project is the reconstruction of a heavily used public recreation site. It is unlikely that any cultural resources that may have existed on the site from the Prehistory, Native American or even the most recent Euroamerican Period remain on the site today. The Final Bijou/Al Tahoe Community Plan EIR/EIS (1996) listed the known cultural resource sites within the planning area, which includes the project site. The Cultural Resource section included a summary of local history, a review of cultural resources data sources, and a list of Known Area Wide Cultural Resources. None of the resource sites are at El Dorado Beach or within the overall Lakeview Commons project area. US Hwy 50, previously known as the Placerville Road, is listed as a Cultural Resource. However, the project will not change or have an impact on the highway.

Because the site of the proposed project has been used and improved for public recreation over a long period of time, the potential for impact is lower than if the site was natural open space that had not been previously developed. The earthwork activities associated with the proposed project although shallow and limited still have the potential to impact historical, archaeological and/or paleontological resources. Because significant cultural resources are not expected, no specific mitigation requirements are included in the project. Project design, construction techniques and schedules are required to comply with TRPA Code of Ordinances, Federal law, and State law. Any unexpected resource discovery will be dealt with in accordance with existing federal, state, and regional regulations. The potential impact to cultural resources is considered

less than significant.

d. If human remains are discovered during any construction activities within the City, the contractor is required to inform the City verbally and in writing. Concurrently, all work shall stop in the immediate area of the human remains, and the City will contact the County Coroner. If the remains are determined to be of Native American origin, both the Native American Heritage Commission and any identified descendants should be notified. Given the history of heavy public use at the site and the relatively shallow excavations proposed for the project, the discovery of human remains is unlikely. Implementation of existing federal, state, and regional regulations ensure the impact to human remains is considered less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>VI. GEOLOGY AND SOILS --</b> Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATION:**

a-d. The proposed project is the reconstruction of an existing recreational facility; hence it will not increase the exposure of people to geology or soils instability. According to the Safety Element of the City's General Plan, there are no active faults within the City and, therefore, the potential impacts from fault ruptures, seismically induced ground shaking, seismic ground failures, or liquefaction are considered to be less than significant.

An Erosion and Sedimentation Modeling Report was prepared for the proposed project by Pastore Ryan (dated June 6, 2008). The report assessed the potential for erosion during construction and following project completion. The report concluded that the project would result in a more stable slope condition that creates less erosion compared to the existing bare sandy slope, and potential impacts can be avoided by following the recommendations listed below:

**EROSION CONTROL RECOMMENDATIONS:**

**During Construction:**

- A) Install appropriate temporary BMPs per TPR.
- B) Create a 10 ft "no construction zone" from high water line 6229.1 uphill.
- C) Use double silt fence, spaced 4 ft apart, positioned above the wave-run up elevation of 6230.28 ft. This position should allow silt fence to function during a storm event unaffected by wave run up. This positioning could be adjusted based on lake level at time of construction.
- D) If feasible, consider a phased construction approach where the western and eastern halves would be constructed in full in two separate phases. This would limit the exposure/risk during construction as only a portion (roughly 240 ft) would be exposed at anyone time. Furthermore, if the western (lower elevation) portion was constructed first it would allow for permanent BMPs to be in place as the eastern portion was constructed.
- E) Alternately, consider an installation where the entire lower portion of the project is installed first.

**Proposed Design:**

- A) Per the wave run-up calculations, move all constructed portions of the proposed project to elevation 6232.28 or approximately 2 ft above the anticipated wave run up at full lake level. Footing depth in this area is typically 24" to top of footing for frost

protection. Depending on footing design this may be adjusted to prevent beach erosion and exposure of the footing.

- B) If landscape islands are created for infiltration or scenic mitigation, designers should develop appropriate curbing to keep planting soils and fertilizers in place. Designers should also take care to keep velocities of flow to 2 cfs or less to prevent scouring of infiltration areas and or transportation of planting materials.
- C) Landscape or infiltration areas should be protected from pedestrians. This is more important if vegetation is being relied upon to hold soils in place or to provide storm water treatment.
- D) Good housekeeping measures should be put into practice. This includes regular maintenance of BMPs, revegetation as needed and sweeping of terraced areas. If wintertime activities or access is desired, designers should consider application instructions for abrasives and/or snow-melt. These activities should be accounted for in BMP design.

