

INITIAL ENVIRONMENTAL CHECKLIST

Tahoe Area Plan Development Code Amendment

March 2024

Prepared for:

Washoe County, Nevada
Community Service Department
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Tahoe Regional Planning
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LIST OF ABBREVIATIONS

afy.....	acre feet per year
APC	Advisory Planning Commission
Area Plan	Washoe County Tahoe Area Plan
CFA	Commercial Flood Area
CNEL	Community Noise Equivalency Level
CWA	Clean Water Act
dbh.....	diameter at breast height
DCA	Development Code Amendment
IEC.....	Initial Environmental Checklist
IPES	Individual Parcel Evaluation System
IVGID.....	Incline Village General Improvement District
LOS	Level of Service
MPH.....	Miles Per Hour
MVMT	Million Vehicle Miles Traveled
NAAQS	National Ambient Air Quality Standards
NDOT	Nevada Department of Transportation
NEPA	National Environmental Policy Act
PAOT	People At One Time
PL	Public Law
PM	Particulate Matter
Region	Tahoe Region
Regional Plan	Lake Tahoe Regional Plan
RUUs	Residential Units of Use
SA.....	Special Area
SHPO	State Historic Preservation Officer
SQIP	Scenic Quality Improvement Program
SR 28.....	Nevada State Route 28
SR 431.....	Nevada State Route 431
SWPPP.....	Storm Water Pollution Prevention Plan
TAUs.....	Tourist Accommodation Units
TRPA.....	Tahoe Regional Planning Agency
VMT	Vehicle Miles Traveled

1.0 INTRODUCTION

1.1 Introduction and Regulatory Guidance

This Initial Environmental Checklist (IEC) pursuant to the requirements of Article VI of the Tahoe Regional Planning Agency (TRPA) Rules of Procedure (TRPA, 2012a) and Chapter 3 of the TRPA Code of Ordinances (TRPA, 2022) evaluates potential environmental effects resulting from the implementation of a Development Code Amendment (DCA) to the Tahoe Area Plan. TRPA is the lead agency pursuant to the Tahoe Regional Planning Compact (Public Law [PL] 96-551), 1980 revision, TRPA Code, and TRPA Rules of Procedure. Chapter 2.0 presents the project details, which are addressed by the DCA.

TRPA has responsibility for implementation of the Lake Tahoe Regional Plan (Regional Plan), approval of area plans, area plan amendments, and annual/quadrennial reviews of area plans to ensure that development within the geographic boundaries of an area plan meets adopted TRPA standards. Chapter 13 of the TRPA Code allows local governments to adopt a conforming area plan containing policies and development ordinances that are consistent with and that further the goals and policies of the Regional Plan. Chapter 13 also establishes the content for area plans and defines development activities that will not have a substantial effect on the physical environment of the Tahoe Region (Region), and therefore allows TRPA to delegate limited permitting authority to local governments (TRPA, 2022). The Area Plan DCA evaluated herein was prepared by Washoe County pursuant to Chapter 13 of the TRPA Code.

1.2 Purpose of this Document

This IEC evaluates the potential environmental effects associated with adoption and implementation of the proposed Washoe County Tahoe Area Plan DCA. The Tahoe Area Plan applies to a large geographical area, which includes the Wood Creek Regulatory Zone where proposed school projects are located that will require this DCA. Because this IEC addresses an Area Plan that is policy oriented, the evaluation is prepared at a programmatic level – that is, a more general evaluation of potential environmental effects addressing the entire Area Plan and not specific projects within it. Future projects that are implemented consistent with the Area Plan DCA will include more detailed information that allows TRPA to use the IEC to review and evaluate project-level potential environmental effects. Chapter 3.0 of this document addresses the IEC evaluation and discussion of potential environmental impacts of the proposed Tahoe Area Plan DCA.

2.0 PROJECT DESCRIPTION

2.1 Background

Washoe County and TRPA adopted the Washoe County Tahoe Area Plan (Area Plan) in 2021, which addresses a planning area encompassing the southwest portion of Washoe County known as Incline Village and Crystal Bay. The planning area size is approximately 31 square miles and is located on the east shore of Lake Tahoe (TRPA, 2021a).

There are twenty-seven (27) individual regulatory zones in the Area Plan, sixteen (16) of which are Residential Regulatory Zones. The Residential Regulatory Zone's land use category is described as, "Urban areas having the potential to provide housing for residents of the region."

To date, primary and secondary schools are not permitted in the Wood Creek Regulatory Zone under the regulations of the Area Plan. However, other similar uses are allowed with a Special Use Permit, including a broad scope of public service uses (e.g., churches, day care centers, and pre-schools). Within the Wood Creek Regulatory Zone Special Area (SA), additional public services are allowed, including regional public health and safety facilities, cultural facilities, government offices, and local assembly and entertainment. These other uses have similar effects on the community character and similar demand for services and infrastructure as would primary and secondary schools.

Washoe County is proposing a DCA to the Area Plan that would amend the plan to allow primary and secondary school uses as a Special Use on parcels in the Wood Creek Regulatory Zone that are larger than 3 acres in size.

2.2 Project Location

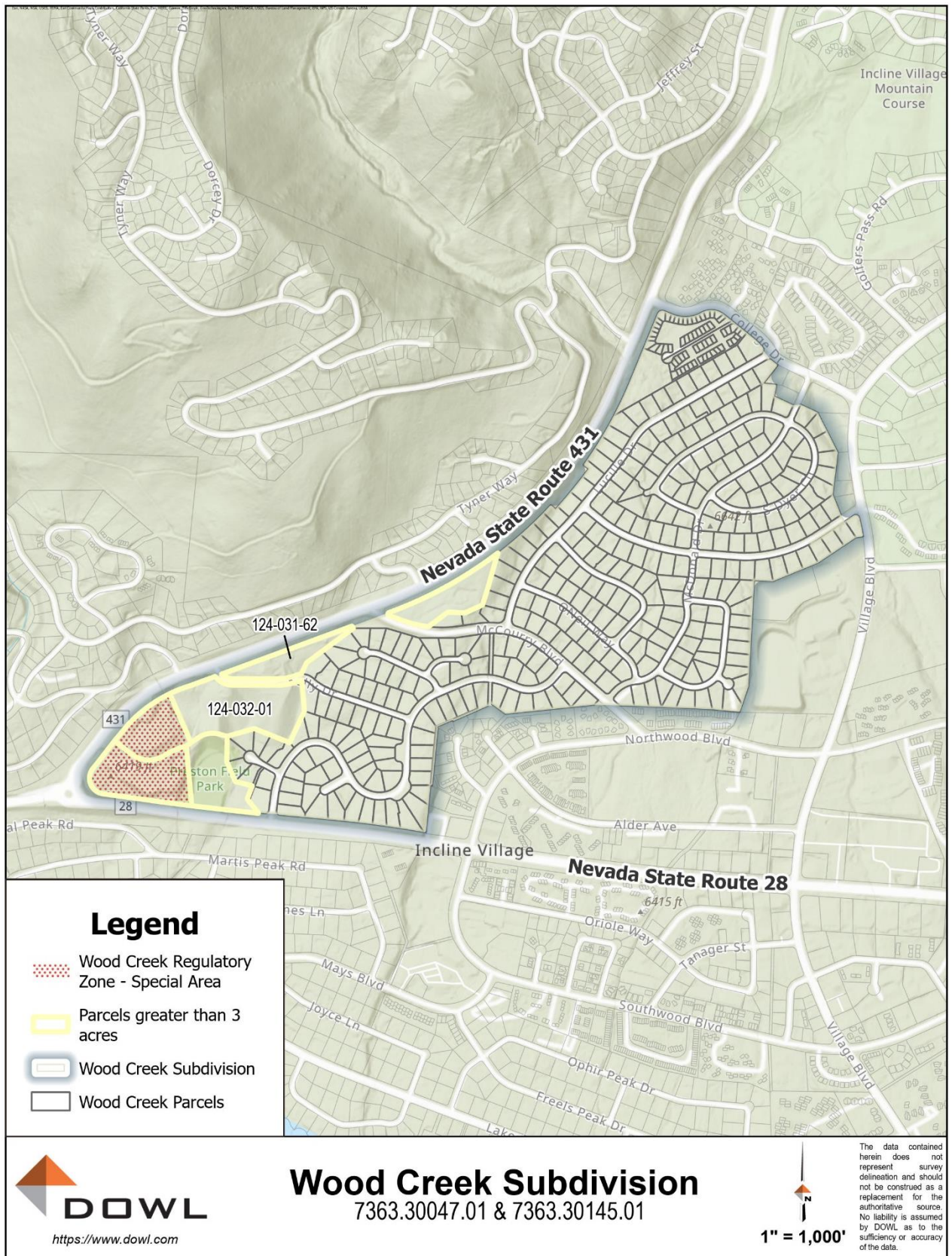
The Wood Creek Regulatory Zone is within Incline Village in Washoe County, Nevada. The Wood Creek Area is within portions of Township 16N, Range 18E. Table 1 shows the description of the location of Wood Creek Regulatory Zone.

