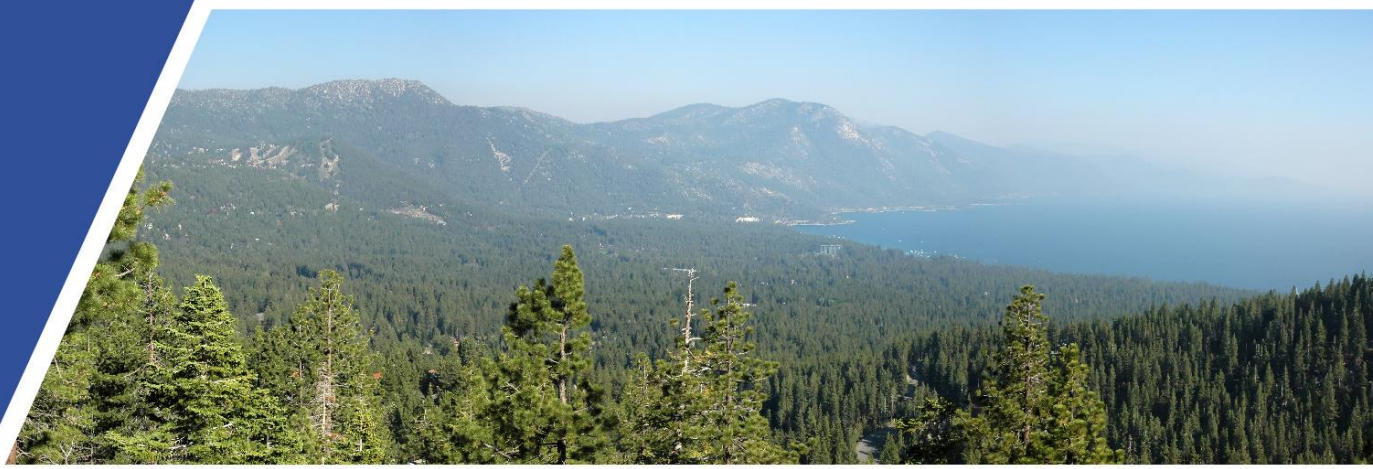
INITIAL ENVIRONMENTAL CHECKLIST

Washoe County Tahoe Area Plan



MARCH 2020

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REGIONAL PLAN IMPLEMENTATION COMMITTEE AGENDA ITEM NO. 3

Initial Environmental Checklist

for the

Washoe County Tahoe Area Plan

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REGIONAL PLAN IMPLEMENTATION
COMMITTEE AGENDA ITEM NO. 3

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LIST OF ABBREVIATIONS

AADT	annual average daily traffic
ADT	average daily traffic
APC	Advisory Planning Commission
Area Plan	Washoe County Tahoe Area Plan
BMP	best management practice
CFA	commercial floor area
CFR	Code of Federal Regulation
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CP	Community Plans
EIP	Environmental Improvement Program
EIS	environmental impact statement
EPA	U.S. Environmental Protection Agency
GHG	greenhouse gas
IEC	Initial Environmental Checklist
IVGID	Incline Village General Improvement District
LCD	land capability districts
L_{max}	Maximum Sound Level
LOS	level of service
MOA	Memoranda of Agreement
MOU	Memorandum of Understanding
MT CO_2e	metric tons of carbon dioxide equivalent
NDEP	Nevada Division of Environmental Protection
NDOT	Nevada Department of Transportation
NEPA	National Environmental Policy Act
NLTFPD	North Lake Tahoe Fire Protection District
NO_X	nitrogen oxides
NRS	Nevada Revised Statutes
PAOT	persons-at-one-time
PAS	Plan Area Statements
PM_{10}	respirable particulate matter with aerodynamic diameter of 10 micrometers or less
$PM_{2.5}$	fine particulate matter with aerodynamic diameter of 2.5 micrometers or less
RBU	Residential Bonus Units
Region	Tahoe Region
Regional HMP	Washoe County Regional Hazard Mitigation Plan
Regional Plan	Lake Tahoe Regional Plan
Regional Plan	TRPA Regional Plan
RPU	Regional Plan Update
RUU	residential unit of use
SCS	Sustainable Communities Strategy
SEZ	Stream Environment Zone
SHPO	state historic preservation officer

SQIP	Scenic Quality Improvement Program
SR	State Route
State Parks	Nevada State Parks
SWPPP	storm water pollution prevention plan
TAC	toxic air contaminant
TART	Tahoe Area Regional Transit
TAU	tourist accommodation units
TDR	Transfer of Development Rights
TMDL	total maximum daily load
TMPO	Tahoe Metropolitan Planning Organization
TRPA	Tahoe Regional Planning Agency
TRPA Code	Code of Ordinances
TRPA Code	TRPA Code of Ordinances
TTD	Tahoe Transportation District
USFS	U.S. Forest Service
VMT	vehicle miles of travel

REGIONAL PLAN IMPLEMENTATION COMMITTEE AGENDA ITEM NO. 3

1 INTRODUCTION

1.1 INTRODUCTION AND REGULATORY GUIDANCE

This Initial Environmental Checklist (IEC) has been prepared pursuant to the requirements of Article VI of the Tahoe Regional Planning Agency (TRPA) Rules of Procedure and Chapter 3 of the TRPA Code of Ordinances (TRPA Code) to evaluate potential environmental effects resulting from implementation of the Washoe County Tahoe Area Plan (Area Plan). TRPA is the lead agency pursuant to the Tahoe Regional Planning Compact (Public Law 96-551), 1980 revision, TPRA Code, and TRPA Rules of Procedure. Chapter 2, "Project Description" presents project details.

TRPA has responsibility for implementation of the Lake Tahoe Regional Plan (Regional Plan), approval of area plans, 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. The Area Plan 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 Area Plan. Though more focused and site-specific than the Regional Plan, the Area Plan applies to a broad geography and is intended to guide planning decisions over a planning timeframe of 20 or more years. The policy-oriented nature of the Area Plan is such that this impact analysis is prepared at a programmatic level—that is, a more general analysis with a level of detail and degree of specificity commensurate with that of the plan itself. Future projects that would be implemented under the Area Plan, for which project details are developed to a sufficient degree that environmental effects can be identified and assessed with greater certainty, would be evaluated by TRPA at a project-level.

Chapter 3 of this document contains the IEC analysis and discussion of potential environmental impacts of the Area Plan. Based on the issues evaluated in that chapter, it was determined that the project would have either no impact or a less-than-significant impact related to all resource areas identified. Therefore, an IEC is the appropriate document for compliance with the requirements of TRPA.

1.2.1 Tiering Process

The concept of tiering refers to the environmental review of large-scale projects in a program Environmental Impact Statement (EIS) and carrying out subsequent environmental review for smaller projects by referencing and summarizing applicable program-level impacts that were identified in a program EIS and concentrating on the issues specific to the project at hand. TRPA thus limits the analysis for a later project that is a consistent with a certified program EIS. Subsequent review is required only for effects which were not examined as significant in the EIS, or for effects which are susceptible to substantial reduction or avoidance by revisions in the project through conditions of approval or mitigation.

This IEC is tiered from the TRPA 2012 Regional Plan Update (RPU) EIS in accordance with Section 6.12 of the TRPA Rules of Procedure. The 2012 RPU EIS is a program EIS that was prepared pursuant to Article VI of TRPA Rules of Procedure (Environmental Impact Statements) and Chapter 3, Environmental Documentation, of the TRPA Code.

The Regional Plan is a comprehensive land use plan that guides physical development within the Region through 2035. The 2012 RPU EIS analyzed full implementation of uses and physical development proposed in the Regional Plan and identified measures to mitigate the significant adverse program-level and cumulative impacts associated with that growth. The proposed Area Plan and the development it would accommodate is an element of the growth that was anticipated in the 2012 RPU and evaluated in the 2012 RPU EIS.

In tiering from the 2012 RPU EIS, this IEC relies on the 2012 RPU EIS for the following:

- Background and setting information for environmental topic areas.
- Regional growth-related issues.
- Issues that were evaluated in sufficient detail in the 2012 RPU EIS for which there is no significant new information or change in circumstances that would require further analysis.
- Assessment of cumulative impacts.

TRPA's determination, based on the analysis contained in this IEC, finds that the proposed Area Plan would not have significant effects on the environment. Therefore, a Finding of No Significant Effect will be prepared by TRPA.

This IEC concludes that many potentially significant impacts are addressed by mitigation measures that have been adopted as part of the approval of the RPU. Therefore, the RPU EIS mitigation measures that are related to, and may reduce the impacts of, the proposed Area Plan are identified in this IEC. Nothing in this IEC alters the obligations of Washoe County or TRPA to continue to implement the mitigation measures adopted in the Regional Plan EIS. Consequently, Washoe County would adhere to all applicable adopted mitigation measures required by the Regional Plan as a part of the proposed Area Plan.

1.3 DOCUMENT ORGANIZATION

This IEC is organized as follows:

- Chapter 1: Introduction. This chapter introduces the environmental review process. It describes the purpose and organization of this document.
- Chapter 2: Project Description. This chapter describes the objectives of the proposed Area Plan, and provides a detailed description of the proposed Area Plan.
- Chapter 3: Initial Environmental Checklist. This chapter presents an analysis of a range of environmental issues identified in the TRPA Initial Environmental Checklist and determines if the proposed Area Plan would result in no impact, a less-than-significant impact, a less-than-significant impact with mitigation incorporated, or a potentially significant impact. If any impacts were determined to be potentially significant, an EIR would be required. For this proposed Area Plan, however, none of the impacts were determined to be significant.
- Chapter 4: References. This chapter lists the references used in preparation of this IEC.
- Chapter 5: List of Preparers. This chapter identifies report preparers.

2 PROJECT DESCRIPTION

2.1 BACKGROUND

Washoe County and the Tahoe Regional Planning Agency (TRPA) will consider adoption of the Washoe County Tahoe Area Plan (Area Plan), which addresses the portion of Washoe County located within the Tahoe Region. The Area Plan would replace the Plan Area Statements (PASs), Community Plans (CPs), and portions of the Washoe County Master Plan that currently provide planning and land use guidance within the Washoe County portion of the Tahoe Region. These plans are over 20 years old and have had only minor changes since their adoption.

Nevada Revised Statutes (NRS) 278.025 requires that the Washoe County Master Plan must not conflict with the TRPA Regional Plan (Regional Plan) or Code of Ordinances (TRPA Code), and that local planning efforts should be exercised as appropriate in furtherance of the Regional Plan. As such, the Area Plan has been developed to implement and achieve the environmental improvement and redevelopment goals of the Regional Plan. The Area Plan would also serve as a component of the Washoe County Master Plan consistent with Nevada Revised Statutes, Sections 278.150 to 278.230, inclusive, and other related sections.

With adoption of an updated Regional Plan in December 2012, TRPA authorized the creation of area plans to serve as a new planning instrument to help streamline implementation of the Regional Plan and make local and regional planning more consistent. Area plans are adopted by both TRPA and the applicable local government, and they contain one set of consolidated and consistent requirements for each plan area. With an adopted area plan in place, TRPA can delegate some review and permitting authority to a local jurisdiction. The result is greater planning and permitting efficiency, while retaining essential oversight by TRPA of large-scale projects and projects in more sensitive environments.