All of the proposed recommendations have been incorporated into the proposed project except "D" and "E" under Construction. Construction phasing has not yet been determined, as it is contingent upon available funding. If limited funding is available, it is highly likely construction recommendation "D", or a similar phased approach, will be implemented. If full funding is available, construction recommendation "E" would be implemented due to access limitations which would require the lower portion to be constructed first. Under either scenario, the potential impacts are less than significant.

In addition, the City's adopted building codes and design/construction standards provide minimum standards for building design and grading. A site specific geotechnical report will be prepared prior to final design of any structural elements of the proposed project. Recommendations from the geotechnical report will be incorporated into the final project design. City review prior to issuance of a building permit will ensure all applicable seismic safety design requirements are met. Any potential impact is less than significant.

e. Pursuant to the Porter-Cologne Water Quality Act, septic tanks and alternative wastewater disposal systems are not allowed within the Tahoe Basin. Municipal sewage collection and treatment in the area is provided by the South Tahoe Public Utility District (STPUD). The proposed restrooms included in the project will be connected to the sanitary sewer system maintained by the STPUD. The point of connection is planned to be at an existing manhole in Lakeview Avenue, immediately adjacent to the project site. Because there is no septic system and sewers are available, there is no potential impact.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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**VII. HAZARDS AND HAZARDOUS MATERIALS --** Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

## EXPLANATION:

a-b. Hazardous materials such as gasoline, diesel fuel, asphalt, and other petroleum products may be used during project construction. However, the specific types and amounts of hazardous materials that would be on site or transported for construction cannot be determined at this time. However, any potential impacts from an accidental release would be temporary during the construction period and the contractor will be required to have a spill contingency plan ready to be implemented in event of a spill. During maintenance, weed control chemicals and asphalt for patching/crack sealing may also be used by City employees or contractors. Construction workers, nearby persons or residents, and the surrounding environment could be exposed to hazards associated with accidental releases of the materials, whether through improper handling, unsound disposal methods, transportation accidents, or fires, explosions or other emergencies. Exposure could also result from unearthing existing hazardous materials on the site (although none are known to be on-site, see "d." below). The City and any contractors would be required to comply with applicable federal, state and local regulations for handling hazardous material. Further, the City's emergency response plan would reduce the potential for harm from accidental release. Implementation of these uniformly applied standards would reduce this potential impact to a less than significant level.

c. The nearest schools, Al Tahoe Elementary and South Tahoe Middle School, are more than one quarter mile from the project site. As noted above, the only use of hazardous materials would be during construction, and this would occur more than one quarter mile away from the nearest schools. There are no proposed new schools in South Lake Tahoe. There is no impact.

d. Government Code Section 65962.5 requires the Department of Toxic Substances Control to compile and regularly update a list of hazardous materials sites throughout the state. This list identifies locations where extensive investigation and/or cleanup actions are planned or have been completed. This information is distributed to local agencies. There are no properties within the City of South Lake Tahoe that are identified as hazardous materials sites. There is no impact.

e. The project area is not located within the airport land use plan for Lake Tahoe Airport. The north end of the airport runway is located approximately 2.8 miles south of the project area. The nearest airport overlay zone is Safety Zone 2 – Approach/Departure Zone. The northern edge of this zone is located approximately 1,500 feet south of the project site. Because the project site is not within any safety zone defined by the airport land use plan, there is no impact.

f. There are no private airstrips in the vicinity of South Lake Tahoe. There is no impact.

g. Construction of the proposed project may involve the closure of traffic lanes. Road or lane closures are required to be approved by the City of South lake Tahoe Public Works Department or the California Department of Transportation (Caltrans). The Public Works Department or Caltrans will implement traffic control measures in accordance with local, state and federal requirements. These regulations further require that the Police and Fire Departments, ambulance services, schools and bus systems receive 48 hours' notice in advance of road closures. Other than temporary impacts during construction, the proposed project will not affect emergency response plans. This potential impact is less than significant.

h. The proposed project would not increase the exposure of people to wildfires, as it is the reconstruction of an existing facility. The project site and vicinity are served by City of South