Table 1: Project Location Description

Description	Section	Township and Range
SE $\frac{1}{4}$ SE $\frac{1}{4}$	9	T. 16N., R.18E.
S $\frac{1}{2}$ SW $\frac{1}{4}$	10	T. 16N., R.18E.
N $\frac{1}{2}$ NW $\frac{1}{4}$, SW $\frac{1}{4}$ NW $\frac{1}{4}$	15	T. 16N., R.18E.
NE $\frac{1}{4}$, NW $\frac{1}{4}$ SE $\frac{1}{4}$, S $\frac{1}{2}$ NW $\frac{1}{4}$, NE $\frac{1}{4}$ SW $\frac{1}{4}$, and Lot 1	16	T. 16N., R.18E.

See Figure 1 for a figure identifying the parcels larger than 3 acres within The Wood Creek Regulatory Zone.

Figure 1: Parcels Greater Than 3 acres Within the Wood Creek Regulatory Zone



2.3 Objective

Washoe County proposes a DCA to the Tahoe Area Plan to allow primary and secondary schools as a permitted use with a Special Use Permit in the Wood Creek Regulatory Zone on parcels equal to or greater than 3 acres in size.

Six (6) parcels within Wood Creek Regulatory Zone are larger than 3 acres (Table 2). Two (2) of these parcels are within the Wood Creek Regulatory Zone SA. This SA is established to allow public service uses¹ on county-owned property.

Table 2: Parcels in Wood Creek Regulatory Zone Equal to or Greater than 3 acres in Size

APN	Acreage	Land Use Code	Owner
124-031-62	3.237	400: General Commercial (retail, mixed, parking, school)	St. Francis of Assisi Real Property LLC
124-132-01	9.219	200: Residential, Single Family	St. Francis of Assisi Real Property LLC
124-032-33	5.09	190: Public Parks, vacant or improved	Incline Village General Improvement District (IVGID)
124-032-36*	6.462	400: General Commercial (retail, mixed, parking, school)	Washoe County
124-032-37*	4.361	400: General Commercial (retail, mixed, parking, school)	Nevada, State of
124-061-19	4.09	400: General Commercial (retail, mixed, parking, school)	Village Church

*Parcels within the Wood Creek Regulatory Zone SA

¹ Public Services allowed in the Wood Creek SA include Regional Public Health and Safety facilities, Cultural Facilities, Government Offices, and Local Assembly and Entertainment with a Special Use Permit.

3.0 INITIAL ENVIRONMENTAL CHECKLIST

3.1 Environmental Effects

This chapter evaluates the effects of adopting and implementing the proposed Area Plan DCA on each topic identified in the TRPA IEC. The discussion provides a determination as to the significance of the impact for a programmatic review. This IEC uses the following terminology to describe the significance of each environmental impact:

- **Beneficial:** An impact that would result in improved environmental conditions.
- **Less-than-significant:** An impact that would not result in a substantial and adverse change in the physical environment. This impact level does not require mitigation.
- **Significant:** An impact that would result in a substantial adverse change in any of the physical conditions within the Region. Potentially feasible mitigation or alternatives to the component(s) of the DCA resulting in the impact must be considered to substantially reduce significant impacts.
- **Potentially significant:** An impact that would be considered a significant impact as described above if it were to occur, however, the occurrence of the impact cannot be immediately determined or there is some uncertainty about its occurrence.

The following sections address each topic included in the IEC, including a table of environmental issues evaluated for each topic followed by a discussion of potential impacts.

3.2 Land

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
I. Land.				
Will the proposal result in:				
a) Compaction or covering of the soil beyond the limits allowed in the land capability or Individual Parcel Evaluation System (IPES)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Unstable soil conditions during or after completion of the proposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Changes in the undisturbed soil or native geologic substructures or grading more than 5 feet?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) The continuation of or increase in wind or water erosion of soils, either on or off the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Changes in deposition or erosion of beach sand, or changes in siltation, deposition, or erosion, including natural littoral processes, which may modify the channel of a river or stream or the bed of a lake?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.2.1 Discussion

No impact. The Area Plan DCA would not alter or revise existing regulations pertaining to land capability and the Individual Parcel Evaluation System (IPES), grading regulations, or the existing regulations related to modifications of a river, stream, or bed of a lake. Nor would the DCA alter any of the procedural or substantive project planning, design, environmental review, or permitting processes.

Any primary or secondary school use would require a Special Use Permit and would be evaluated at a project-level to ensure land coverage and uses are consistent with applicable limitations and regulations. Future projects implemented under the proposed Area Plan DCA could include grading, excavations, cut and fill, trenching, or excavating to a depth deeper than 5 feet below ground surface, all of which would alter existing topography and ground surface, or cause potential for groundwater interception or interference. All projects would continue to be evaluated on a project-specific basis consistent with TRPA environmental review requirements (TRPA Code Chapter 3) and would be required to adhere to all applicable regional and local requirements and regulations relating to grading, soil stability, and erosion. These include

adherence to Chapter 33 of the TRPA Code, which identifies various standards and regulations related to grading to protect against significant adverse effects from development (TRPA, 2022). Implementation of the proposed Area Plan DCA would not include any provisions or changes that would alter such requirements or regulations for individual future projects.

Any project that would modify the channel of a waterway and/or affect other hydrological process would also be subject to a project-level planning, design, environmental review, and permitting process. This process would include compliance with the resource management and protection provisions of TRPA Code Chapters 60 through 68; environmental review of the project consistent with Chapter 3 of the TRPA Code and the National Environmental Policy Act (NEPA), if applicable; and adherence to permit requirements including TRPA standard permit conditions and requirements of Sections 401 and 404 of the Clean Water Act (CWA) (TRPA, 2022).

Previous analyses identified that development could expose people and property to hazards resulting from seismic activity (landslides, backshore erosion, avalanches, mud slides, ground failure, liquefaction, lateral spreading, or collapse), and non-seismic geologic hazards (lateral spreading, subsidence, or collapse). However, projects under the Regional Plan are subject to site-specific environmental review, and, if appropriate, geotechnical analysis (TRPA Code Section 33.4) (TRPA, 2021b). Through this review, projects may be required to employ design standards that consider seismically active areas and determine the design, grading, and construction practices required to avoid or reduce geologic hazards. Moreover, all projects must comply with current building codes and geotechnical standards for local jurisdictions.

Therefore, impact to soil stability, soil and geologic conditions, or ground surface relief features within the plan area would be the same as previously analyzed, and there would be no impact.