The Regional Plan seeks to promote a more compact land use pattern with walkable and bikeable town centers and reduced development in outlying areas and sensitive lands. It also promotes environmental redevelopment – that is the redevelopment of aging structures and infrastructure with newer structures that comply with strict environmental standards. To achieve this, the Regional Plan designates town centers as priority areas for redevelopment and establishes incentives for the transfer of development from sensitive lands and outlying areas. To promote a compact land use pattern and support environmental redevelopment in town centers, the Regional Plan allows for additional height, density, and land coverage within designated town centers. These incentives are only available with an adopted, conforming area plan.

Since the adoption of the updated Regional Plan in 2012, five conforming area plans have been adopted by TRPA and local jurisdictions. These adopted area plans include the South Shore Area Plan, which covers a portion of Douglas County; The Tourist Core and Tahoe Valley Area Plans, each of which covers a portion of the City of South Lake Tahoe, the Placer County Tahoe Basin Area Plan, which covers the entire portion of Placer County within the Tahoe Region, and the Meyers Area Plan, which covers a portion of El Dorado County.

2.2 AREA PLAN LOCATION

The Area Plan covers the entire portion of Washoe County within the Tahoe Region (referred to here as the "plan area"). The plan area is approximately 31 square miles in size. It is located in the southwest portion of Washoe County and the northeast portion of the Lake Tahoe Region and includes the communities of Incline Village and Crystal Bay. The plan area includes a TRPA-designated town center in Crystal Bay and two designated town centers (split into three locations) within Incline Village. It includes a mix of conservation, recreation, residential, mixed-use, and tourist land uses (Figure 2-1).

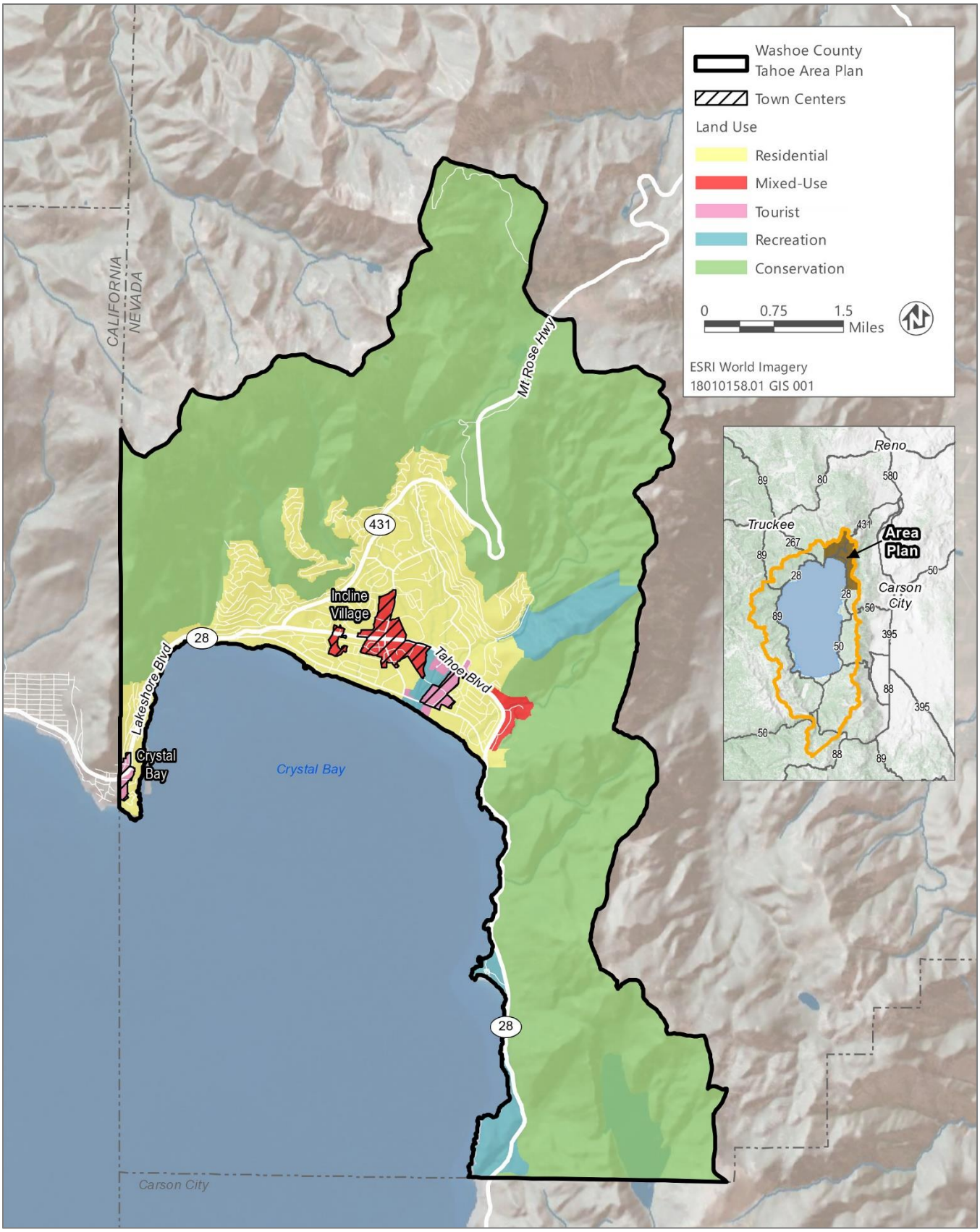

Figure 2-1 Plan Area, Land Uses, and Town Centers

2.3 OBJECTIVES

A primary function of the Washoe County Tahoe Area Plan is to consolidate applicable local and regional plans to facilitate implementation of the Regional Plan. As such, the plan is meant to create consistent and integrated land use planning and development regulations for Washoe County and TRPA. The Area Plan will assist in achieving and maintaining TRPA's Environmental Threshold Carrying Capacities (thresholds), implementing the Tahoe Metropolitan Planning Organization's (TMPO) Sustainable Communities Strategy (SCS), and implementing the policy direction of both the Regional Plan and the Washoe County General Plan.

The objectives of the Washoe County Tahoe Area Plan are to:

- respond to the unique circumstances and needs of the communities in the Washoe County portion of the Tahoe Region;
- update and consolidate planning documents;
- provide opportunities for redevelopment of town centers consistent with strict environmental standards to support vibrant mixed use and tourist areas while maintaining the character of residential neighborhoods;
- promote a comprehensive transportation network that is focused on transit, pedestrian, and non-motorized transportation opportunities;
- encourage restoration of disturbed sensitive lands, preservation of natural open spaces, and implementation of projects that result in on the ground environmental improvements; and
- implement design and development standards necessary to achieve the desired community character, Environmental Thresholds, and other goals.

2.4 AREA PLAN OVERVIEW

The Area Plan would establish the goals, policies, and implementation strategies for land use and development within the boundary of the plan area. It would implement land use regulations and standards authorized in the Regional Plan, replace existing PASs and CPs, and carry forward the details of these existing documents into a single consolidated plan. Proposed changes are primarily focused within the TRPA-designated town centers and in the Ponderosa Ranch neighborhood. The Draft Area Plan, associated Development Code, and other implementation plans are available for download and review at:

https://www.trpa.org/wp-content/uploads/WCTAP_03.11.2020_Full.pdf

2.4.1 Relationship to Existing Plans and Ordinances

Adoption of the Area Plan would consolidate and replace the following TRPA CPs and PASs, which were adopted to implement the 1987 Regional Plan:

- Incline Village Commercial Community Plan,
- Incline Village Tourist Community Plan,
- Nevada North Stateline Casino Core Community Plan,
- Ponderosa Ranch Community Plan, and
- The 23 PASs adopted for Washoe County.

Adoption of the Area Plan would also replace the following portions of the Washoe County Master Plan and Washoe County Zoning Ordinance:

- The Tahoe Area Plan of the Washoe County Master Plan, and
- Washoe County Development Code, Division Two, Article 220.

All aspects of the Regional Plan and TRPA Code not specifically substituted by standards within the Area Plan would continue to apply throughout the plan area. As such, future projects proposed within the plan area would be required to comply with all applicable provisions of the TRPA Code, including requirements for site development, growth management, and resource management and protection, as well as applicable TRPA standard conditions of approval. Each proposed project within the plan area would be reviewed through a TRPA Initial Environmental Checklist and, if necessary, project revisions or mitigation measures necessary to avoid significant environmental impacts would continue to be required as a condition of approval.

2.4.2 Area Plan Organization

The proposed Area Plan is organized into the following three components:

- Area Plan: This document describes existing conditions and the proposed goals, policies, and implementation actions. It is organized into seven chapters: 1) Introduction, 2) Land Use, 3) Transportation, 4) Conservation, 5) Recreation, 6) Public Services and Facilities, and 7) Implementation.
- Development Code: This code would be the implementing ordinance for the proposed Area Plan, serving as Article 220, Tahoe Area Modifiers, of the Washoe County Code. It would also serve as the TRPA implementing ordinance for the Area Plan consistent with Chapter 13 of the TRPA Code.
- Signage, Parking and Design Standards and Guidelines: These are the existing design standards and guidelines for the plan area, which would continue to apply with adoption of the proposed Area Plan.

2.4.3 Proposed Changes to Existing Plans, Maps, and Ordinances

This IEC evaluates elements of the planning system within the Washoe County portion of the Tahoe Region that would change with adoption of the Area Plan. These changes are summarized in Table 2-1.