Lake Tahoe urban fire fighting services, as well as US Forest Service and California State wildland fire fighting services. The site is well within the urbanized area of the City, and a City Fire Department station is located approximately 3,000 feet south of the project site on US Hwy 50. The proposed site plan for the project has been reviewed and approved by the City Fire Marshal, as required by TRPA, prior to project application submittal. All structures proposed on the site are required to comply with state and local fire protection requirements. This potential impact is less than significant.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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**VIII. HYDROLOGY AND WATER QUALITY --** Would the project:

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Violate any water quality standards or waste discharge requirements?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input checked="" type="checkbox"/> |
| c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |
| e) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional  | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/>            |

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
sources of polluted runoff?				
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATION:**

a. Project construction would include short-term impacts related to grading which may temporarily impact water quality. Therefore, during the construction phase, the project will implement TRPA Best Management Practices to avoid surface water runoff and minimize erosion and sediment removal that could contribute to potential water quality impacts. Furthermore, the proposed project is subject to California construction storm water quality permit requirements which require compliance with the National Pollution Discharge Elimination System (NPDES) regulations. For project areas greater than one acre, such as the proposed project, an NPDES permit is required. Acquisition of that permit will require the preparation of a Storm Water Pollution Prevention Plan (SWPPP), which will describe the site, erosion and sedimentation controls, means of waste disposal, implementation of approved local plans, control of post-construction sediment and erosion control measures, and maintenance responsibilities. Compliance with TRPA Best Management Practices and NPDES regulations will ensure that potential impacts during the construction phase will be less than significant.

In addition to the construction related water quality protection requirements noted above, the project includes the necessary on-site storm water collection, treatment and infiltration facilities to meet the TRPA and Lahontan RWQCB standards for new construction. A new drainage collection system will be installed to prevent the uncontrolled movement of concentrated flows from hard surfaces in the project area into the backshore. Runoff will initially be collected and treated using 8 drop inlets to capture litter, heavy sediment, and oil/grease. The inlets will flow to infiltration galleries installed underneath the plaza to treat the 20-year, 1-hour event and

infiltrate storm water into the ground. Infiltration trenches will be installed in permeable paved areas to capture runoff during heavy storm events that may exceed the infiltration rate of the permeable paving.

b. The proposed project will not affect groundwater recharge. The proposed project includes storm water treatment and infiltration facilities sized to accommodate a 20-year, 1-hour storm as required by TRPA and Lahontan RWQCB regulations. These facilities will infiltrate treated storm water providing groundwater recharge. Municipal water supply in the area is provided by the South Tahoe Public Utilities District (STPUD). Water used in the project for domestic use (restrooms, etc.) and irrigation will be provided by STPUD.

According to the Preliminary Hydrology and Groundwater Report prepared by Nichols Consulting Engineers for the proposed project (dated June 6, 2008), most of the proposed improvements would not intercept groundwater. The only components which could affect groundwater are deep footings for the cantilevered pedestrian walkway. Deep footing may be required due to soils conditions. However, the proposed structures, well spaced piers, could "intercept" groundwater without altering flow volume or direction due to the large "open" spaces between the piles which would allow groundwater to flow between them without impeding the flow. TRPA regulations include limitations on interference with groundwater flow and will require the project design to avoid any adverse effect on groundwater flow or direction. TRPA review and approval of the project will assure compliance with those standards. As a result of all these factors, potential impacts to groundwater are less than significant.

c - f. The proposed reconstruction of the existing recreation facility will change on-site drainage patterns. It will also provide storm water treatment and infiltration facilities sized to accommodate a 20-year, 1-hour storm, as required by TRPA and Lahontan RWQCB regulations. These facilities will infiltrate treated storm water on site. However, these on-site drainage improvements will not affect any off-site properties and will not affect any stream or river, as none are present in the vicinity of the project site. The project will introduce pervious paving, vegetated areas, retaining walls and the above mentioned storm water collection and treatment facilities to maximize on-site infiltration and reduce any off-site flows toward Lake Tahoe. Because the project includes all required water quality BMPs, temporary (during construction) and permanent, any water quality impacts associated with the project will be less than significant.