3.3 Air Quality

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
II. Air Quality.				
Will the Proposal result in:				
a) Substantial air pollutant emissions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Deterioration of ambient (existing) air quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) The creation of objectionable odors?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Alteration of air movement, moisture or temperature, or any change in climate, either locally or regionally?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Increased use of diesel fuel?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.3.1 Discussion

No impact. The proposed Area Plan DCA would not modify laws or regulations pertaining to air quality, air pollution emissions, major sources of odor, GHG emissions, or the potential for development and population growth.

The proposed Area Plan DCA proposes the potential siting of new sensitive receptors (primary and secondary schools), however there are no known substantial sources of objectionable odors in the plan area. The operation of the proposed Area Plan DCA would not create objectionable odors affecting a substantial number of people, nor would the proposed Area Plan DCA result in the siting of sensitive receptors in proximity to an odor source.

The Area Plan is currently consistent with the regional GHG reduction strategies included in the Regional Plan and these elements of the Area Plan would not be affected by the DCA.

As with existing conditions, construction, and operation of future projects under the proposed Area Plan DCA could require the use of diesel fuel associated with construction equipment and ongoing vehicle use. Future projects in the plan area could result in short-term diesel exhaust emissions, including diesel particulate matter (PM), from the use of heavy-duty diesel equipment required for construction activities. However, the proposed Area Plan Amendment does not include changes in land use or design standards that would increase exposure.

Projects that could be implemented under the Area Plan DCA would continue to be subject to subsequent environmental review and permitting and would be required to comply with Chapter 65 of the TRPA Code. Chapter 65 includes provisions that apply to direct sources of air pollution in the Tahoe Region, including certain motor vehicles registered in the region, combustion heaters installed in the region, open burning, stationary sources of air pollution, and idling combustion engines. These provisions require that all publicly funded buildings in the plan area be designed and constructed to an industry recognized standard for sustainability and greenhouse gas reduction (TRPA, 2022).

The Lake Tahoe Air Basin is in attainment for all national ambient air quality standards (NAAQS). Implementation of the Area Plan DCA would involve development of projects that

have the potential to produce air pollutant emissions that could contribute to nonattainment during project construction and operation, as discussed below.

Construction Emissions

Development or redevelopment projects that could occur with implementation of the proposed Area Plan DCA would produce construction related air emissions. Projects implemented under the Area Plan DCA would continue to be subject to all air quality standards in the TRPA Code (TRPA, 2022).

Operational Emissions

The long-term operation of development or redevelopment that could occur with implementation of the proposed Area Plan DCA could produce operational air emissions. Operational emissions could result from mobile, area, and natural gas sources. Mobile-source emissions are associated with motor vehicle use and are affected by the amount of vehicle miles of travel (VMT) within a given area. Area-source emissions would include emissions from consumer products, landscaping and maintenance, wood-burning appliances, and snow removal equipment. Natural gas-related emissions would be associated with space and water heating.

3.4 Water Quality

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
III. Water Quality.				
Will the proposal result in:				
a) Changes in currents, or the course or direction of water movements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Changes in absorption rates, drainage patterns, or the rate and amount of surface water runoff so that a 20 yr. 1 hr. storm runoff (approximately 1 inch per hour) cannot be contained on the site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Alterations to the course or flow of 100-year flood waters?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Change in the amount of surface water in any water body?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen, or turbidity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Alteration of the direction or rate of flow of groundwater?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Substantial reduction in the amount of water otherwise available for public water supplies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
k) Is the project located with 600 feet of a drinking water source?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.4.1 Discussion

No impact. The proposed Area Plan DCA would not alter regulations related to hydrology, the alternation of watercourses, stormwater, drainage, floodplains/flooding, discharge into surface waters, surface water quality, groundwater, or discharge of contaminants into groundwater. Nor would the Area Plan DCA alter land use such that permissible uses within the plan area would change the amount of surface water in any body of water or would result in a change in water use from what would be allowed under the existing Area Plan (TRPA, 2021a).

The existing Area Plan implements Regional plan standards (TRPA, 2021a). All new coverage within the plan area is required to implement stormwater BMPs as required by TRPA Code Section 60.4. Individual future projects under the amended Area Plan would continue to undergo project-level environmental review and would continue to be required to demonstrate compliance with BMP provisions, including the construction of BMPs to capture water runoff so that runoff from a 20-year, 1-hour storm can be captured on site, as applicable, and meet all other applicable water quality regulations and standards (TRPA, 2022).

All projects that are subject to floods or could modify the currents, course, or direction of water movements and/or affect other hydrologic processes in waterbodies would be subject to a project-level planning, design, environmental review, and permitting process. This process includes compliance with the resource management and protection provisions of TRPA Code Chapters 60 through 68; environmental review of the project consistent with Chapter 3 and Chapter 33 of the TRPA Code and NEPA, if applicable; and adherence to permit requirements including TRPA standard permit conditions and requirements of Sections 401 and 404 of the CWA. Additionally, TRPA code Section 35.4 prohibits additional development, grading, and filling of lands within the 100-year floodplain, except under specific circumstances. These provisions increase compliance with design and development standards related to flooding (TRPA, 2022). The DCA would not alter existing regulations, land use, or increase the potential for modifications to hydrology.

All development, redevelopment, and infrastructure improvements within the plan area would continue to be required to meet the discharge standards of the NDEP, and where applicable, comply with a Stormwater Discharge Permit. All projects that would create more than one (1) acre of disturbance are required to prepare a storm water pollution prevention plan (SWPPP). In addition, the Area Plan clarifies and makes consistent the process for reviewing proposals that have the potential to be affected by flooding or other natural hazards. These provisions increase compliance with design and development standards related to water hazards including flooding and seiche.

3.5 Vegetation

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
IV. Vegetation.				
Will the proposal result in:				
a) Removal of native vegetation more than the area utilized for the actual development permitted by the land capability/IPES system?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Change in the diversity or distribution of species, or number of any species of plants (including trees, shrubs, grass, crops, micro flora, and aquatic plants)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Reduction of the numbers of any unique, rare, or endangered species of plants?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Removal of any native live, dead, or dying trees 30 inches or greater in diameter at breast height (dbh) within TPA's Conservation or Recreation land use classifications?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) A change in the natural functioning of an old growth ecosystem?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.5.1 Discussion

No impact. Implementation of the proposed Area Plan DCA would not alter regulations pertaining to the preservation of native vegetation, vegetation removal, groundwater management, new vegetation, unique, rare, or endangered species of plants, the removal of stream bank/backshore vegetation, old growth ecosystem management, or the removal of native trees 30 inches or greater diameter at breast height (dbh). Nor would it allow new land uses that are more likely to require fertilizer or water, more likely to affect rare, or endangered species of plants, or be more likely to result in the cutting of trees greater than 30 inches dbh.

The natural resource protection provisions of TRPA Code Chapters 60, 61 and 62 would still apply to all future projects within the plan area. As with existing conditions, construction activities associated with implementation of future projects under the DCA could affect special-

status plant species and the presence of suitable habitat, depending on the type, timing, and specific nature of any proposed actions. However, all projects implemented under the DCA would continue to be subject to project-level environmental review and permitting. During such subsequent reviews, potential effects on plant species would be determined based on the species' distribution and known occurrences relative to the project area, the presence of suitable habitat for the species in or near the project area, and preconstruction surveys. TRPA's existing policies and code provisions address potential impacts to special-status species through site-specific environmental review, require development and implementation of project-specific measures to minimize or avoid impacts through the design process, and require compensatory or other mitigation for any adverse effects on special-status species as a condition of project approval (see TRPA Code Sections 61.3.6, 62.4, and 63.3) (TRPA, 2022). Project-level planning and environmental analysis would identify potentially significant effects, minimize, or avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval.