Table 2-1 Substantive Changes Proposed in the Washoe County Tahoe Area Plan

Area Plan Element	Proposed Change from Existing Plan, Map, or Ordinance	Summary of Change
Goals and Policies	Adds, deletes, and modifies existing goals and policies as documented in the Area Plan	Deletes goals and policies no longer applicable to the plan area, or those that have previously been implemented. Adds or modifies goals and policies to implement the Regional Plan and respond to current conditions. Consolidates goals and policies from multiple CPs and PAS that address the same topic. (see Appendix A, "Table of Proposed Goal and Policy Changes")
Land Use (Zoning Districts)	Existing regional land use and zoning district boundaries remain unchanged. District names are changed.	PAS and CP districts are referred to as regulatory zones. All district boundaries remain unchanged. (see Area Plan Regulatory Zone Map)
Land Use (Permissible Uses)	Ponderosa Ranch Special Area permissible uses and special policies change.	▶ Existing permissible uses removed: ▪ Food and beverage retail sales ▪ Outdoor amusements ▶ New residential uses allowed with a special use permit: ▪ Nursing and personal care ▪ Residential care ▶ New commercial uses allowed: ▪ Professional offices ▪ Financial services

Area Plan Element	Proposed Change from Existing Plan, Map, or Ordinance	Summary of Change
		▪ Nursing and personal care ▪ Residential care ▶ New commercial uses allowed, subject to special policies: ▪ Amusements and recreation services (limited to indoor movie theater, athletic clubs, and sauna/spa/hot tubs) ▪ Business support services (limited to blue printing, commercial art and design, and computer/IT support) ▪ Animal husbandry (limited to animal hospitals and veterinary offices) ▪ (see Development Code Section 110.220.165)
	Fairway Neighborhood allowable uses and special policies change.	Day use would be changed from allowed with a special use permit to allowed. (see Development Code Section 110.220.295)
Land Use (Town Center Height)	Within town centers maximum allowable height would be increased consistent with the Regional Plan, and subject to additional greenhouse gas reduction requirements.	Maximum building height in Town Centers would be increased from 42 feet (subject to TRPA Code Section 37.4) to 56 feet and four stories. Height increases beyond those currently allowed are allowed only if the project meets green building standards. This includes a second and third story stepped back for height for transitional areas within town centers and adjacent to areas outside of town centers. (see Development Code Section 110.220.35)
Land Use (Town Center Density)	Within town centers maximum allowable density would be increased consistent with the Regional Plan. Additional density proposed for nursing and personal care uses.	Multi-family residential density in town centers is increased from a maximum of 15 units/acre to a minimum of 15 units/acre and maximum of 25 units/acre. Increase density in town centers for residential care and nursing and personal care uses from 25 person per acre to 40 persons per acre. Increase density for tourist accommodation uses in town centers from 15 to 40 units per acre regardless of the number of units that have kitchens. (see Development Code Section 110.220.35)
Land Use (Town Center Coverage)	Revise maximum transferred coverage limits consistent with the Regional Plan.	The existing maximum transferred coverage limits for commercial facilities within CPs allows for up to 70 percent coverage on high capability lands for vacant parcels and 50 percent of high capability lands on developed parcels. Within town centers, the maximum transferred coverage limit would change to 70 percent of high capability lands farther than 300 feet from the Lake Tahoe (at high water) and 50 percent of high capability lands within 300 feet of Lake Tahoe. Coverage limits for CP areas outside of town centers would not change. (see Development Code Section 110.220.35)
Land Use (Excess Coverage Mitigation)	Revise excess coverage mitigation to require onsite coverage reduction.	The existing TRPA code Section 30.6 provides options for excess coverage mitigation including through payment of in-lieu excess coverage mitigation fees. The area plan would require project areas where existing coverage exceeds 70 percent to reduce coverage onsite. (see Development Code Section 110.220.40)
Land Use (Design Standards)	Existing design standards and guidelines in adopted PASs and CPs would be carried forward in the Area Plan with only minor changes to update and reflect the current TRPA Code of Ordinances.	Design standards for Area Plan regulatory zones would be carried forward from PASs and CPs as they are currently stated in *Washoe County Signage, Parking & Design Standards & Guidelines* to the new *Tahoe Planning Area Design Standards and Guidelines*, with only minor changes. These changes would include: • Update of standards and guidelines to be consistent with the TRPA Code of Ordinances. • Removal of obsolete standards and guidelines • Updated code references • New aesthetic requirements for communications towers

Area Plan Element	Proposed Change from Existing Plan, Map, or Ordinance	Summary of Change
		The new manual would be included in Article 220.1 (Tahoe Area) of the Washoe County Development Code.
Land Use (Allocation of TAUs, RBUs and CFA)	Consolidates the various local jurisdiction pools of commercial floor area (CFA), tourist accommodation unit (TAU), and residential bonus unit (RBU) within the CPs and modifies the requirements for allocation of CFA and TAUs.	CFA, TAU, and RBUs that are currently allocated to specific PASs and CPs. These would be consolidated into a single local jurisdictional pool that is available for eligible projects throughout the plan area as shown in Table 2.4-2. Revise the allocation of CFA and TAUs from the local jurisdiction pool from a first come first served basis to a first come first served basis within town centers. Projects outside of town centers would only be eligible for allocations of CFA or TAUs if the project meets green building standards. (see Development Code Section 110.220.20)
Land Use (Setbacks)	Carries forward existing setback standards with targeted changes for corner and sloping lots	Carry forward most existing setback requirements. Modify setback requirements for structures build on corner lots and parcels with at least a 20 percent slope. This change would allow buildings to be placed on the front property line (instead of 15 – 20 feet from the property line), subject to limitations and setbacks from roadways and corners. (see Development Code Section 110.220.60)
Greenhouse Gases	Provides new requirements and incentives for green buildings design to reduce greenhouse gas emissions.	All new structures built by Washoe County that contain habitable space and will be open to the public must be designed and built to an industry recognized sustainable building construction and greenhouse gas reduction standard. Fees for CFA, TAU, and residential allocations from the local jurisdiction pools are waived for projects that meet an industry recognized sustainable building construction and greenhouse gas reduction standard. Projects outside town centers are only eligible for new allocations of CFA or TAUs if they meet an industry recognized sustainable building construction and greenhouse gas reduction standard. The land use and transportation strategies in Chapters 2 and 3 of the Area Plan also seek to reduce GHG emissions. (see Development Code Sections 110.220.415 and 110.220.20)
Natural Hazards	Standardizes and codifies the applicability of requirements for development at risk of natural hazards.	Currently, Washoe County reviews project applications on an ad hoc basis for risk of natural hazards including areas prone to landslide, avalanche, flood, seismic hazards, seiche, and wildfire. The Area Plan identifies locations prone to these hazards and codifies review requirements to ensure these are applied consistently. (see Development Code Section 110.220.125)
Urban Bear Strategy	Requires that all permitted development or activities comply with an urban bear strategy.	All permitted development or activities must comply with the Washoe County Urban Bear Strategy. (see Development Code Section 110.220.115)

Source: Compiled by Ascent Environmental in 2019

2.5 GROWTH POTENTIAL

Pursuant to the TRPA growth management system (TRPA Code Chapters 50 – 53), development rights in the form of residential allocations or residential bonus units (RBUs), residential units of use (RUUs) commercial floor area (CFA) and tourist accommodation units (TAUs) are required for any new residential, commercial, or tourist accommodation development. Thus, the availability of development rights in addition to allowable density and height and restrictions on land coverage limit the development potential within the plan area. The Area Plan would make the development rights that were previously assigned to individual CPs or PASs available for use throughout the plan area.

Residential allocations are distributed to Washoe County by TRPA based on a two-year cycle. The number of allocations Washoe County receives varies based on the performance review system described in TRPA Code Section 50.5.2.E, but in no case will the number of allocations exceed 10 per year. The Area Plan would make no changes to the number or distribution of residential allocations. For the years 2019 and 2020, Washoe County received eight allocations per year. It would be reasonable to assume that this rate of allocation distribution would continue in the future, which would result in an estimated 160 residential allocations available for use in the plan area over the next 20 years.

Commercial, tourist accommodation, and residential bonus units had historically been allocated by TRPA to individual CPs. An additional pool was established for areas outside of the CPs. The Area Plan would carry over unused development rights from prior pools and combine them into a single pool that covers the entire plan area (see Table 2-2).

Table 2-2 Development Rights Available for Allocation within the Plan Area

Development Right	Available in Plan Area	Original Source Pool	Balance Available
Commercial Floor Area (CFA)	10,000	Ponderosa Ranch	8,000
		Outside of Community Plans	2,000
Residential Bonus Units (RBU)	120	Incline Village Commercial	14
		Incline Village Tourist	19
		Nevada North Stateline	37
		Ponderosa Ranch	50
Tourist Accommodation Units (TAU)	33	Nevada North Stateline	33

Source: TRPA 2019

Under TRPA's Transfer of Development Rights (TDR) program, existing development rights may be banked and transferred to/from anywhere in the Tahoe Region. In addition to the available development rights summarized in Table 2-2, banked rights that have not yet been transferred may be available for purchase by developers on the open market. Development rights may also be converted to/from one type of right to another consistent with TRPA Code Section 51.4. As of 2019, TRPA records indicate approximately 40,000 square feet of banked commercial floor area in the plan area. Based on the current available development rights for the Washoe County Tahoe Area Plan, there are 120 residential bonus units plus an estimated 160 residential allocations over the next 20 years; 33 TAUs; and 10,000 square feet of new CFA and 40,000 square feet of banked CFA available for development within the plan area. While the exact development potential within the plan area cannot be known because development rights could be transferred out of or into the plan area from other portions of the Region, this provides a reasonable estimate of the potential long-term growth within the plan area. These growth projections are consistent with the analysis included in the 2012 Regional Plan Update Environmental Impact Statement (RPU EIS), which evaluated complete buildout of Tahoe Region including the plan area. Table 2-3 displays the existing and potential new growth in the plan area.

Table 2-3 Existing Development and Estimated Growth Potential within the Plan Area, 2040

	Existing Units[1]	Estimated New Units	Estimated Percent Growth	Consistent with RPU EIS Assumptions?[2]
Residential units	7,502	280	3.7%	Yes
Tourist Accommodation Units	817	33	4%	Yes
Commercial Floor Area	1,204,467	50,000	4%	Yes

[1] Estimates of existing units within the plan are based on a review of TRPA databases in 2019

[2] RPU EIS growth assumptions are included in Appendix E, Part 7 of the Regional Plan Update Draft EIS; and in Master Response 9, Consideration of Banked Commodities beginning on page 3-42 of Volume 1 of the RPU Final EIS. The RPU EIS analyzed a scenario where all of the CFA, RBUs, and TAUs assigned to existing Community Plans would be developed within those Community Plan Areas. It also assumed all available residential allocations would be developed within each jurisdiction consistent with the performance review system. The proposed Area Plan would not change the number or distribution of development rights from those analyzed in the RPU EIS.

Source: Compiled by Ascent Environmental in 2020

Within the plan area, roughly 91 percent of land is owned by a public entity. Major landowners include the USDA Forest Service, Nevada State Parks, and Nevada State Lands. While the planning area includes over 1,400 vacant lots, the vast majority of these lots are owned by public agencies and will not be developed. Based on Washoe County records, roughly 254 privately owned parcels are classified as vacant. 198 of the 254 parcels are developable, and 169 of those developable parcels are zoned for single family residences. Approximately 75 percent of the structures in the plan area are more than 25 years old; most parcels were developed between 1971 and 1984. Because much of the plan area is public land and the majority of the private land is already developed with older structures, future growth in the plan area would predominantly be the result of redevelopment of private parcels, with limited new development on vacant parcels.

2.6 AREA PLAN IMPLEMENTATION

The Area Plan would be primarily implemented through adoption of regulations in Article 220 of the Development Code (Chapter 110) of the Washoe County Code. Other implementation programs include Washoe County's Capital Improvement Plan, the Environmental Improvement Program, and the capital improvement and public investment plans of other agencies in the Region with which Washoe County cooperates. These implementation programs would continue to identify and develop projects necessary to achieve the goals and policies identified in the Area Plan.