g-i. The proposed project does not include provisions for new housing, and the project site is located outside of the 100-year floodplain, according to the September 26, 2008 FEMA Flood Insurance Rate Map for South Lake Tahoe. According to that map, the edge of the 100-year floodplain is located at elevation 6,232 at the beach, along the northern edge of the project site. However, the FEMA map uses a different vertical datum (North American Vertical Datum of 1988 [NAVD 88]) than local surveyors and engineers who use Lake Tahoe Datum (LTD which equates to National Geodetic Vertical Datum of 1929 [NGVD 29]) the previous FEMA datum and that used for all other project elevations in this document). To convert NAVD 88 elevations to LTD in the South Lake Tahoe vicinity 4.15 ft must be subtracted from the NAVD 88 value. Hence the 100-year flood plain is at an approximate elevation of 6,228 (LTD) which was the 100-year flood elevation shown on the previous 1978 FEMA map. No project improvements are proposed below elevation 6,232 (LTD) in an effort to avoid conflict with wave run up, which will also avoids the 100-year flood area. Avoidance of the flood prone area will ensure there will be no impacts with respect to flood zones.

j. There is a possibility of a seiche developing in Lake Tahoe that could pose a hazard at the project site and other lakefront areas. However, this is an existing developed site with the same uses currently as those proposed. Implementing the proposed project will cause a small increase in the number of people (107 persons or 10% increase in design capacity) that would be exposed to this potential hazard. This potential hazard exists for visitors to the existing site and generally along the shore of Lake Tahoe and in some instances, a distance inland. The proposed project and the associated small increase in design capacity do not increase this general hazard or significantly increase the number of people which could be affected by a seiche. The potential impacts are less than significant.

Mudflows can develop on sloped terrain and when ground soils are saturated with water. The proposed project site includes only a small slope that will be retained by structures that will prevent on-site mudflows. Adjacent lands are very flat precluding the potential of a mudflow affecting the site from those areas. This potential impact is less than significant.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**IX. LAND USE AND PLANNING --**

Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATION:**

a. The proposed project involves reconstructing and upgrading an existing day use recreation facility. The project has no potential to divide the established community of which it is a part. There is no impact.

b. Both TRPA and the City of South Lake Tahoe have land use approval authority and have adopted land use plans which include the project site. The most applicable plan is the Bijou/Al Tahoe Community Plan (CP). The CP was jointly prepared under the auspices of TRPA and the City and was adopted by both agencies. The CP functions as both the General Plan and Zoning for the plan area. The CP includes a vision and various elements (land use, circulation,

recreation, etc.) much like a general plan and also includes development standards typical in zoning regulations.

As a part of the project planning and application process, a Community Plan Consistency Analysis was prepared for the proposed project. The analysis focuses on CP provisions specific to the Lakeview Commons project site in general and the El Dorado Beach portion in particular. The analysis considered the policies, standards, and other provisions in each element in the CP: land use, transportation, conservation, recreation, public services, and implementation. The analysis quoted each relevant portion of the CP and assessed the consistency of the applicable project design or proposal with respect to that provision of the CP. Because of the recreational nature of the project and the significant pedestrian and bicycle path improvements in the proposed project, special attention was given to the recreation and transportation elements. The analysis concluded that the proposed project was fully consistent with the CP, and the proposed on-site improvements would appropriately contribute to the planned improvements throughout the plan area. There would not be any potential impacts associated with the project's consistency with adopted plans.

c. This project is located in the City of South Lake Tahoe, an urban area, which is not included in a habitat conservation plan. There is no impact.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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**X. MINERAL RESOURCES --** Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATION:**

a-b. Soils at the project site have been verified by TRPA as Elmira-Gefo loamy coarse sands. This soil has no known mineral resources value, and there is no land use plan which identifies mineral resources on the site or in the vicinity.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
<b>XI. NOISE</b> -- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATION:**

a.-d. TRPA has adopted noise standards for the Tahoe region. 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. The CNEL is the metric used by TRPA for determining land use compatibility. It is the annual weighted average cumulative noise level (hourly Leq over a 24-hour day, except that an additional +4.77 decibel penalty is applied to evening hours, 7:00 p.m. to 10:00 p.m) represented by the repeated number of operations, or measured noise levels, throughout a 24-hour period. The outdoor CNEL threshold standard for noise levels within the project area is 60 CNEL (standard for District #4



Bijou/Al Tahoe Community Plan) and 65 CNEL for the US Hwy 50 corridor. The CP also identifies performance standards for stationary noise sources or projects as follows:

TABLE XI.1 - BIJOU/AL TAHOE COMMUNITY PLAN PROJECT NOISE STANDARDS

Noise Level Descriptor	Daytime (7 am- 7 pm)		Evening (7 pm- 10 pm)		Nighttime (10 pm-7 am)	
	On land	Shorezone	On Land	Shorezone	On Land	Shorezone
Hourly Leq	60 dB	55 dB	55 dB	50 dB	55 dB	45 dB

All of the above standards are for permanent uses and activities. The existing recreation facility does not generate significant noise. Qualitatively, the predominant sound on the project site is and will be traffic noise from US Hwy 50. The proposed project will not introduce any new uses and, therefore, noise following project implementation will be essentially the same as existing. Normal levels of speaking produce approximately 50 dB at a distance of 15 ft, which is well within the established noise standards. As a result, normal use of the recreation site is not expected to cause significant levels of operation-related noise. Individual violations of noise standards may be addressed through complaints to the City's Police Department. As a result, the ongoing noise impact is less than significant.

*Temporary Noise:* Implementation of the proposed project will include the demolition and construction of recreation improvements. Construction activities will generate noise, including ground borne vibration resulting from the use of heavy construction vehicles and equipment. TRPA noise standards recognize that construction noise can be louder due to its temporary nature. TRPA exempts TRPA-approved construction projects from the above listed noise standards during the hours of 8 a.m. to 6:30 p.m. The proposed project requires TRPA approval, and that approval will explicitly require that the project comply with TRPA noise restrictions during construction. Because construction noise will be compliant with adopted noise standards and only temporary, this impact will be less than significant.

e. The western end of the proposed project site is mapped as under one of the Generalized Flight Tracks approaching Lake Tahoe Airport, according to the Lake Tahoe Airport Comprehensive Land Use Plan (CLUP). The end of the airport runway is located approximately 2.8 miles south of the site, and the project area is not within any of the land use compatibility safety zones defined by the CLUP. The CLUP also includes noise contour maps which show the western end of the project site within the estimated 2010 50 CNEL contour. Current and future park users would be expected to be exposed to noise levels up to that level. However, these noise contours were established with the 1992 Airport Master Plan, which anticipated continued commercial air service to the airport. There has been no commercial air service to the airport for many years, and none is anticipated in the foreseeable future. General aviation use of the airport has reduced noise levels from airport operations to less than those previously forecast. Park users would only be exposed to limited aircraft noise periodically and for short durations. Therefore, the potential impact is considered less than significant.

f. There are no private airstrips in the vicinity of the City of South Lake Tahoe. There is no impact.

<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporation</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
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## XII. POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
-- Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATION:**

a. The proposed project, upgrading an existing recreational facility, will not either directly or indirectly induce population growth. The project will improve an existing facility for the enjoyment of existing and future City residents and visitors who will occupy structures in previously approved development areas. There is no impact on population growth.

b.-c. The site of the proposed project is an existing recreational site with no housing or other structures for occupation. No housing or people will be displaced by the project; there is no impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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**XIII. PUBLIC SERVICES --**

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
public services:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATION:**

The proposed project is an upgrade of an existing day use recreational facility (public park) with the same range of uses and activities. The improved quality of the facilities utilized for these activities is the only change. Therefore, fire and police protection services at the site will not change.

Schools: The proposed project, due to its recreational nature, will have no effect on the number of school age children in the community or school facilities providing educational services.

Parks: The proposed project is a reconstruction and upgrade of an existing public park. The project will result in an improvement to recreational opportunities, although it would not change service ratios or other performance standards which are typically based on acres of park provided or numbers of facilities such as picnic sites or barbecues. A capacity analysis prepared for the proposed project determined that the design capacity of the site would increase from 1,047 to 1,154 persons (107 persons or 10% increase). The increase is entirely due to additional seating capacity in the new terraces for lake viewing. Although the project will upgrade all aspects of the site and facilities, the statistical components typically used for service ratios (acres, number of picnic sites, etc.) will not change. Hence service ratios and other calculated performance standards using these statistics will not change. However, the overall effect to parks will be positive due to the significant site improvements and slightly increased design capacity.