Vegetation surrounding the construction site of any project permitted under the amendment would be required to comply with TRPA Code Section 33.6 and TRPA Standard Conditions of Approval for Grading Projects (TRPA, 2022). Protective requirements include installation of temporary construction fencing, standards for tree removal and tree protection, standards for soil and vegetation protection, and revegetation of disturbed areas. Furthermore, the proposed Area Plan DCA would not change land use classifications or allow new uses that would be more likely to require vegetation removal.

3.6 Wildlife

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
V. Wildlife.				
Will the proposal result in:				
a) Change in the diversity or distribution of species, or numbers of any species of animals (birds, land animals including reptiles, fish and shellfish, benthic organisms, insects, mammals, amphibians, or microfauna)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Reduction of the number of any unique, rare, or endangered species of animals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Deterioration of existing fish or wildlife habitat quantity or quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.6.1 Discussion

No impact. The proposed Area Plan DCA would not alter the regulations pertaining to the protection of animal species, special status or listed species of animals, introduction of new species migration or movement of animals, or existing fish or wildlife habitat quantity or quality.

As with existing conditions, permit applications would continue to be required to demonstrate that any proposed project would be consistent with TRPA Code provisions related to resource management, including the provisions of Chapters 62 and 63 that address protection of wildlife and fish resources. Any future projects would continue to be subject to subsequent project-level environmental review and permitting at which time they would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to the protection of animal species. The resource management provisions contained in Chapters 60 through 68 of TRPA Code would continue to apply to future projects within the plan area (TRPA, 2022). At a project-level, potential effects on animal species would be determined based on the species' distribution and known occurrences relative to the project area, the presence of suitable habitat for the species in or near the project area, and preconstruction surveys. Project-level planning and environmental analysis would identify potentially significant effects, minimize/avoid those impacts through the design process, and require mitigation for any significant effects as a condition of project approval.

For these reasons, adoption of the proposed Area Plan DCA would not result in a change in the diversity or distribution of species, numbers of any species or animal, reduction in the number of any unique, rare, or endangered species, of animals, or result in a barrier to the movement of animal species.

3.7 Noise

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
VI. Noise.				
Will the proposal result in:				
a) Increases in existing Community Noise Equivalency Levels (CNEL) beyond those permitted in the applicable Area Plan, Plan Area Statement, Community Plan or Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of people to severe noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) The placement of uses that would generate an incompatible noise level near existing residential or tourist accommodation uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Exposure of existing structures to levels of ground vibration that could result in structural damage?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.7.1 Discussion

No impact. The proposed Area Plan DCA would not alter requirements related to noise levels, single-noise events, or ground vibrations. Nor would it alter the Community Noise Equivalency Level (CNEL) standards set forth in the existing Area Plan, and the plan would continue to apply them (TRPA, 2021a).

The Area Plan DCA could result in the establishment of primary and secondary school uses, however, a Special Use Permit would be required. The Special Use Permit process would establish an additional review process to consider the potential for primary and secondary school uses to create increases in noise. Further, all future projects within the plan area would be evaluated at a project level and Washoe County or TRPA would enforce all noise standards on a project-by-project basis pursuant to the noise limitations in TRPA Code Chapter 68 (TRPA, 2022).

Future construction activities that could occur under the amendment could generate varying degrees of temporary ground vibration, depending on the specific construction equipment used and activities involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. Construction-related ground vibration is normally associated with impact equipment such as pile drivers, jackhammers, and the operation of heavy-duty construction equipment, such as dozers and trucks. Blasting activities also generate elevated levels of ground vibration. Ground Vibration generated during

construction of projects could result in damage to nearby buildings and structures and/or result in a negative human response to vibration-sensitive land uses. Additionally, construction activities associated with new development and redevelopment under the amended Area Plan could include activities that involve the use of noise generating equipment such as cranes, excavators, dozers, graders, dump trucks, generators, backhoes, compactors, and loader. Noise levels associated with these types of equipment are typically between 70 and 85 dBA L_{max} at 50 feet. In unique circumstances, specialized construction equipment (typically between 94 and 101 dBA L_{max} at 50 feet) may be required (TRPA 2012a: pages 3.6-16 and 3.6-17).

In November 2013, TRPA formalized the best construction policies by including additional noise requirements in the TRPA Standard Conditions of Approval for Grading Projects (TRPA Permit Attachment Q) and Standard Conditions of Approval for Residential Projects (TRPA Permit Attachment R) (TRPA, 2013a) (TRPA, 2013b). These conditions require that projects utilize existing power sources instead of generators where feasible, keep engine doors closed during periods of operation, locate stationary equipment (e.g., generators or pumps) and staging areas as far as feasible from noise-sensitive receptors (e.g., residential areas), install temporary sound barriers around construction areas or stationary noise sources (e.g., pumps or generators) near noise sensitive receptors, use sonic pile driving instead of impact pile driving where feasible, and pre-drill holes to minimize impacts of pile driving.

TRPA or Washoe County would continue to evaluate individual future projects within the plan area at a project level. Through the project-level analysis, TRPA or Washoe County would evaluate project-specific noise impacts and would require compliance with all applicable noise reducing measures identified in the standard condition of approval. TRPA or Washoe County would only approve projects that can demonstrate compliance with TRPA's threshold standards (i.e., CNEL standards). The existing Area Plan CNEL standards are consistent with TRPA's threshold standards; and thus, future projects under the DCA would only be approved by TRPA or Washoe County if they can demonstrate compliance with these CNEL standards (TRPA, 2021a).

For these reasons, adoption of the proposed Area Plan DCA would not result in a change to CNEL, exposure to severe noise levels, single event noise levels, or increased ground vibration.

3.8 Light and Glare

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
VII. Light and Glare.				
Will the proposal:				
a) Include new or modified sources of exterior lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create new illumination, which is more substantial than other lighting, if any, within the surrounding area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Cause light from exterior sources to be cast off - site or onto public lands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create new sources of glare through the siting of the improvements or using reflective materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.8.1 Discussion

No impact. The proposed Area Plan DCA would not increase the potential for growth in the plan area beyond that which could occur under the existing Area Plan. As with existing conditions, future projects could result in new sources of light from exterior lighting.

The TRPA design standards for exterior lighting (TRPA Code Chapter 36) are designed to reduce light pollution and reduce the splay of light on adjoining parcels and adjacent residential uses (TRPA, 2022). The proposed Area Plan DCA would abide by the existing Area Plan Design Standards and Guidelines for the plan area which meet the requirements of the TRPA design standards (TRPA, 2021a).

The existing Area Plan design standards and guidelines incorporate protections for natural features with the goal to encourage projects to create a context-sensitive design of the built environment that reflects differences in the character of unique communities consistent with recommendations in the Scenic Quality Improvement Program (SQIP) (TRPA, 2021a). These standards reduce the potential for future projects to result in substantial light or glare, new sources of light or glare that are more substantial than other light or glare in the area, or exterior light that is cast off-site.

All future projects carried out under the amendment would be evaluated on a project-specific basis consistent with TRPA environmental review requirements (TRPA Code Chapter 3). This analysis would consider the project-specific effects on light and glare at the time that project characteristics are known. This analysis would consider the project-specific effects on light and glare at the time that project characteristics are known. This analysis would review the proposed project for consistency with applicable standards to determine if it would result in significant impacts related to light and glare. If necessary, the environmental review would require mitigation measures, such as revised lighting designs, to reduce significant impacts related to light and glare.

Because all existing lighting design standards and guidelines would remain in effect and all future projects would be evaluated considering the project-specific characteristics related to light and glare, the proposed Area Plan DCA would have no impact on light and glare conditions.