Upon adoption of the Area Plan and a finding of conformance with the Regional Plan, TRPA and Washoe County would enter into a Memorandum of Understanding (MOU) that clearly specifies the extent to which the activities within the plan area are delegated or exempt from TRPA review and approval, and describes all procedures and responsibilities to ensure effective implementation of the Area Plan. Through the MOU, TRPA may delegate the review of some activities to Washoe County to improve the efficiency of Area Plan implementation. Washoe County would be responsible for ensuring all permitted activities comply with the Area Plan, including the applicable requirements of the TRPA Code. TRPA would monitor, certify, and enforce the Area Plan as described in TRPA Code Section 13.8. At a minimum, the following types of activities would continue to be reviewed by TRPA:

- All development within the shorezone of Lake Tahoe. The shorezone refers to the area along the Lake Tahoe shoreline that includes the nearshore, foreshore, and backshore as defined in TRPA Code Section 90.2. Development within the shorezone is regulated by Chapters 80–85 of the TRPA Code of Ordinances.
- Large developments as described below:
  - Within a designated Town Center:
    - Residential developments with over 50,000 square feet of new building floor area.
    - Commercial and mixed-use developments with floor area over 40,000 square feet of new building floor area.
  - Outside of a designated Town Center:
    - Residential developments with over 25,000 square feet of new building floor area.
    - Commercial and mixed-use developments with over 12,500 square feet of new building floor area.
- All development in the portions of the Mount Rose and Martis Peak neighborhoods that are within the Backcountry or Wilderness land use categories, as shown in Map 1, Conceptual Regional Land Use, of the TRPA Regional Plan.

3 INITIAL ENVIRONMENTAL CHECKLIST

3.1 ENVIORNMENTAL EFFECTS

This chapter evaluates the effects of adopting and implementing the proposed Area Plan on each topic addressed in the TRPA Initial Environmental Checklist (IEC). For each topic area, a brief environmental setting is provided to describe existing conditions and background information pertinent to the analysis. Following the description of the environmental setting is a discussion of each question in the IEC, which includes responses to each question included in the IEC. In addition, the discussion provides a determination as to the significance of the impact, consistent with significance determination approach used in the RPU EIS. 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 Impact: An impact that would result in a substantial adverse change in any of the physical conditions within the Region. Potentially feasible mitigation measures or alternatives to the component(s) of the Plan resulting in the impact must be considered in an attempt to substantially reduce significant impacts.

Potentially Significant Impact: 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.

As described in Section 1.2.1, this IEC is tiered from the TRPA 2012 Regional Plan Update (RPU EIS or 2012 RPU EIS) in accordance with Section 6.12 of the TRPA Rules of Procedure. Because of the broad geography and long timeframe to which the proposed Area Plan applies, environmental analysis is prepared at a program level: that is, it contains a general analysis of each resource area with a level of detail and degree of specificity commensurate with that of the proposed Area Plan itself. The analysis in this IEC is not intended to take the place of future project-level environmental analysis. For future projects that are not otherwise exempt or qualified exempt, TRPA or Washoe County would review those site-specific projects to determine the appropriate level of environmental review: initial environmental checklist (IEC), environmental assessment, and/or environmental impact statement (EIS), as appropriate, consistent with TRPA Code Chapter 3. For future projects that have the potential to result in significant effects on the environment, TRPA or Washoe County would develop feasible mitigation measures that must be implemented to minimize any such effects.

3.1.1 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)?	☐	☐	☒	☐
b) A change in the topography or ground surface relief features of site inconsistent with the natural surrounding conditions?	☐	☐	☒	☐
c) Unstable soil conditions during or after completion of the proposal?	☐	☐	☒	☐
d) Changes in the undisturbed soil or native geologic substructures or grading in excess of 5 feet?	☐	☐	☒	☐
e) The continuation of or increase in wind or water erosion of soils, either on or off the site?	☐	☐	☒	☐
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?	☐	☐	☒	☐
g) Exposure of people or property to geologic hazards such as earthquakes, landslides, backshore erosion, avalanches, mud slides, ground failure, or similar hazards?	☐	☐	☒	☐

3.1.2 Environmental Setting

The plan area includes all portions of Washoe County within the Lake Tahoe Basin. The Tahoe Basin was initially formed by glacial activity 2.5 million years ago and has since been shaped throughout the Pleistocene and Holocene, and Quaternary epochs by alluvial and glacial outwash. Because of its location within the Sierra Nevada mountains, the area is marked by mountainous, rugged terrain. The plan area is bounded to the north by the ridges forming the boundary of the Lake Tahoe Basin approximately 10 miles southwest of Mount Rose peak, with the plan area generally sloping southwest from the ridges to Lake Tahoe. Bedrock geology is characterized by granitic igneous and metamorphic rocks.

Soils within the project area are members of the Euer-Martin series, a sandy loam derived from glacial till and outwash. Approximately 86 percent of the plan area are classified as sensitive lands (land capability districts [LCD] 1 – 3). As shown on Map 4.2, Land Capability Map for the Plan Area, in the proposed Area Plan, the vast majority of the sensitive lands are associated with steep and rocky slopes on public lands outside of the developed communities, while the high capability LCD 4 and 6 lands are located throughout the developed portions of Incline Village. Table 3-1 shows the total portion of the plan area within each LCD district, as well as the allowable and existing coverage. As shown in Table 3-1, when the plan area is considered in its entirety, LCDs 1c, 5, and 6 currently do not exceed the base allowable coverage for those areas, while all other LCDs have more than the base allowable land coverage.

Table 3-1 Land Capability and Existing Coverage within the Plan Area

Land Capability District	Total Area (acres)	Base Allowable Coverage	Allowable Coverage (acres)	Existing Coverage (acres)	Available Coverage (acres)
1a	12496.71	1%	124.97	336.30	-211.33
1b	332.40	1%	3.32	7.38	-4.06
1c	2993.48	1%	29.93	27.45	2.48
2	643.40	1%	6.43	50.22	-43.79
3	572.41	5%	28.62	35.38	-6.76
4	874.21	20%	174.84	224.63	-49.78
5	15.94	25%	3.99	0.39	3.60
6	1820.64	30%	546.19	543.04	3.15
7	n/a	30%	n/a	n/a	n/a
Total	19749.19		918.30	1224.78	-306.48

Source: TRPA 2019

Land coverage created prior to February 10, 1972 is considered grandfathered coverage and may be retained or transferred, even if it exceeds the base allowable coverage for the parcel on which it was created (see Definitions in TRPA Code Chapter 90).

3.1.3 Discussion

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

Beneficial. The Area Plan would not alter or revise existing regulations pertaining to land capability and the Individual Parcel Evaluation System (IPES) (see Chapter 30 of the TRPA Code). Outside of Town Centers, there would be no change in the location or amount of coverage that could be permitted.

Within Town Centers, the proposed area plan would implement the land coverage limitations authorized by the Regional Plan in TRPA Code Section 30.4.2.B.1. Currently, these Town Centers generally coincide with existing Community Plan areas. The existing land coverage limitations in these Community Plan areas are described in TRPA Code Section 30.4.2.B.2. The existing coverage limits in these areas allows for a maximum of up to 70 percent coverage on high-capability lands (LCDs 4 through 7) farther than 300 feet from the high-water line of Lake Tahoe where there was no legally existing development as of July 1, 1987. The existing limits allow for a maximum of up to 50 percent coverage on high capability land in Community Plan areas where there was legally existing development as of July 1, 1987. With adoption of the proposed area plan, the coverage limits in Town Centers would change to up to 70 percent of the high capability land farther than 300 feet from the high-water line of Lake Tahoe and 50 percent of the high capability land within 300 feet of Lake Tahoe. Consistent with TRPA Code Section 30.4.3, any land coverage in excess of the base allowable land coverage would require the retirement of land coverage elsewhere and the transfer of that coverage to achieve the allowable coverage limits. Land coverage would be transferred at ratios ranging from 1:1 to 2:1 depending on the sensitivity of the land from which the coverage is retired and the resulting amount of coverage on the receiving parcel (see TRPA Code Section 30.4.3.A). Thus, under both the existing coverage limits in Community Plan areas and the proposed coverage limits in the Area Plan, attaining the maximum allowable coverage on a parcel would result in a net reduction in coverage in sensitive land and/or total land coverage.

Table 3-2 provides an estimate of existing and allowable coverage within Town Centers in the plan area. It depicts the existing maximum allowable coverage, existing coverage, and the difference between the two under the current community plans. It also shows coverage limits under the proposed Area Plan, including the maximum allowable coverage, the amount of new coverage that could be within each Town Center, the reductions in coverage that

would be required to achieve the maximum allowable coverage consistent with the transfer of coverage requirements, and the net change in coverage that could result from buildout of the Town Centers. As shown in Table 3-2, buildout of the Town Centers consistent with the provisions of the proposed Area Plan would result in a net reduction of coverage due to the transfer of coverage requirements. This net reduction in coverage could range from an estimated reduction of 8.32 acres to a net reduction of 63.91. The coverage reduction would be toward the low end of this range if the majority of transferred coverage was removed from sensitive land, which allows for a 1:1 transfer ratio. If the majority of transferred coverage was removed from high capability land, this net reduction would be toward the high end of the range due to the higher transfer ratios.

As described above, the coverage limits and policies in the proposed Area Plan would result in a net reduction of land coverage and a reduction of land coverage in sensitive land. This would support attainment of TRPA Threshold Standards related to land coverage consistent with the limits allowed by the land capability and IPES systems. Therefore, this impact would be beneficial.

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

Less than significant. Future projects implemented under the proposed Area Plan could include grading, excavations, cut and fill, and trenching, all of which would alter existing topography and ground surface. However, all projects would be evaluated on a project-specific basis consistent with TRPA environmental review requirements (TRPA Code Chapter 3) and would be required to adhere to numerous 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. These effects were previously analyzed in the 2012 RPU EIS under Impact 3.7-2 on pages 3.7-47 and 3.7-48. This analysis found that because future projects would adhere to existing regulations, including Chapter 33 of the TRPA Code, the effect would be less than significant. Implementation of the proposed Area Plan would not include any provisions or changes that would alter such requirements or regulations for individual future projects. Therefore, impacts to topography or ground surface relief features within the plan area would be the same as previously analyzed in the 2012 RPU EIS, and would be less than significant.

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

Less than significant. As stated above under 3.1.2(b), future projects within the plan area could include grading, excavations, cut and fill, and trenching, all of which would involve disturbance of surface soils. However, all projects would be evaluated on a project-specific basis and would be required to adhere to numerous 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. These effects were previously analyzed in the 2012 RPU EIS under Impact 3.7-2 on pages 3.7-47 and 3.7-48. This analysis found that because future projects would adhere to existing regulations, including Chapter 33 of the TRPA Code, the effect would be less than significant. Implementation of the Area Plan would not include any provisions or changes that would alter such requirements or regulations for individual projects, and therefore impacts related to soil stability within the plan area remain the same as those evaluated under the 2012 RPU EIS and would be less than significant.