Due to its recreational nature, the proposed project will not affect other public facilities such as transit, library, post office, etc.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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**XIV. RECREATION --**

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATION:**

a.-b. The proposed project is the reconstruction and upgrade of an existing day use recreational facility. Previous and current levels of use have damaged the natural resources at the site, and the existing infrastructure does not meet current health and safety codes or Tahoe Basin environmental protection standards. The project is designed to correct these deficiencies. The project itself would not increase the use of existing parks such that physical deterioration would occur; the project will correct the existing deterioration which has occurred. It will allow the existing recreational site to better accommodate current use levels. The improved facilities at the site are planned to be components of an overall upgrade of the entire Lakeview Commons recreation and civic use complex on both sides of US Hwy 50. On-site bicycle and pedestrian facility improvements will also encourage additional use of trail connections which extend offsite.

A Recreation Capacity Estimation for the project site calculated a "design capacity" of 1,047 persons for the existing improvements: 725 persons beach use, 178 persons day use, and 144 persons boat launch use. The "design capacity" for the proposed project increases by 107 persons. This increase is entirely in day use and entirely due to the inclusion of seating walls designed for lake viewing. The calculated increase may overstate the usage increase because lake viewing is an opportunistic activity, and existing improvements not specifically designed for lake viewing are currently used (e.g., retaining walls, rip rap area, turf area and even unimproved slopes). Since these are not "designed" for such use, they are not counted in the "design capacity" calculation. Regardless, some increase in use is likely as a result of the generally improved character and attractiveness of the site. Such increased usage is anticipated and planned for in numerous plans for the area including the CP and proposed City of South Lake Tahoe Bicycle Master Plan. The proposed project represents a significant step toward implementing these recreational improvement plans and will result in beneficial impacts to recreation.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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**XV. TRANSPORTATION/TRAFFIC**

-- Would the project:

a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**EXPLANATION:**

a, b. *Temporary Construction Impacts:* Construction of the proposed project may require lane closures on existing roadways adjacent to the project site, namely Lakeview Avenue and US Hwy 50. Lane closures may temporarily impede traffic flow. If lane closures are required, approval by the City of South Lake Tahoe Public Works Department (for Lakeview Avenue) and/or Caltrans (US Hwy 50) is required. Either agency will require a traffic control plan to be

prepared and implemented to minimize impact to traffic flow and provide necessary traffic signs or other control measures to maintain safety. These potential impacts are less than significant.

*Permanent Roadway Impacts:* The project does not modify any vehicle travel lanes. The project does propose to improve pedestrian and bicycle facilities, some of which are within the street right of way but not within the paved street section. These non-motorized bicycle and pedestrian improvements will not affect street improvements for vehicular traffic. Increased use of pedestrian and bicycle paths should not affect traffic flow or traffic volumes except there may be some increased use of crosswalks at intersections where pedestrians and bicyclists must cross the street to continue on their route. Signalized intersections with crosswalks at US Hwy 50 and Lakeview Avenue and US Hwy 50 and Rufus Allen Boulevard, are the intersections where such crossings would occur. Crosswalks with signals at these locations are designed to safely allow street crossing by pedestrians and bicyclists. These potential impacts are less than significant.

Trip generation is typically calculated for day use recreational facilities based on site area or the number of site facilities such as picnic tables or barbecues. The TRPA trip tables indicates that trip generation for both a beach park or a city park (two categories the proposed project may fall within) is based on site area and/or number of picnic sites. The project does not increase the land area of the site or the number of facilities such as picnic tables or barbecues. Hence, according to these trip generation factors, no additional vehicular traffic is associated with the proposed project. Further, the new restroom and concession building are only designed to accommodate existing uses which are currently conducted outdoors or in portable structures (concessions) or to meet existing needs (restrooms). There are no new uses or activities which would generate additional vehicle trip ends based on adopted traffic generation standards.

*Increase in Bicycling:* The proposed project improvements are a part of a coordinated, multi-agency effort to implement a bikeway system within the City of South Lake Tahoe and throughout the Tahoe Basin. The bikeways will serve both transportation and recreational users. One of the primary goals of the bike trail system is to increase the percentage of all trips made by bicyclists. Project improvements will contribute to the overall effort, which is expected to result in a modest increase in the bicycling mode split. To the extent that the commute mode split for bicycling increases, the overall effect is expected to be a corresponding reduction in vehicle trips. This is a potentially beneficial impact.