DRAFT

3.9 Land Use

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
VIII. Land Use.				
Will the proposal:				
a) Include uses which are not listed as permissible uses in the applicable Plan Area Statement, adopted Community Plan, or Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Expand or intensify an existing non-conforming use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.9.1 Discussion

Less than significant. The proposed Area Plan DCA would amend the existing Area Plan such that primary and secondary school uses would be permitted with a Special Use Permit within the Wood Creek Regulatory Zone. All other goals, policies, and standards in the existing Area Plan would be maintained for the plan area (TRPA, 2021a). The proposed Area Plan DCA carries forward all permissible use definitions consistent with TRPA Code Chapter 21 (TRPA, 2022). Additionally, the proposed Area Plan DCA carries forward all existing permissible uses within the current Area Plan, with the only change being primary and secondary school use on parcels greater than 3 acres within the Wood Creek Regulatory zone would be considered a Special Use. This change would not affect non-conforming uses. Impacts would be less than significant.

3.10 Natural Resources

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
IX. Natural Resources.				
Will the proposal result in:				
a) A substantial increase in the rate of use of any natural resources?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantial depletion of any non-renewable natural resource?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.10.1 Discussion

No impact. The proposed Area Plan DCA would not increase the potential for growth in the plan area beyond that which could occur under the existing Area Plan. Therefore, potential effects on natural resources, including non-renewable natural resources, would have no impact. There is a potential for increase in the use of natural resources resulting from increased development and redevelopment within the Tahoe Region; however, projects implemented under the proposed Area Plan DCA would not result in an increase in the use of natural resources beyond the levels analyzed previously and future projects would be evaluated to ensure there are not substantial project-level increases in the rate of use of natural resources.

As with existing conditions, the use of natural resources, including nonrenewable natural resources, such as construction wood, metals, or gasoline would increase incrementally as future projects are constructed under the DCA. However, the potential for growth in the plan area would be limited through limitation on development rights, such as commercial flood area (CFA), residential units of use (RUUs), and tourist accommodation units (TAUs). The proposed Area Plan DCA does not allot new uses that would require substantial amounts of non-renewable resources, such as heavy industrial or manufacturing uses. Furthermore, the existing Area Plan includes a GHG reduction strategy, which reduces the long-term use of non-renewable resources below the levels anticipated previously (TRPA, 2021a). As described above, future projects would be evaluated at a project-level to ensure they do not result in a substantial depletion of non-renewable resources. For these reasons, the proposed Area Plan DCA would not result in substantial depletion of any renewable or non-renewable natural resources.

3.11 Risk of Upset

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
X. Risk of Upset.				
Will the proposal result in:				
a) Involve a risk of an explosion or the release of hazardous substances including, but not limited to, oil, pesticides, chemicals, or radiation in the event of an accident or upset conditions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Involve possible interference with an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.11.1 Discussion

No impact. The proposed Area Plan DCA would not alter requirements related to hazardous substances, make changes to the total number of distributions of residential allocations or other development right, increase the potential for the use or transport of hazardous materials.

Construction activities related to future projects implemented under the amended Area Plan could involve the storage, use, and transport of hazardous materials. However, use of hazardous materials would be of typical projects in the Tahoe Regions and would occur in compliance with all local, state, and federal regulations. Further, the types of uses that would be permissible within the area are not of the nature that would involve storage, use, and transport of large quantities of hazardous substances that would increase the risk of incident. Primary and Secondary School Use is consistent with the types of uses already allowed under existing conditions, such that implementation of the proposed Area Plan DCA would not be expected to create a new risk of accident or upset conditions.

Most new development would be in the form of redevelopment, which would replace existing development with the new special use permitted under the amendment. Because the Area Plan Amendment would not increase development potential, it would not substantially increase congestion such that interference with emergency response or evacuation plans would occur. Because the potential development associated with the proposed Area Plan DCA would be the same as what could occur with existing conditions, potential construction effects on emergency vehicle response time, and evacuation would not change from what could occur under the development potential currently allowed by the existing Area Plan. However, future projects would be reviewed pursuant to TRPA environmental review requirements. This project-level review would evaluate the site-specific characteristics of each proposed project to determine if it would interfere with an emergency evacuation plan, then project-specific mitigation measures, such as a traffic control plan, or changes to project design or construction operations, would be required.

Because future projects would adhere to existing regulations, including various federal, state, and local regulations address the handling, transporting, and disposing of hazardous materials, and because there would be no proposed policies or changes to existing policies that would affects the transport of use of hazardous materials in the region, no impact would occur.

3.12 Population

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
XIV. Population				
Will the proposal result in:				
a) Alter the location, distribution, density, or growth rate of the human population planned for the Region?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Include or result in the temporary or permanent displacement of residents?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.12.1 Discussion

No impact. The proposed Area Plan DCA does not alter the location, distribution, density, growth rate, or result in the temporary/permanent displacement of residents. Growth within the plan area would continue to be limited to that which is allowed by the growth management system set forth in Chapter 50 of the TRPA Code and redirected to more appropriate locations (TRPA, 2022). The proposed amendment does not propose altering the growth management system, and therefore would have no impact on population levels and distribution. All future projects carried out under the amendment would be required to undergo project-level environmental review during which potential impacts on residences or business would be assessed and mitigated to the extent feasible. Future projects would be subject to TRPA requirements for in-kind replacement housing.

3.13 Housing

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
XIV. Housing				
a) Affect existing housing, or create a demand for additional housing?				
To determine if the proposal will affect existing housing or create a demand for additional housing, please answer the following questions:				
a) Will the proposal decrease the amount of housing in the Tahoe Region?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Will the proposal decrease the amount of housing in the Tahoe Region historically or currently being rented at rates affordable by lower and very-low-income households?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.13.1 Discussion

No impact. The amount of housing in the Tahoe Region is limited by the number of available development rights and residential bonus units available through the TRPA growth management system, which would not be altered by the Area Plan DCA. New primary and secondary schools will provide school locations for students that are already living in the region, or who are anticipated within existing growth limits.

The proposed Area Plan DCA would not prohibit residential uses in any location where they are currently allowed. Future projects carried out under the amendment would be subject to TRPA requirements for in-kind replacement housing.

3.14 Transportation/Circulation

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
XIII. Transportation/Circulation.				
Will the proposal result in:				
a) Generation of 650 or more new average Daily VMT?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Changes to existing parking facilities, or demand for new parking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantial impact upon existing transportation systems, including highway, transit, bicycle, or pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Alterations to present patterns of circulation or movement of people and/or goods?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Alterations to waterborne, rail or air traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.14.1 Discussion

No impact. The proposed Area Plan DCA would not alter any existing requirements related to parking standards. While the addition of a school may increase parking demand, all future projects would be subject to existing parking standards and would be required to provide parking plans to ensure all applicable and local requirements are met before approval. The proposed Area Plan DCA would not have a substantial impact on the existing transportation system including highway, transit, bicycle, or pedestrian facilities. There are no railways or airports located in the plan area. Any future waterborne transit would be subject to a project-level planning, design, and environmental review process. Traffic generation is not expected to increase as compared to current levels under the existing Area Plan. Traffic hazards to motor vehicles, bicyclists, or pedestrians are not expected to increase, nor will the DCA approve project-specific transportation elements that would inherently increase the potential for hazard.

The proposed Area Plan DCA would allow primary and secondary school use under a Special Use Permit on parcels larger than 3 acres in the Wood Creek Regulatory Zone. Requests would be evaluated at a project-level to ensure transportation, parking, and traffic generation are consistent with applicable limitations and regulations. Future projects implemented under the proposed Area Plan DCA would provide a traffic and parking plan to ensure all applicable regional and local requirements are met. Implementation of the proposed Area Plan DCA would not include any provisions or changes that would alter such requirements or regulations for individual future projects. For these reasons, the proposed Area Plan DCA would have no impact to parking, transportation, or traffic generation. All aspects of the Regional Plan, Area Plan, and TRPA Code would continue to apply throughout the plan area.