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Table 3-2 Land Coverage within Town Centers

Town Center and LCD	Existing				Area Plan				
	Max Allowable Coverage[1] (%)	Max Allowable Coverage (Acres)	Existing Coverage (Acres)	Available Coverage (Acres)	Max Allowable Coverage[2] (%)	Max Allowable Coverage (Acres)	Increase in Coverage within TC[3] (Acres)	Coverage Reductions from Transfers into TC[4] (Acres)	Net Change in Coverage with Build-out of Town Centers [5](Acres)
Incline Village Commercial									
6	30%/50%/70%	73.22	76.51	-3.29	70%	119.42	31.64	-38.85 to -77.70	-
Totals		73.22	76.51	-3.29		119.42	31.64	-38.85 to -77.70	-7.21 to -46.06
Incline Village Tourist									
1a	1%	>0.01	0.22	-0.22	1%	>0.01	0	-	-
6	30%/50%/70%	20.59	21.25	-0.66	70%	36.74	14.63	-15.23 to -30.46	-
Totals		20.59	21.47	-0.88		36.74	14.63	-15.23 to -30.46	-1.06 to -15.83
North Stateline Casino Core									
1a	1%	0.08	2.17	-2.09	1%	0.08	0	-	-
4	20%/50%/70%	8.68	13.20	-4.52	70%	13.43	1.92	-1.97 to -3.94	-
Totals		8.76	15.37	-6.61		13.51	1.92	-1.97 to -3.94	-0.05 to -2.02

1. Max Allowable Coverage under existing conditions. Developed parcels zoned for commercial within a Community Plan are allowed up to 50% coverage on high capability lands and undeveloped parcels zoned for commercial within a Community Plan are allowed up to 70% coverage on high capability lands. All Town Centers are located more than 300 feet of the High-Water Line of Lake Tahoe. Parcels not zoned for commercial follow the base allowable land coverage coefficients.

2. Max Allowable Coverage under the Area Plan = Base Allowable Coverage + Maximum Transferred Coverage.

3. Increase in Coverage within TC = Max Allowable Coverage - (greater of Existing Coverage or Existing Max Allowable Coverage).

4. Coverage Transfer = Max Allowable Coverage – Base Allowable Coverage (excludes over covered parcels). Coverage transfer for parcels exceeding 50% coverage uses a sliding scale transfer ratio from 1:1 at 50% coverage to 2:1 at 70% coverage. All transfers from sensitive land are at a 1:1 ratio.

5. Net Change in Coverage = Increase in Coverage within Town Centers – Coverage Reductions from Transfers

Source: Compiled by Ascent Environmental in 2019

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

Less than significant. As stated above under 3.1.2(b), future projects implemented under the proposed Area Plan could involve excavating to a depth deeper than 5 feet below ground surface. However, all projects would be evaluated on a project-specific basis and would be required to adhere to numerous regional and local requirements and regulations relating to grading. 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. Chapter 33 also specifically prohibits excavations greater than 5 feet below ground surface (or shallower in areas of known high groundwater) because of the potential for groundwater interception or interference, except under certain defined and permitted conditions described in TRPA Code Section 33.3.6.B. These effects were previously analyzed in the 2012 RPU EIS under Impact 3.7-2 on pages 3.7-47 and 3.7-48. This analysis found that because future projects would adhere to existing regulations, including Chapter 33 of the TRPA Code, the effect would be less than significant. Implementation of the proposed Area Plan would not include any provisions or changes that would alter these requirements or regulations for individual projects. Therefore, impacts related to soil and geologic conditions at depths deeper than 5 feet below ground surface within the plan area remain the same as those evaluated under the 2012 RPU and would be less than significant.

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

Less than significant. As stated above under 3.1.2(b), future projects implemented under the proposed Area Plan could involve grading, excavations, cut and fill, and trenching, all of which would involve disturbance of surface soils. However, all projects would be evaluated on a project-specific basis and would be required to adhere to numerous 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. Implementation of the Area Plan would not include any provisions or changes that would alter such requirements or regulations for individual projects. For the same reasons described above, these effects would be less than significant.

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?

Less than significant. The proposed Area Plan does not alter existing regulations related to modifications of a river, stream or the bed of Lake Tahoe. The proposed Area Plan identifies eight proposed projects that would benefit watersheds, water quality, and habitat. These projects could modify the channel of a waterway and/or affect other hydrologic processes in Wood Creek, Marlette Creek, Incline Lake property, Third Creek, Incline Creek, and Rosewood Creek. However, the Area Plan does not approve any of these projects and each project would be subject to a project-level planning, design, environmental review, and permitting process. This process would include compliance with the resource management and protection provision of TRPA Code Chapters 60 through 68, environmental review of the project consistent with Chapter 3 of the TRPA Code and the National Environmental Protection Act (NEPA), if applicable, and adherence to permit requirement including TRPA standard permit conditions and requirements of Sections 401 and 404 of the Clean Water Act. The Area Plan would not alter any of the procedural or substantive project planning, design, environmental review, or permitting process. Nor would the Area Plan approve these projects or require them to be implemented. Therefore, the impact would be less than significant.

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

Less than significant. This impact was previously analyzed in the 2012 RPU EIS. The analysis 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). 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. Washoe County would also adopt additional requirements under the Area Plan that would standardize and codify the review of projects that may be in areas of high geologic hazard. This would formalize the existing process by which Washoe County reviews project applications, which are discussed in more detail under question b in Section 3.17.2 of this checklist.

3.2 AIR QUALITY

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

3.2.1 Environmental Setting

Region-wide air quality trends are tracked as part of the threshold monitoring program. The primary sources of air pollution in the planning area are vehicle emissions, vehicle entrainment of road dust, wildfire, and residential wood smoke. TRPA threshold standards address carbon monoxide (CO), ozone, regional and sub-regional visibility, particulate matter, nitrate deposition, and odor. Numerical standards have been established for each of these parameters, and management standards have been developed that are intended to assist in attaining the threshold standards. The applicable management standards include reducing particulate matter (PM_{10} and $PM_{2.5}$), maintaining levels of nitrogen oxides (NO_X), and reducing vehicle miles of travel (VMT). Attainment status and trends of each air quality indicator reporting categories from the 2015 Threshold Evaluation are summarized in Table 3-3.

Table 3-3 Status and Trends of TRPA Air Quality Threshold Standards

Threshold Indicator Reporting Category	Threshold Standards	2015 Attainment Status	Trend
Carbon Monoxide	Highest 1-hour Concentration of Carbon Monoxide	Considerably better than target	Moderate improvement
	Highest 8-hour Average Concentration of Carbon Monoxide	Considerably better than target	Moderate improvement
	Average Daily Winter Traffic Volume, Presidents Weekend	Considerably better than target	Moderate improvement
Ozone	Highest 1-hour Average Concentration of Ozone	At or somewhat better than target	Moderate improvement
	Highest 8-hour Average Concentration of Ozone	Somewhat worse than target	Moderate improvement
	3 Year Average of the 4th Highest 8-hour Concentration of Ozone	At or somewhat better than target	Moderate improvement
	Oxides of Nitrogen Emissions	Considerably better than target	Moderate improvement
Visibility	Regional Visibility		
	Regional Visibility 50th Percentile ("Average Visibility Days")	At or somewhat better than target	Little or no change
	Regional Visibility 90th Percentile ("Worst Visibility Days")	At or somewhat better than target	Little or no change
	Subregional Visibility		

Threshold Indicator Reporting Category	Threshold Standards	2015 Attainment Status	Trend
	Subregional Visibility 50th Percentile ("Average Visibility Days")	Insufficient data to determine status	Insufficient data to determine trend
	Subregional Visibility 90th Percentile ("Worst Visibility Days")	Insufficient data to determine status	Insufficient data to determine trend
Particulate Matter	Highest 24-hour PM_{10} Concentration	Somewhat worse than target	Little or no change
	Annual Average PM_{10} Concentration	Considerably better than target	Moderate improvement
	24-hour $PM_{2.5}$ Concentration	At or somewhat better than target	Little or no change
	Annual Average $PM_{2.5}$ Concentration	Considerably better than target	Little or no change
Nitrate Deposition	Reduce generation and transport of nitrate to achieve water quality standards	Implemented[1]	Unknown
	Vehicle Miles Traveled (VMT)	At or somewhat better than target	Moderate improvement
Odor	Reduce diesel engine fumes	Implemented[1]	Unknown

Notes

1. "Implemented" refers to implementation of a management standard rather than monitoring the achievement of a numerical standard.

2. Though the 2015 threshold evaluation indicates moderate improvement, review of ozone data from the Air Quality Management District's Incline Village air quality monitoring station indicates that trends for 1-hour concentration and 8-hour average concentration are worsening since 2015.

Source: TRPA 2016

3.2.2 Discussion

a) Substantial air pollutant emissions?

Less than significant. Impacts related to air pollution emissions within the plan area are the same as those analyzed in the 2012 RPU EIS, and therefore the analysis is tiered from and consistent with the 2012 RPU EIS. The proposed Area Plan would not modify laws or regulations pertaining to air quality. Projects that could be implemented under the Area Plan would 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.

The Lake Tahoe Air Basin is in attainment for all national ambient air quality standards. Implementation of the Area Plan 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 would produce construction-related air emissions. Construction emissions are those that are short-term or temporary in nature. Gas and diesel equipment used for construction are the major construction-related sources of emissions of reactive organic gases, CO, and NO_X. Grading, site preparation, and off-road transport are the primary construction-related sources of fugitive dust emissions (particulate matter [PM] 10 and 2.5). While the specific projects that would be implemented under the Area Plan are not known, many such projects would involve the use of heavy, gas- and diesel-powered construction equipment, grading, and on-site materials transport. These projects may also involve other activities that produce air emissions such as commuting to the site by construction workers, paving asphalt surfaces, and making excavations for building foundations. Because specific projects and project implementation details are not currently known, this IEC does not include modeling of potential construction emissions. Nevertheless,

development and redevelopment under the proposed Area Plan would be anticipated to result in construction-related emissions.

The 2012 RPU EIS considered construction-related emissions that could occur from implementation of individual projects and crafted mitigation measures in response. TRPA has formalized this mitigation in the TRPA Code and in the Standard Conditions of Approval for Grading Projects, and Standard Conditions of Approval for Residential Projects. In Section 65.1.8.A. (Air Quality/Transportation, Idling Restrictions) of the TRPA Code, a new subsection was added to restrict idling times for heavy duty construction equipment to no more than 15 minutes within the plan area (previous restriction was 30 minutes). In addition to reduced idling times, 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) include requirements for the use of existing power sources (e.g. power grid) or clean-fuel generators rather than temporary diesel power generators wherever feasible, locating of construction staging areas as far as feasible from sensitive air pollution receptors (e.g. schools or hospitals), and closure of engine doors during operation except for engine maintenance. Projects implemented under the Area Plan would be subject to all air quality standards in the TRPA Code, including these measures that were adopted to mitigate construction emissions associated with build-out of the Regional Plan. Because measures identified the 2012 RPU EIS to reduce construction-generated emissions have been incorporated into the Area Plan, subsequent projects would not generate substantial air pollutant emissions such that they could violate or contribute substantially to an existing, or projected air quality violation, and/or expose sensitive receptors to substantial pollutant concentrations.