Implementation of the bicycle trail system is also intended to increase recreational bicycling. On-site improvements would also support further increases in walking, jogging, rollerblading and other non-cycling recreational trail use. According to the City's Bicycle Master Plan Initial Study, a majority of bikeway users are expected to begin and end their recreational trips at their home, work site, or tourist accommodation location. However, some recreational users, including both residents and non-residents, will drive to the starting point of their recreational trip. The proposed project site is an unlikely starting point for such trips because it is in the middle of the typical recreational route along the south shore. According to the Bicycle Master Plan Initial Study, new recreational trips will typically take place on weekends and before or after work, outside peak commute hours. As a result, there will be little or no impact to traffic and no impact to levels of service resulting from increased recreational use of bikeway facilities. This potential impact is less than significant.

c. This project will not affect air traffic patterns. There is no impact.

d. The bikeway and pedestrian facilities in the proposed project are designed and will be constructed in accordance with the State and City Design Standards, ADA and other applicable standards. The standards include, but are not limited to, specifications for minimum width, clearance to obstructions, sight distance, signs, intersections with and relation to roadways, slope, railings, other structures (including bridges) and lighting. Compliance with these standards will ensure that pedestrian and bikeway design features do not result in significant hazards. Any impacts would be less than significant.

e. *Temporary Construction Impacts:* As noted previously, construction of the proposed project may require lane closures on existing roadways. Lane closures could impede or slow emergency response vehicles. As also noted previously, road or lane closures are required to be approved by the City of South Lake Tahoe Public Works Department or Caltrans and include approval of a traffic control plan. Implementation of a traffic control plan would take emergency response needs into consideration and address same. This potential impact is less than significant.

*Long Term Impacts:* Emergency response is conducted by vehicles using travel lanes of roadways. The proposed project will not change travel lanes in any street or highway. Hence the proposed project will not affect emergency responders once construction activities end.

f. There are two separate, existing parking facilities associated with El Dorado Beach, both of which are primarily intended for boat trailer parking associated with the boat launch. The parking lot located immediately across Lakeview Avenue has 25 spaces, a restroom building and an informational billboard. A newer parking facility is across Harrison Avenue from the older parking facility, and it contains 23 boat trailer parking spaces. Trailer parking stalls can, in most instances, comfortably accommodate twice as many automobiles. Possible expansion of these parking areas will be considered in the future phase(s) of the Lakeview Commons rehabilitation project which include these sites.

Due to fluctuating lake levels, the El Dorado boat ramp is not always operational throughout the summer. During the summer of 2008, the boat launch became inoperable for most watercraft by July. During these periods of low lake levels, the parking facilities are filled with autos (up to 96) without trailers. During higher lake levels the parking facilities are typically filled with autos with trailers since many boating activities start earlier in the day than typical beach and day use activities do and, therefore, the law of first-come first-served predominates its use.

It should also be noted that there are parking lots within the Lakeview Commons area landward of US Hwy 50, specifically at the El Dorado County Library, utilized for site access at peak times (e.g., 4<sup>th</sup> of July). Additionally, many of the beach and day users are staying at Campground by the Lake, Inn by the Lake (lodging property), and the Al Tahoe neighborhood, which has hundreds of residential units. All of these lodging or residential locations are a short to moderate walk to El Dorado Beach, and pedestrian and bicycle modes would likely be used to access the site.

The City Zoning Ordinance requires that new demand for parking be accommodated by off-street parking lots. Similar to trip generation, parking demand is typically calculated for day use recreational facilities based on site area or the number of site facilities such as picnic tables or barbecues. The City does not have any adopted parking standards for day use recreational facilities such as the proposed project. The project does not increase the land area of the site or the number of facilities such as picnic tables or barbecues. Hence, according to these factors no new parking demand is associated with the proposed project. Consistent with the discussion

above regarding pedestrian and bicycle improvements, any additional park users are anticipated to arrive by bicycle or pedestrian modes alleviating the need for additional vehicle parking spaces. The project site currently has no bicycle parking, however the proposed project includes bicycle parking racks to accommodate 21 bikes.