3.14.2 Additional Background Information

Existing Highways Within the Plan Area DCA

Two (2) major highways exist within the plan area: Nevada State Route 431 (SR 431) (commonly referred to as Mount Rose Highway), and Nevada State Route 28 (SR 28) (commonly referred to as Tahoe Boulevard). Both highways border at least one of the 6 parcels that could be affected by this DCA (Figure 1).

Nevada State Route 431 (Mount Rose Highway)

SR431, also known as Mount Rose Highway, is maintained by the Nevada Department of Transportation (NDOT) and serves as a vital link between Incline Village and Reno. Its' historical roots can be traced back to at least 1950 when it was established to provide access to the ski areas of Mount Rose. NDOT officially designated approximately 20 miles of SR431 as the Mount Rose Nevada Scenic Byway on June 27, 1996. Functionally, SR 431 is identified as an "Urban Minor Arterial" by Nevada state standards (Hemlein, 2018).

Notably, the corridor has a low injury crash rate of 0.22 crashes per million vehicle miles traveled (MVMT), as compared to the state average of 1.27 injury crashes per MVMT for the urban minor arterial functional classification (Hemlein, 2018). Within the plan area, the speed limit on SR431 ranges from 45-50 miles per hour (MPH), ensuring safe and efficient traffic flow. Additionally, there is a single escape ramp (Route Master Identification Number 11317), situated approximately 0.22 miles from the junction with SR28 (NDOT, 2023).

Nevada State Route 28 (Tahoe Boulevard)

SR28, also known as Tahoe Boulevard, is maintained by NDOT, and spans the northeastern shoreline of Lake Tahoe, connecting US Route 50 in Douglas County to California SR 28 at Crystal Bay. This scenic route has been a part of the Nevada Scenic Byway system since June 1994 and the National Scenic Byway system since September 1996. Covering an approximate distance of 16.16 miles, SR28 offers travelers a captivating journey along the tranquil shores of Lake Tahoe (NDOT, 2023).

The established speed limit on SR28 is 35 MPH, for the safety of travelers and the preservation of the natural beauty that surrounds this scenic roadway. Its history dates back to 1932 when it was originally paved, although it previously served a unique purpose within the timber industry as early as 1880. SR28 has retained the same general alignment since 1948 (SHPO, 2010).

As a two-lane corridor, SR28 provides a crucial role in providing access to the Lake Tahoe region, serving as access for over one million recreating visitors and accommodating approximately 2.6 million vehicles each year (Tahoe Transportation District, 2023).

SR431 and SR28 Future Improvement Projects

The Tahoe Area Plan (TRPA, 2021a) and Mount Rose Scenic Byway Corridor Management Plan (Washoe County, 2015) identify three (3) future improvement projects to SR431 and SR28. Information for these improvement projects is presented in **Error! Reference source not found..**

Table 3: Future Highway Improvement Projects

Project Number	Project Name	Highway	Project Description
T-5	Off-Highway Parking along Mount Rose Highway	SR431	In compliance with the Mount Rose Scenic Byway Corridor Plan, establish off-highway parking at Incline Meadows and the Incline Flume trailhead.
T-6	Mount Rose Highway Center Turn Lanes	SR431/SR28	In compliance with the Mount Rose Scenic Byway Corridor Plan, create a center turn lane along Mount Rose Highway at Country Club Drive. Investigate the possibility of additional turn lanes between County Club Drive and SR28.
T-24	Mount Rose Highway Multi-Use Path	SR431	East side of SR431 from the Incline Flume Trailhead to the northern planning area boundary.

Washoe County Level of Service

Washoe County evaluates the quality of travel on its' roadways and intersections using Level of Service (LOS) measures. LOS is used to analyze roadways and intersections by categorizing traffic flow and assigning quality levels of traffic based on performance measures like vehicle speed, density, and congestion. LOS uses a hierarchical classification of drivers' perceptions to measure the quality of service provided by a roadway facility based on factors such as speed, travel time, maneuverability, delay, and safety. Similar to the common report card system, LOS is represented by the letters A through F (Washoe County, 2020). "A" represents the best operating conditions and "F" the worst. **Error! Reference source not found.** describes LOS characteristics.

Table 4: Level of Service Categories

LOS	Description
A	Relative free-flow. No restrictions to vehicle maneuverability or speed. Very slight delay
B	Stable flow. Some slight reduction in maneuverability and speed. Slight delay.
C	Stable flow operation. Higher volumes. More restrictions on maneuverability and speed. Acceptable delay.
D	Approaching unstable flow operation. Lines develop. Little freedom to maneuver. Tolerable delays for short periods.
E	Unstable flow or operation. Low operating speed; momentary stoppages. This condition is common in peak hours. Congestion and lengthy delays.
F	Forced flow or operation. Gridlock occurs.

The LOS standard is based upon a roadway's functional classification posted speed, amount of access, and the number of lanes provided. Intersections are designed to provide a LOS consistent with maintaining the policy LOS of the intersecting corridors.

An environmental analysis completed for the 2017 Regional Transportation Plan and included in the IEC completed in 2021 for the Tahoe Area Plan adoption, evaluated existing traffic volumes and trends including sections of SR431 and SR28. The analysis presented existing LOS, as of 2016, and projected future LOS to 2040 after completed build out of the Tahoe Region (Ascent Environmental, 2012). The SR431 and SR28 segments and corresponding analysis results addressed in the RTP analysis are as follows:

- SR28 from Red Cedar Drive to West Lakeshore Blvd (west of Incline Village) - LOS E in 2016 and 2040
- SR28 from Cal Neva Drive to Stateline Rd. (in the North Stateline Town Center) - LOS E in 2016 and 2040
- SR431 from SR28 to 2nd Creek Drive (west of Incline Village – LOS C or better in 2016 and 2040

The TRPA standards require that peak-period traffic flow not exceed LOS D on urban developed area roads such as SR431 and SR28. These vehicle LOS standards may be exceeded when provisions for multi-modal amenities and/or services (such as transit, bicycling, and walking facilities) are adequate to provide mobility for users at a level that is proportional to the project-generated traffic in relation to overall traffic conditions on affected roadways (Ascent Environmental, Inc., 2020).

The Tahoe East Shore Trail is a Class I Shared Use Path along 3 miles of SR28. Bike Lanes (Class II) are provided along SR28 within Incline Village, and sidewalks are provided in the commercial areas. SR431 is a designated bike route (class III). Public and private transportation services are also available seasonally including the Tahoe Area Regional Transportation (TART), the North Lake Tahoe Express, the East Shore Express (summer months only), skier shuttles (winter months only), and private hiking/biking shuttles. There are currently no adopted requirements or standards regarding the quality of service of other travel modes (i.e., transit, biking, or walking) that could potentially reduce the demand on the roadway system (Ascent Environmental, Inc., 2020). **Trip Generation Review for the Wood Creek Regulatory Zone**

A Trip Generation Review for the Wood Creek Regulatory Zone located in Incline Village, Nevada, completed by DOWL traffic engineers, compares the expected trip generation of a private K-8 school with existing trip generation of the special use permit land use of a Day Care Center/Pre-School in the Wood Creek Regulatory Zone. The result of the review contributes to evaluating whether a Private K-8 school can be added to the special use permit land uses allowed in the Wood Creek Regulatory Zone.

The Wood Creek Regulatory Zone currently allows the development of Day Care Center/Pre-schools within its boundaries after the submission of a special use permit and site-specific traffic study. As found in the trip generation review, Private School (K-8) educational facilities operate very similar to Day Care centers on a daily basis, with minor differences which may lead to increased traffic pressure in the morning and significantly less traffic pressure in the evening.