Operational Emissions

The long-term operation of development or redevelopment that could occur with implementation of the proposed Area Plan would 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 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. The proposed Area Plan would result in operational emissions that are consistent with or less than the operational emissions evaluated in the 2012 RPU EIS for the following reasons: 1) the Area Plan would not increase the development potential within the plan area, which is limited by the availability of development rights (i.e. residential units, Tourist Accommodation Units, and Commercial Floor Area) (see Section 2.4.1, Growth Potential); 2) the Area Plan would not increase VMT beyond the level analyzed in the 2012 RPU EIS (see section 3.13, Transportation); 3) the proposed Area Plan does not include land use, design standard, or other changes that would result in uses or design practices that are more emissions intensive than those evaluated in the 2012 RPU EIS; and 4) the proposed Area Plan includes policies and regulations to reduce air pollutant emissions by promoting energy-efficient building design and establishing idle-free zones (see proposed Area Plan policies C6-1, C6-2, and C6-3, and Development Code Section 110.220.415). It also promotes a more compact land use pattern and a multi-modal transportation system, which would reduce emissions from transportation sources.

The 2012 RPU EIS evaluated operational emissions of build-out of the region, which included complete build-out of the plan area, under Impact 3.4-3 on pages 3.4-29 through 3.4-26. The analysis found that emissions of ozone precursors and CO in the Tahoe Region would be expected to decrease substantially by 2035 compared to existing conditions. This can be explained by the fact that vehicle emissions standards would be improved substantially over the next 20 years (ARB 2012), and limited new development would occur. Any additional population growth and associated increase in operational ozone precursor emissions would be more than offset by more stringent vehicle emissions standards. The analysis also found that with implementation of TRPA Code provisions, including restrictions on wood stoves that do not meet the U.S. Environmental Protection Agency (EPA) criteria and air quality mitigation programs, emissions of PM_{10} and $PM_{2.5}$ would be expected to continue the trend of decreasing PM emissions in the Tahoe Region over the planning period.

For the reasons described above, future projects implemented under the proposed Area Plan would not result in substantial air pollutant emissions during project construction and operation.

b) Deterioration of ambient (existing) air quality?

Less than significant. See analyses for question a, above, which concludes that the proposed Area Plan would not result in substantial air pollution emissions. Because the proposed Area Plan would not result in substantial pollution emissions, it would not result in the deterioration of ambient air quality.

c) The creation of objectionable odors?

Less than significant. The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the presence of sensitive receptors. Although offensive odors rarely cause physical harm, they can be unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies. The proposed Area Plan would not result in major sources of odor as the plan does not include or contemplate construction of any of the common types of facilities that are known to produce odors (e.g., landfills, wastewater treatment facilities). In addition, no known substantial sources of objectionable odors are located in the plan area. Diesel exhaust from the use of on-site construction equipment would be intermittent and temporary, and would dissipate rapidly from the source with an increase in distance. Finally, the proposed Area Plan does not propose the siting of new sensitive receptors (e.g., schools, hospitals). Thus, neither project construction nor operation of the proposed Area Plan would create objectionable odors affecting a substantial number of people, nor would the proposed Area Plan result in the siting of sensitive receptors in proximity to an odor source. This impact would be less than significant.

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

Less than significant. Impacts related to greenhouse gas (GHG) emissions within the plan area are the same as those analyzed in the 2012 RPU EIS, and therefore the analysis is tiered from and consistent with the 2012 RPU EIS. The proposed Area Plan would not modify existing laws or regulations that address GHG emissions, and the Area Plan would include new standards and incentives to reduce GHG emissions. These new provisions would 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; and would waive fees for development rights held by Washoe County for projects that achieve an established greenhouse gas reduction standard (see Development Code Section 110.220.415). In addition, future projects that could be implemented under the Area Plan would 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. Adherence to these air quality provisions would also reduce GHG emissions.

Implementation of the Area Plan would result in some level of development and population growth anticipated during the plan horizon and would contribute some level of GHG to the regional output. As described above for air pollutant emissions, GHG emissions can occur form construction-related activity and from operations of structures within the plan area. The 2012 RPU EIS evaluated these effects under Impact 3.5-1 on pages 3.5-15 through 3.5-25. It determined that full build-out of all development allowed within the Tahoe Region would result in a net increase in GHG emissions of an estimated 75,593 metric tons of carbon dioxide equivalent (MT CO_2e)/year by the year 2035 compared with baseline 2010 emissions (TRPA 2012a: page 3.5-20). The 2012 RPU EIS determined that this would be a significant impact because it would exceed the 25,000 MT CO_2e/year significance threshold (see TRPA 2012a: page 3.5-14). Because the plan area includes a small proportion of the total development potential within the Tahoe Region, and because many of the sustainability- and conservation-oriented land use and transportation policies and strategies of the TRPA Regional Plan, County Master Plan, and the Area Plan would effectively reduce VMT, increase transit and non-motor vehicle travel, and allow or encourage mixed-use redevelopment that would improve energy efficiency, the combined influence of development and population growth allowed by the Area Plan would, by itself, result in a less-than-significant increase in overall GHG emissions, below the 25,000 MTO CO_2e/year significance threshold. However, when the Area Plan emissions are considered in combination with region wide GHG emission resulting from TRPA Regional Plan implementation, the emissions would be a significant contribution to global climate change as identified in the RPU EIS and described below (TRPA 2012a: page 3.5-15).

As part of the TRPA RPU EIS mitigation measure to reduce stationary sources of GHG emissions, TRPA adopted several provisions intended to reduce GHG emissions in November 2013. The GHG reduction provisions include additional best construction practices policies, a requirement to include a Greenhouse Gas (GHG) reduction strategy in Area Plans, a woodstove rebate program, and revisions to TRPA Code sections to remove unintended barriers to sustainable design. In Section 65.1.8.A. (Air Quality/Transportation, Idling Restrictions) of the TRPA Code of Ordinances, a new subsection was added to limit idling times for heavy construction equipment to no more than 15 minutes. In addition to reduced idling time policies, 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) include new construction provisions that call for the use of existing power sources (e.g. power grid) or clean-fuel generators rather than temporary diesel power generators wherever feasible. Chapter 13 (Area Plans) of the TRPA Code now requires a strategy in Area Plans to lower emissions of Greenhouse Gases from the operation or construction of buildings. The strategy shall include elements in addition to those included to satisfy other state or TRPA requirements. The Area Plan addresses this provision by requiring that all publicly funded buildings in the plan area be designed and constructed to an industry recognized standard for sustainability and greenhouse gas reduction; and by waiving fees for development rights held by Washoe County for projects that achieve an established greenhouse gas reduction standard (see Development Code Section 110.220.415).

In addition, as described above, TRPA funded state and locally administered existing wood stove incentive programs in the Lake Tahoe Region. At least 126 non-conforming woodstoves will be replaced with natural gas heaters, EPA compliant woodstoves, or other approved devices meeting EPA Phase II certification through these Woodstove Retrofit Programs in the Lake Tahoe Region. The replacement of 126 nonconforming woodstoves would result in direct GHG emission reductions. Lastly, several TRPA Code modifications were added to remove barriers for incorporating alternative energy or emission reducing vegetated roofs into structures (see TRPA Code Section 36.6.1) and for allowing additional height for wind turbines and renewable power facilities (see TRPA Code Section 37.6.2).

Compliance with TRPA Code and Washoe County regulations, as well as implementation of pedestrian and alternative transportation improvements, mixed-use design, infill, and energy efficient design and landscaping, and woodstove retrofit programs will support ongoing reductions to Region wide GHG emissions. The Area Plan would beneficially reduce new GHG sources as compared to the 2012 RPU EIS analysis due to implementation of new energy efficiency requirements and incentives. While implementation of the TRPA Regional Plan (i.e., cumulative condition) was reported to result in significant and unavoidable impacts to GHG emissions in the RPU EIS, a region-wide program of GHG reduction strategies, including those described above and strategies contained in the Lake Tahoe Sustainability Action Plan, is now in place. The Area Plan is consistent with these existing programs. Provisions in the Area Plan promote sustainable design, green building incentives, and energy efficiency improvements to support these strategies and remove unintended barriers to GHG-reducing projects in Chapter 36 of the TRPA Code. Because the Area Plan is consistent with the regional GHG reduction strategies included in the Regional Plan, and its GHG emissions are less than those identified and analyzed in the 2012 RPU EIS, no further analysis is required for the Area Plan.

e) Increased use of diesel fuel?

Less than significant. This potential effect is the same as those analyzed in the 2012 RPU EIS, and therefore this analysis is tiered from and consistent with the RPU EIS. As with existing conditions, construction and operation of future projects under the proposed Area Plan would require the use of diesel fuel associated with construction equipment and ongoing vehicle use. One of the primary concerns related to diesel fuel consumption is the resultant exposure of sensitive receptors to emissions of toxic air contaminants (TACs) contained in emissions from diesel equipment. 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.

Diesel PM is a TAC and the potential cancer risk from the inhalation of diesel PM is a more serious risk than the potential non-cancer health impacts (TRPA 2012a, page 3.4-39). Consistent with the findings in the RPU EIS, the proximity of heavy-duty diesel-fueled construction equipment to existing sensitive receptors within or adjacent to the plan area during construction activities may result in exposure of sensitive receptors to TACs. However, the proposed

Area Plan does not include changes in land use or design standards that would increase exposure when compared what could occur without adoption of the proposed Area Plan.

As part of the RPU EIS mitigation to reduce construction-generated emissions, TRPA adopted additional best construction practices measures regarding the reduction of diesel fuel emissions. In Section 65.1.8.A of the TRPA Code, a new subsection was added that limits construction vehicle idling time to 15 minutes the plan area, from a previous limitation of 30 minutes. In addition to reduced idling time policies, 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) includes additional conditions that require the use of existing power sources (e.g., power poles) or clean-fuel generators rather than temporary diesel power generators wherever feasible, location of construction staging areas as far as feasible from sensitive air pollution receptors (e.g. schools or hospitals), and closure of engine doors during operation except for engine maintenance. Furthermore, the proposed Area Plan includes an additional policy that promoted the establishment of idle-free zones (see proposed Area Plan policy C6-2).

Projects implemented under the Area Plan would be subject to all air quality standards in the TRPA Code, including these measures that were adopted to mitigate diesel PM emissions associated with build-out of the Regional Plan. Therefore, because measures identified in the RPU EIS would reduce construction-related TAC emission to the extent feasible have been incorporated into the proposed Area Plan, future projects in the plan area involving the use of heavy-duty diesel-fueled equipment would not result in the exposure of sensitive receptors to TACs.