On-site improvements to pedestrian and bicycle facilities are the first step toward linking, via non-private automotive transport, other recreation, civic, and commercial land uses in the area, specifically the Harrison Avenue Bike Path and the El Dorado to Ski Run Bike Path. Neither of these projects is within the proposed project area; however each is being actively planned by the City in adjacent areas. Project impacts to parking are expected to be less than significant.

g. Implementation of the proposed project will improve on-site bicycle and pedestrian facilities which would encourage walking and the use of bicycles for commuting, recreation, and other trips. The project also provides bicycle parking racks at the site where none currently exist. The proposed project is consistent with and does not conflict with adopted and proposed efforts to support alternative transportation. There is no impact.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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**XVI. UTILITIES AND SERVICE SYSTEMS** -- Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?				
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**EXPLANATION:** a, b, d, e. The project will not exceed wastewater treatment requirements of the Lahontan RWQCB nor would it result in the need for new treatment facilities or expansion of existing facilities over that which exist today. The wastewater treatment provider, STPUD, has adequate capacity and lines in adjacent streets to serve the project's new restroom and concession building.

c. All new development in the Tahoe Basin is required to provide on-site drainage improvements to meet water quality standards established and enforced by TRPA and the Lahontan RQWCB. Projects are required to retain and infiltrate or treat storm water, up to the 20-year, 1-hour design storm, on-site. The proposed project includes the necessary on-site storm water drainage facilities to meet these requirements. Since the existing site is lacking these facilities, the project would result in beneficial water quality impacts.

f, g. Operation of the existing day use recreation facility currently generates solid waste (picnic debris, empty drink containers, etc.) which is collected in on-site containers that are then emptied into the local solid waste stream. Following completion of the proposed project, the same amount and types of solid waste are anticipated from use of the improved facilities. However, through a grant from the California Division of Recycling, the City of South Lake Tahoe has secured funding that will allow installation of 20 new trash and recycling receptacles at the project site. Construction of the new facilities will also generate some construction waste although no significant structures (such as existing buildings) will need to be demolished to construct the project.

Lockwood Landfill is the permitted disposal destination for municipal solid waste from the South Lake Tahoe service area. The South Tahoe Refuse Company collects, sorts and transfers all solid waste and recyclables within the City limits to regional facilities at Lockwood. South Tahoe Refuse operates in compliance with all federal, state, and local regulations for solid waste. Lockwood Landfill is located in Storey County, accessed from Highway 80 east of Sparks, Nevada. Lockwood is a regional landfill accepting waste from northern Nevada and much of northern California. According to Greg Martinelli, General Manager, Lockwood has a permitted capacity of 20 years on its current 800-acre footprint, with an expansion capacity of 100 years based on its ownership of 3,200 acres. Since the existing solid waste facility has adequate capacity, the amount of solid waste generated by construction and operation of the proposed project would be less than significant.

Potentially Significant Impact	Less Than Significant with Mitigation Incorporation	Less Than Significant Impact	No Impact
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**XVII. MANDATORY FINDINGS OF SIGNIFICANCE --**

- |  |                          |                          |                                     |                          |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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 history or prehistory? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

**EXPLANATION:**

a. The proposed project has little potential to degrade the quality of the environment. The project will provide environmental improvements and facility upgrades that will allow the existing day use recreation area to continue to function with less environmental damage. Existing levels of use have resulted in environmental degradation which this project will rehabilitate, upgrade, and improve. The absence of fish and wildlife habitat, sensitive species, or cultural resources of any type on the site precludes adverse impacts to these resources. The anticipated effects on the general quality of the environment resulting from the proposed project would be positive.

b. Similarly, the cumulative effects on the environment will be positive. Cumulative projects considered include the planned upgrade of parking facilities across Lakeview Avenue from the proposed project site and upgrade of the recreation and civic uses complex on the landward

portion of Lakeview Commons across US Hwy 50 from the proposed project site. In addition, full implementation of the bicycle trail master plan, which the trail improvements within the project boundary are steps toward, will be beneficial. The overall effect of increasing pedestrian and bicycle circulation is a reduction in pollution and congestion from motor vehicles and human health benefits from physical activity.

c. As noted above, the primary effects on human beings will be beneficial. It is possible that some adverse effects could occur, particularly during construction. These adverse impacts would be temporary and inconvenient. However, the long-term overall effects to human beings from implementing the project will be positive.