The trip generation review concluded adding the Private School (K-8) land use to the list of acceptable special use permit land uses would be consistent with Incline Village's desire for low-pressure land uses, which conform to the currently allowed options.

For more information on the trip generation review, see Appendix A, Wood Creek Regulatory Zone Trip Generation Review.

DRAFT

3.15 Public Services

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
XIV. Public Services.				
Will the proposal have an unplanned effect upon, or result in a need for new or altered governmental services in any of the following areas:				
a) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks or other recreational facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.15.1 Discussion

Beneficial. Implementation of the proposed Area Plan DCA would not make changes to the total number of residential allocations of other development rights (e.g., CFA, TAUs) that would exceed the potential growth of what was analyzed previously. Allowing primary and secondary school use under a Special Use Permit in the Wood Creek Regulatory zone would provide a beneficial impact in an area that has a demand for schools.

The long-term growth under the proposed Area Plan DCA would be relatively small and would be no different than without the DCA. Any new construction could result in population increases that, depending upon location, could require improved or expanded facilities for fire protection, police protection, schools, recreational facilities, maintenance, or other governmental services. The construction of these governmental services could result in adverse environmental effects; however, individual projects would be required to undergo environmental review to ensure that impacts are identified and mitigated.

The limited potential growth that could occur within the plan area from the proposed Area Plan DCA would not be changed from the potential growth allowed by the existing Area Plan. Therefore, there would be no change in demand for public services.

The addition of private schools may have a minor impact on public school attendance; however, under the United States Constitution, parents have a fundamental right to direct the education of their children. In 1925 the Supreme Court recognized that “liberty”, protected by the Fourteenth Amendment, includes the right to choose a private education (U.S. Department of Education, 2000).

3.16 Energy

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
VI. Energy.				
Will the proposal result in:				
a) Use of substantial amounts of fuel or energy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.16.1 Discussion

No impact. The proposed Area Plan DCA would not increase the potential for growth in the plan area beyond that which could occur under the existing Area Plan. Therefore, potential effects on the use of energy or fuel would not change and would be the same as those previously analyzed. As with existing conditions, energy and fuel would be consumed during the construction and operation of future projects in the plan area. However, the potential for growth in the plan area would be limited through limitation on development rights, such as CFA, RUUs, and TAUs. The proposed Area Plan DCA does not allow new uses that would require substantial amounts of energy or fuel, such as heavy industrial or manufacturing uses. While any new construction would require electric and natural gas service as part of the basic services (see TRPA Code Chapter 32), the entire area within the plan area is in proximity to existing electric and gas infrastructure (TRPA, 2022). Future projects requiring new or modified connections would be subject to the requirements and fees of the applicable utility providers.

Furthermore, the existing Area Plan includes a GHG reduction strategy (Development Code Section 110.220.415) which is anticipated to reduce the long-term use of energy and fuel (TRPA, 2021a). The proposed Area Plan DCA would not increase VMT. In addition, future projects carried out under the amendment would be evaluated at a project-level to determine if the project would use substantial amounts of fuel or energy, and mitigation measures would be required, if necessary, as a condition of approval. For these reasons, the proposed Area Plan DCA would not result in the substantial use of fuel or energy.

3.17 Utilities

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
XVI. Utilities.				
Except for planned improvements, will the proposal result in a need for new systems, or substantial alterations to the following utilities:				
a) Power or natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Communication systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Solid waste and disposal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.17.1 Discussion

No impact. Implementation of the proposed Area Plan DCA would not change the total number of available residential allocations or other development rights (e.g., CFA, TAUs). Thus, growth would be consistent with the level of development previously analyzed. Because the proposed Area Plan DCA would not authorize or result in growth that would exceed that which could occur under existing conditions, there would be no impact to utilities.

Communication systems

Multiple telecommunication providers offer services within the plan area. The long-term growth under the proposed Area Plan DCA would be relatively small and would be the same as could occur under existing conditions. Thus, it would be unlikely to exceed the capacity of existing service providers.

Water Service

Water Service for the Plan Area is provided by IVGID. The Nevada side of the Tahoe Region has an allocation of 11,000-acre feet per year (afy) from Lake Tahoe and tributary surface waters, of which IVGID is allocated 4,272.83 afy. IVGID exercises approximately 75 percent of its water rights in any given year. As described above, the long-term growth under the proposed Area Plan Amendment would be relatively small and consistent with existing growth potential. Because the IVGID currently has excess water supply capacity and the future growth in the plan area would be limited, the proposed Area Plan DCA would not exceed the maximum permitted capacity of the service provider. Additionally, future projects in the plan area would be required under TRPA Code Section 32.4 to demonstrate sufficient supply, treatment capacity (as applicable), and conveyance capacity for clean water by the water purveyor (TRPA, 2022).

Sanitary Sewer Service

This plan area is serviced by a community sewer system that is owned and operated by IVGID. Water is treated at a primary and secondary treatment plant; from there the treated effluent is transported by pipeline out of the Basin to a 900-acre wetlands enhancement project in the Carson Valley. The community sewer system was designed and built such that it could be expanded and accommodate the communities at full build out. Because the proposed Area Plan DCA would not increase the growth potential within the plan area beyond what could already occur under the Existing Plan, it would not exceed the capacity of the sewage treatment provider (TRPA, 2021a). Additionally, future projects in the plan area would continue to be required under the TRPA Code Section 32.4 to demonstrate sufficient conveyance and treatment capacity for wastewater (TRPA, 2022).

3.18 Human Health

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
XVII. Human Health.				
Will the proposal result in:				
a) Creation of any health hazard or potential health hazard (excluding mental health)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of people to potential health hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.18.1 Discussion

No impact. The proposed Area Plan DCA does not propose policies or changes to existing policies that would affect the transport or use of hazardous materials in the region, nor would it create a heightened risk for exposure to potential health hazards.

Effects related to wildfire hazards, flood hazards, and seismic hazards were previously analyzed. The analysis found that because future projects would be required to be consistent with the Regional Plan, requirements for fire safety as well as other applicable federal, state, regional, and local fire safety plans, and because future projects would be required to consider the fire hazards in the region and include measures to ensure that defensible space is maintained and excessive fuel is reduced, the effects of future development would be less than significant (TRPA, 2021b). Sites would be required to undergo site-specific geotechnical analysis and, if applicable, employ design standards that consider seismically active areas and comply with current building codes and local jurisdiction seismic standards.

For these reasons, the proposed Area Plan DCA would not create any health hazards.

3.19 Scenic Resources/Community Design

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
XVIII. Scenic Resources/Community Design.				
Will the proposal:				
a) Be visible from any state or federal highway, Pioneer Trail or from Lake Tahoe?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Be visible from any public recreation area or TRPA designated bicycle trail?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be inconsistent with the height and design standards required by the applicable ordinance, Community Plan or Area Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.19.1 Discussion

No impact. The Wood Creek Regulatory Zone includes areas that are visible from TRPA-designated scenic travel unit number 22 (Crystal Bay) and unit number 23 (Mt. Rose Highway). The Area Plan DCA would not alter requirements related to scenic resource protection. Construction or substantial exterior modification of structures would still be subject to scenic review standards that are applied on a project-specific basis (TRPA Code Section 66.1). Any subsequent projects carried out under the amended Area Plan would be required to make project-specific findings as well as the Chapter 4 threshold findings and Chapter 37 height findings in the TRPA code (TRPA, 2022).

Consistent with the Regional Plan, the existing Area Plan allows for changes in the built environment through use of remaining allocations, use of newly authorized allocations, and implementation of design standards and guidelines and Code provisions that ultimately affect the form of new development and redevelopment. The existing Area Plan implements, and is consistent with, the provisions of the Regional Plan (such as increased density and height in community centers) intended to incentivize redevelopment, while protecting scenic resources (TRPA, 2021b). The existing Area Plan Design Standards and Guidelines are designed to guide development that would reflect the character of the area, protect viewsheds, and substantially improve the appearance of redevelopment projects (TRPA, 2021a).