3.3 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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Alterations to the course or flow of 100-yearflood waters?	☐	☐	☒	☐
d) Change in the amount of surface water in any water body?	☐	☐	☒	☐
e) Discharge into surface waters, or in any alteration of surface water quality, including but not limited to temperature, dissolved oxygen or turbidity?	☐	☐	☒	☐
f) Alteration of the direction or rate of flow of groundwater?	☐	☐	☒	☐
g) Change in the quantity of groundwater, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	☐	☐	☒	☐
h) Substantial reduction in the amount of water otherwise available for public water supplies?	☐	☐	☒	☐
i) Exposure of people or property to water related hazards such as flooding and/or wave action from 100-year storm occurrence or seiches?	☐	☐	☒	☐
j) The potential discharge of contaminants to the groundwater or any alteration of groundwater quality?	☐	☐	☒	☐

3.3.1 Environmental Setting

Waterbodies within the plan area include First Creek, Second Creek, Third Creek, Rosewood Creek, Incline Creek, Mill Creek, Marlette Creek, Incline Lake, Marlette Lake, and Lake Tahoe. Lake Tahoe is located in the southwest corner of the plan area and receives runoff from all other waterbodies and overland flow within the plan area. Creeks within the project area generally flow from northeast to southwest, from the mountainous upper elevations of the plan area, into Lake Tahoe. Marlette Creek is the lone exception, which flows from east to west but still into Lake Tahoe.

Due to an increase in phosphorous, nitrogen, and fine sediment entering runoff into Lake Tahoe, lake clarity has severely declined in the past 40 years. The historic development of extensive hard land coverage within the plan area, and throughout Tahoe, has reduced the land's natural capacity to infiltrate and filtrate runoff before discharging into the lake. Historic degradation and development of Stream Environment Zones (SEZs) has also accelerated decline in lake clarity, as these areas serve important functions in terms of water filtration, nutrient cycling, and sediment

retention. As of the 2015 Threshold Evaluation, two of the four Threshold standards related to secchi depth in Pelagic Lake Tahoe were somewhat worse than the target with little or no change, one threshold standard for lake clarity (Vertical Extinction Coefficient) was at or somewhat better than the standard with little or no change, and one standard related to phytoplankton primary productivity was considerable worse than the target with a rapid decline. Threshold standards related to tributary water quality were in attainment for suspended sediment concentration, and were mixed for phosphorus and nitrogen concentration, depending on the tributary. There was insufficient data to determine the status of other water quality thresholds standards (TRPA 2015).

TRPA, Washoe County, and other partners participate in numerous programs to improve and protect water quality in the plan area. A primary program is the Lake Tahoe Environmental Improvement Program (EIP), an inter-agency partnership created to protect and restore the natural and recreational resources of the Lake Tahoe Region. A total of 36 EIP water quality and watershed projects have been implemented or are in progress in the plan area to improve water quality, restore watersheds, and contribute to restoring clarity in Lake Tahoe (see Map 4.1, Environmental Improvement Program Projects, on page 4-4 of the proposed Area Plan).

Another primary water quality improvement program is the Lake Tahoe total maximum daily load (TMDL), which is a comprehensive strategy to achieve Lake Tahoe clarity standards. In the plan area, the TMDL is administered by the Nevada Division of Environmental Protection (NDEP), which works in close coordination with the Lahontan Regional Water Quality Control Board on the California side of the Tahoe Region. NDEP's stated plan for implementing the Lake Tahoe TMDL for Washoe County is through Memoranda of Agreement (MOA) with each jurisdiction. MOAs are a collaborative, legally non-binding approach to implementing a TMDL through the development of stormwater load reduction, which identify annual load reduction targets. Washoe County's participation in the TMDL and stormwater load reduction programs is ongoing. While Washoe County did not meet the 2016 target, it did achieve targets in 2017 and is on-track to achieve the 2021 target.

Another related water quality improvement strategy involves the retrofit of existing development with water quality best management practices (BMPs), which are described in TRPA Code Section 60.4 and the TRPA Best Management Practices Handbook (TRPA 2012c). As described in TRPA Code Section 60.4 all existing development is required to implement BMP retrofits, and all projects are required to comply with BMP requirements as a condition of approval. BMP compliance within the plan area is higher than any other jurisdiction in the Tahoe Region. Of the 8,696 parcels within the plan area, 6,261, or 72 percent, have BMP certificates (see Table 4.2 on page 4-5 of the Conservation Element of the proposed Area Plan).

3.3.2 Discussion

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

Less than significant. The proposed Area Plan would not alter regulations related to hydrology or the alternation of watercourses. The proposed Area Plan identifies eight proposed projects that would benefit watersheds, water quality, and habitat. These projects could modify the currents, course, or direction of water movements and/or affect other hydrologic processes in Wood Creek, Marlette Creek, Incline Lake property, Third Creek, Incline Creek, and Rosewood Creek. However, the proposed Area Plan does not approve any of these projects and each project would be subject to a project-level planning, design, environmental review, and permitting process. This process would include compliance with the resource management and protection provision of TRPA Code Chapters 60 through 68, environmental review of the project consistent with Chapter 3 of the TRPA Code and NEPA, if applicable, and adherence to permit requirement including TRPA standard permit conditions and requirements of Sections 401 and 404 of the Clean Water Act. The impact would be less than significant.

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

Less than significant. Impacts related to changes in drainage patterns, absorption rates, and surface water runoff within the plan area are the same as those analyzed in the 2012 RPU EIS, and therefore the analysis is tiered from and consistent with the 2012 RPU EIS. The 2012 RPU EIS evaluated these impacts under Impact 3.8-4 on pages 3.8-32 through 3.8-53. That analysis evaluated Regional Plan provisions that would increase the maximum allowable coverage in Town Centers for both developed and undeveloped parcels from 50 to 70 percent for high capability lands (LCDs 4-7). It determined that implementation of these Regional Plan policies, including mitigation measures that were incorporated into the Regional Plan, would result in a less than significant impact related to stormwater runoff. The proposed Area Plan would implement these Regional Plan standards, resulting in a potential increase in coverage within Town Centers. However, as discussed Section 3.1.2(a), this increase in coverage would require restoration and transfers of existing coverage from elsewhere, resulting in a net reduction in land coverage, including a reduction in land coverage in sensitive lands (see Table 3-2). This would result in a net improvement in absorption rates throughout the plan area.

All new coverage within the plan area would be required to implement stormwater BMPs as required by TRPA Code Section 60.4. The 2012 RPU EIS evaluated the performance of BMPs in Town Centers under the coverage provisions included in the proposed Area Plan and found that high capability land with up to 70 percent coverage could accommodate the design and construction of BMPs of sufficient size to mitigate the impacts of the impervious coverage (TRPA 2012a: 3.8-25). The results of Pollutant Load Reduction Modelling completed as part of the 2012 RPU EIS also confirmed that implementation of these BMPs would successfully reduce surface runoff within Town Centers (TRPA 2012b: 3-32). Furthermore, the proposed Area Plan includes Policy C2-1, which calls for considering additional incentives for all property owners to install and maintain BMPs with a focus on accelerating BMP compliance in locations and for land uses that have the greatest potential for pollutant loading to Lake Tahoe. If implemented, this policy would accelerate BMP implementation, improving absorption rates beyond the levels evaluated in the 2012 RPU EIS. Additionally, individual future projects within the plan area would undergo project-level environmental review and would 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. For these reasons, this impact would be less than significant.

c) Alterations to the course or flow of 100-year flood waters?

Less than significant. The proposed Area Plan would not alter regulations related to floodplains or flooding. All development in the plan area that is subject to floods would continue to be required to meet the design and development standards established in Washoe County Development Code Article 416, *Flood Hazards*. Additionally, TRPA Code Section 35.4., Floodplains, prohibits additional development, grading, and filling of lands within the 100-year floodplain, except under specific circumstances. In addition, the proposed Area Plan would clarify and make consistent the process for reviewing proposals that have the potential to be affected by flooding or other natural hazards (See Proposed Area Plan Policies C7-1 and C7-2, and Development Code Section 110.220.125). These provisions would be expected to increase compliance with design and development standards related to flooding. The Area Plan would not alter land use such that permissible uses within plan neighborhoods would result in a change to the course or flow of 100-year flood waters from what would be allowed under the existing Plan Area Statements (PASs) and Community Plans. See also the discussion in section 3.3.2(a).

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

Less than significant. The proposed Area Plan would not alter land use such that permissible uses within plan area would change the amount of surface water in any water body from what would be allowed under the existing PASs and Community Plans. Any development that has the potential to increase impervious area could increase surface water runoff, which would result in changes to the amount of surface water in water bodies. Refer to Section 3.3.2(b), which addresses this issue. The proposed Area Plan identifies proposed watershed and water quality projects that

could affect the amount of surface water in water bodies. Refer to Section 3.3.2(a), which addresses this topic. See also Section 3.16.2(c), which addresses municipal water supplies.

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

Less than significant. The proposed Area Plan would not alter or revise the regulations pertaining to discharge into surface waters and surface water quality. Nor would it result in land use changes that could increase the risk of discharge into surface waters. As with existing conditions, all development, redevelopment, and infrastructure improvements within the plan area would 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 acre of disturbance are required to prepare a storm water pollution prevention plan (SWPPP). Future projects implemented in the plan area would also be required to comply with the TRPA Code provisions in Section 60.1., Water Quality Control. This section identifies standards for discharge and surface water runoff from parcels and regulates domestic, municipal, and industrial wastewater. These requirements would continue to prevent projects from causing degradation to surface water in excess of the limits identified in the TRPA Code. Future projects would also continue to be required to adhere to TRPA Code Section 60.2., Water Quality Mitigation, which requires that all new development–that is, any development that generates new impervious coverage–completely offset any potential water quality impacts. The proposed Area Plan would modify setback requirements for structures built on corner lots and parcels with at least a 20 percent slope (see Development Code Section 110.220.60). This change would allow buildings to be placed on the front property line, subject to limitations. In no case would a building be allowed within 60 feet of a roadway corner or 15 feet from the edge of pavement of an adjacent street. This change could allow certain buildings to be placed closer to the roadway. However, there is no evidence to suggest that this change would result in changed parking or circulation movements that would increase parking or travel on unpaved areas. Existing standards BMP requirements require that all parking areas be paved (See TRPA Code Section 60.4.6.E), and existing parking restrictions would continue to be enforced. Additionally, projects implemented under the Area Plan would be evaluated on a project-specific basis and would therefore be required to undergo project-specific environmental review, where applicable, and establish that they would not result in a degradation of water quality. For these reasons, the impact would be less than significant.

f) Alteration of the direction or rate of flow of groundwater?

Less than significant. The proposed Area Plan would not alter regulations related to groundwater. Nor would it include land use changes that would increase the potential for future projects to alter the rate or flow of ground water. Future projects implemented in the plan area could involve excavating to a depth deeper than 5 feet below ground surface, or to depths that would intercept groundwater. However, all projects would continue to be evaluated on a project-specific basis and would be required to adhere to numerous regional and local requirements and regulations relating to grading. 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. Chapter 33 also specifically prohibits excavations greater than 5 feet below ground surface, or shallower in areas of known high groundwater, because of the potential for groundwater interception or interference, except in limited cases. Thus, the impact would be less than significant.

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

Less than significant. As stated above under 3.1.2(f), the proposed Area Plan would not alter regulations relating to groundwater; and all future projects would be evaluated on a project-specific basis and would be required to adhere to numerous regional and local requirements and regulations relating to grading and groundwater interception. As described in Section 3.16.2(c), municipal water supplies in the plan area are provided from surface water sources and would not substantially affect groundwater.