Future projects within the plan area could be visible from public recreation facilities or TRPA designated bicycle trails. However, for the same reasons described above, they would not result in significant impacts to scenic resources.

The existing Area Plan implements height and design standards, and goals policies and implementation actions that are consistent with the Regional Plan and SQIP (TRPA, 2021a). The amended Area Plan would continue to implement these same standards.

All projects would continue to comply with TRPA Code provisions and the Area Plan Design Standards and Guidelines, which would result in generally improved scenic conditions in the plan area (TRPA, 2022).

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3.20 Recreation

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
XIX. Recreation.				
Does the proposal:				
a) Create additional demand for recreation facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create additional recreation capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have the potential to create conflicts between recreation uses, either existing or proposed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in a decrease or loss of public access to any lake, waterway, or public lands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.20.1 Discussion

The proposed Area Plan DCA would not increase the potential for growth within the plan area beyond that which could already occur with the existing Area Plan. Nor does it authorize or approve any development, redevelopment, or recreation facility projects. The TRPA system of People At One Time (PAOT) will not be changed, and the DCA does not alter regulations related to recreation or approve changes to existing recreation facilities. As such, the demand for recreation facilities would not be affected.

Additionally, the proposed Area Plan DCA would not rezone public lands or change any existing requirements for public access to any lake, waterway, or public lands. Therefore, the proposed Area Plan DCA would not result in a decrease or loss of public access to any lake, waterway, or public land.

As with existing conditions, future projects within the plan area would continue to be reviewed through a project-level environmental review, which would assess whether the project would increase demand for recreation facilities and/or provide additional recreational capacity. If applicable, mitigation measures would be required to address significant project-level effects on recreation demand or capacity. In addition, the existing Area Plan is consistent with applicable plans that guide existing and proposed recreation uses, which would be unchanged (TRPA, 2021a).

For these reasons, the proposed Area Plan DCA would not create substantial conflicts between existing or proposed recreation uses.

3.21 Archaeological/Historical

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
XX. Archaeological/Historical.				
Will the proposal result in:				
a) An alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object, or building?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Is the proposed project located on a property with any known cultural, historical, and/or archaeological resources, including resources on TRPA or other regulatory official maps or records?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Is the property associated with any historically significant events and/or sites or persons?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.21.1 Discussion

No impact. The proposed Area Plan DCA would not alter any requirements related to the protection of archaeological or historic sites, structures, objects, or buildings. Nor would it alter existing state and federal protections for historic or cultural resources. Future projects could occur on properties that contain known historical resources, be associated with historically significant events or individuals, or result in adverse physical or aesthetic effects to a significant historical site, structure, object, or building. However, federal and state, regulation, and TRPA Code are in place to address protection of these resources.

The applicable TRPA protections include TRPA Code Section 33.3.7, which requires cessation of grading and consultation with government agencies whenever historical, pre-historical, or paleontological materials appearing to be 50 years or older are discovered during grading activity. TRPA Code Chapter 67 includes standards which require evaluation by a qualified archaeologist of any potential archaeological, cultural, or historical resources discovered during project construction (TRPA, 2022). TRPA also requires that projects in areas with known or newly discovered sites of cultural or historic significance include a site survey (performed by a qualified archaeologist) before TRPA approval. This standard also requires consultation with relevant Native American tribes on all site surveys to determine if tribally significant sites are present. If resources are discovered and deemed significant, then a resource protection plan is required. Such a plan shall be prepared by a qualified professional and may provide for surface or subsurface recovery of data and artifacts and recordation of structural and other data. Additionally, grading, operation of equipment, or other soil disturbance is prohibited in areas where a designated historic resource is present, or could be damaged, except in accordance with TRPA-approved resource protection plan. Finally, upon discovery of a previously unknown

site, object, district, structure, or other resource, potentially meeting criteria designating it as a historic resource TRPA shall consult with the applicable State Historic Preservation Officer (SHPO), and with the relevant Native American tribe if it is a tribal site. In addition, Native American tribes are permanent members of the TRPA Advisory Planning Commission (APC), where tribal representatives can review all projects that come before the APC. These protections would continue to apply with the amended Area Plan.

The Nevada SHPO reviews projects for potential impacts to historic properties. The Nevada SHPO keeps an inventory of the state's cultural resources to assist federal, state, and local agencies in planning projects to avoid impacts to important cultural resources; the agency also acts as a clearinghouse for nominations of sites and features to the NRHP. Additionally, the Nevada SHPO plays an advisory role to TRPA during project review of structures 50 years old or older. At the federal level, Section 106 of the National Historic Preservation Act guides cultural resources investigations by federal agencies and requires considerations of effects on properties that are listed in, or may be eligible for listing in, the NRHP.

All future projects within the plan area would be evaluated through a project-level environmental review, which would evaluate the potential for specific future projects to degrade historic, archeological, or cultural resources. If necessary, the project-level environmental review would identify mitigation measures to avoid or reduce potential conflicts.

For these reasons, the proposed Area Plan DCA would not alter existing cultural resource protection, which are sufficient to protect resources.

3.22 Findings of Significance

ENVIRONMENTAL ISSUES		Yes	No, With Mitigation	No	Data Insufficient
XXI.	Findings of Significance.				
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number, or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California or Nevada history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period, while long-term impacts will endure well into the future.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environmental is significant?)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

3.22.1 Discussion

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

No Impact. See the discussion in Sections 3.2 through 3.21, above, including the discussions related to vegetation, wildlife, and historic resources in sections 3.5, 3.6, and 3.21, respectively. For the reasons described in those sections, there is no impact.

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

No Impact. The proposed Area Plan DCA would not alter policies or requirements that balance short-term and long-term environmental goals. This potential effect is the same as those analyzed in the 2012 RPU EIS, and therefore this analysis tiers from and is consistent with the 2012 RPU EIS. The 2012 RPU EIS evaluated the relationship between short-term uses of the environment and the maintenance of long-term productivity on pages 5-3 through 5-5 (TRPA 2012a). This analysis found that the long-term implementation of the Regional Plan would result in future development and population growth that would have associated impacts to biological resources; traffic and circulation; air quality and climate change; noise; water quality; and public services and utilities. However, through redevelopment in urban areas and transfer of coverage and development rights from sensitive lands, the Regional Plan would refine the land use pattern of the Region in a manner intended to sustain natural resources and support social and economic health. Because the proposed Area Plan DCA would implement the Regional Plan and would not increase the potential for future growth beyond the levels anticipated in the Regional Plan, the proposed Area Plan DCA would be consistent with the analysis on pages 5-3 through 5-5 of the 2012 RPU EIS (TRPA 2012a).

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

No Impact. This potential effect is the same as those analyzed in the 2012 RPU EIS, and therefore this analysis tiers from and is consistent with the 2012 RPU EIS. The 2012 RPU EIS evaluated the cumulative impacts of long-term implementation of the Regional Plan on pages 4-1 through 4-36 (TRPA 2012a). Because the proposed Area Plan DCA would implement the Regional Plan and would not increase the potential for future growth beyond the levels anticipated in the Regional Plan, the proposed Area Plan DCA would be consistent with the cumulative analysis in the 2012 RPU EIS.

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

No Impact. See the discussion in Sections 3.2 through 3.21, above, including the discussions related to risk of upset and human health in Sections 3.11 and 3.18, respectively. For the reasons described in those sections, there is no impact.

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5.0 REPORT PREPARERS

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Appendix A: Wood Creek Regulatory Zone Trip Generation Review

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