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

Less than significant. The proposed Area Plan would also not alter land use such that permissible uses within the plan area would result in a change in water use from what would be allowed under the existing PASs and Community Plans. Nor would it alter regulations related to public water supplies. See also Section 3.16.2(c), which addresses municipal water supplies.

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

Less than significant. Within the plan area, there are locations exposed to 100-year flood risk, as well as areas with a known risk of seiche exposure (see Map 4.5 on page 4-20 of the proposed Area Plan). However, the proposed Area Plan would not increase the overall growth potential within the plan area beyond that which could occur under the existing PASs and Community Plans. The proposed Area Plan would include height and density provisions that could direct a greater proportion of future growth into existing Town Centers. These Town Centers are above elevation 6,260, which is generally susceptible to seiche. Refer to Section 3.3.2(c), which addresses the potential for future development within floodplains. In addition, the proposed Area Plan would clarify and make consistent the process for reviewing proposals that have the potential to be affected by flooding or other natural hazards (See Proposed Area Plan Policies C7-1 and C7-2, and Development Code Section 110.220.125). These provisions would be expected to increase compliance with design and development standards related to water hazards including flooding and seiche.

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

Less than significant. The proposed Area plan would not alter regulations related to the discharge of contaminants to groundwater. Nor would it include land use changes that would allow for uses that would increase the risk of groundwater quality degradation, such as new uses that require additional fertilizer. As with existing conditions, all development, redevelopment, and infrastructure improvements within the plan area would 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 acre of disturbance are required to prepare a SWPPP, which would include applicable provisions to protect groundwater quality. Future projects implemented in the plan area would also be required to comply with the TRPA Code provisions in Section 60.1., Water Quality Control. This section identifies standards to prevent groundwater quality degradation, including limits on fertilizer use and discharges to groundwater. These requirements would continue to prevent projects from causing degradation to groundwater quality.

3.4 VEGETATION

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
IV. Vegetation.				
Will the proposal result in:				
a) Removal of native vegetation in excess of the area utilized for the actual development permitted by the land capability/IPES system?	☐	☐	☒	☐
b) Removal of riparian vegetation or other vegetation associated with critical wildlife habitat, either through direct removal or indirect lowering of the groundwater table?	☐	☐	☒	☐
c) Introduction of new vegetation that will require excessive fertilizer or water, or will provide a barrier to the normal replenishment of existing species?	☐	☐	☒	☐
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)?	☐	☐	☒	☐
e) Reduction of the numbers of any unique, rare or endangered species of plants?	☐	☐	☒	☐
f) Removal of stream bank and/or backshore vegetation, including woody vegetation such as willows?	☐	☐	☒	☐
g) Removal of any native live, dead or dying trees30 inches or greater in diameter at breast height (dbh) within TRPA's Conservation or Recreation land use classifications?	☐	☐	☒	☐
h) A change in the natural functioning of an old growth ecosystem?	☐	☐	☒	☐

3.4.1 Environmental Setting

The plan area is characterized by mountainous, rugged terrain, with a steep elevation gradient containing three vegetation zones: montane, upper montane, and subalpine. The lower altitudes of the montane and upper montane zones foster the growth of Jeffrey pine (*pinus jeffreyi*), white fir (*Abies concolor*), and montane chaparral. Red fir (*Abies magnifica*), western white pine (*pinus monticola*), and patches of mountain hemlock (*Tsuga mertensiana*) occupy higher elevations. With the exception of urban zones, the majority of the vegetative cover in the plan area consists of yellow pine forest, though the northern section includes shrub, subalpine forest, and red fir forest. In addition, deciduous riparian habitats appear in the north of the site as well as in the Stream Environment Zones along several Incline Village beaches. The TRPA-sensitive species, Tahoe yellow cress (*Rorippa subumbellata*), occurs on several beaches along Lake Tahoe within the plan area.

3.4.2 Discussion

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

Less than significant. Implementation of the proposed Area Plan would not alter regulations pertaining to the preservation of native vegetation. As with existing conditions, vegetation surrounding the construction site of any project permitted in the plan area would be required to comply with TRPA Code Section 33.6, Vegetation Protection During Construction, and TRPA Standard Conditions of Approval for Grading Projects (TRPA Permit Attachment Q). 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 would not change land use classifications or allow new uses that would be more likely to require vegetation removal. Because the proposed Area Plan would facilitate more concentrated redevelopment in existing Town Centers (through height and density provisions) without changing the overall growth potential, it could reduce the potential for development on vacant lands containing native vegetation because a higher proportion of future growth would likely occur in already developed Town Centers.

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

Less than significant. The proposed Area Plan would not alter the regulations relating to vegetation removal or groundwater management. Water supply within the plan area is provided by Incline Village General Improvement District (IVGID) public works from Lake Tahoe and tributary surface waters. Consistent with existing conditions, future projects within the plan area would be required to meet TRPA requirements for water supply. TRPA regulations prohibit the approval of any development requiring water unless there is adequate water supply within an existing water right (TRPA Code Section 32.4.1). Additionally, TRPA Code Section 33.3.6, Excavation Limitations, prohibits excavation that intercepts or interferes with groundwater except under specific circumstances and with prior approval by TRPA. For these reasons, future projects approved under the proposed Area Plan would not directly or indirectly lower the groundwater table.

In addition, vegetation removal associated with projects that could occur under the Area Plan would be required to comply with existing TRPA, federal, and state regulations, permitting requirements, and environmental review procedures that protect habitat that supports riparian vegetation and critical wildlife. Specifically, riparian vegetation and wildlife habitat are protected by TRPA Code Sections 61.1.6, Management Standards for Tree Removal, 61.3.3, Protection of Stream Environment Zones, and 63.3, Fish Habitat Protection, and Chapter 62, Wildlife Resources. For these reasons, development associated with the Plan is not expected to result in the removal of riparian or other vegetation associated with critical wildlife habitat.

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

Less than significant. The proposed Area Plan would not alter regulations relating to new vegetation, nor would it allow new land uses that are more likely to require fertilizer or water than existing uses allowed in the plan area. As with existing conditions, implementation of future development or redevelopment projects in the plan area would be required to comply with TRPA Code provisions (e.g., Section 61.4, Revegetation) and Goals and Policies that prohibit the release of non-native species in the Region. Generally, native species require less fertilizer and water than non-native species Provisions for fertilizer management and preparation of fertilizer management plans that address the type, quantity, and frequency of use of fertilizers are included in Section 60.1.8 of the TRPA Code. Moreover, future projects associated with implementation of the Area Plan would be subject to project-level environmental review and permitting, and at that time they would be required to demonstrate that any proposed new vegetation would not require excessive fertilizer or water, or provide a barrier to the normal replenishment of existing species.

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)?

Less than significant. This impact is addressed in 3.4.2(a), (b), and (c), above, and in 3.4.2(e), (f), (g), and (h), below.

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

Less than significant. The proposed Area Plan would not alter or revise the regulations pertaining to unique, rare, or endangered species of plants. Nor would it alter land use regulations to allow new uses or structures that are more likely to affect unique, rare, or endangered species of plants. The natural resource protection provisions of TRPA Code Chapters 61, Vegetation and Forest Health, and 62, Wildlife Resources, would still apply to all future projects within the plan area. As with existing conditions, construction activities associated with implementation of future projects in the plan area 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 Area Plan would 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, Sensitive and Uncommon Plant Protection and Fire Hazard Reduction and 62.4, Special Interest, Threatened, Endangered, and Rare Species). 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.

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

Less than significant. The proposed Area Plan would not alter the regulations pertaining to removal of stream bank or backshore vegetation. Refer to impact in 3.4.2(b), above, for more detail on impacts to stream bank and backshore vegetation in SEZs.

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

Less than significant. The proposed Area Plan would make no changes to regulations regarding the removal of native trees 30 inches or greater diameter at breast height (dbh). Nor would the proposed Area Plan include land use or regulatory changes that would be more likely to result in the cutting of trees greater than 30 inches dbh. Portions of the plan area are designated as Recreation and Conservation land use classifications. This includes the following regulatory zones: Marlette Lake, Martis Peak, Mount Rose, Tunnel Creek, East Shore, Incline Meadows, and Incline Ski. Forested areas within the plan area are defined as a "eastside forest type" (TRPA Code Chapter 90, Definitions). TRPA Code Section 61.1.4, Old Growth Enhancement and Protection, includes TRPA's old growth enhancement and protection provisions, which prohibits cutting any live dead, or dying tree larger than 24 inches dbh in eastside forest types on conservation and recreation lands or within SEZ areas, except under certain defined conditions.

Future projects implemented in the plan area would be subject to subsequent project-level environmental review and permitting by TRPA and Washoe County. As with existing conditions, permit applicants would be required to demonstrate that tree removal would be conducted in accordance with Chapter 61, Vegetation and Forest Health, of the TRPA Code, including those provisions related to the removal of trees 30 inches dbh or greater set forth to protect the natural function of old growth ecosystems on recreation and SEZ lands.

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

No impact. The proposed Area Plan would not alter the regulations pertaining to old growth ecosystem management within the plan area, nor would it include land use changes within these areas. Refer to impact 3.4.2(g), above, for more detail on impacts to old growth ecosystems and old growth tree removal.

3.5 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)?	☐	☐	☒	☐
b) Reduction of the number of any unique, rare or endangered species of animals?	☐	☐	☒	☐
c) Introduction of new species of animals into an area, or result in a barrier to the migration or movement of animals?	☐	☐	☒	☐
d) Deterioration of existing fish or wildlife habitat quantity or quality?	☐	☐	☒	☐

3.5.1 Environmental Setting

Terrestrial habitat types in the plan area are described in section 3.4, Vegetation. Aquatic habitats in the plan area range from small glacial tarns and snowmelt ponds to large lakes, such as Lake Tahoe and Marlette Lake. Streams range from small ephemeral drainages and intermittent streams to larger perennial streams, such as Incline Creek, Third Creek, and Tunnel Creek. Riparian and wetland vegetation associated with these aquatic features provides important aquatic habitat functions and are considered sensitive habitats. TRPA special interest wildlife species known or likely to occur in the plan area include osprey (*Pandion haliaetus*; nests near Sand Harbor and Memorial Point), bald eagle (*Haliaeetus leucocephalus*; nests near Marlette Lake), peregrine falcon (*Falco peregrinus*), northern goshawk (*Accipiter gentilis*), golden eagle (*Aquila chrysaetos*), waterfowl, and mule deer (*Odocoileus hemionus*).

3.5.2 Discussion

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)?

Less than significant. The proposed Area Plan would not alter the regulations pertaining to the protection of animal species. Nor would it alter land use regulations to allow new uses or structures that are more likely to affect the diversity or distribution of any species of animal than could currently occur within the plan area. The resource management provisions contained in Chapters 60 through 68 of the TRPA Code would continue to apply to future projects within the plan area. Any future projects within the plan area would be subject to subsequent project-level environmental review and permitting. As with existing conditions, permit applicants would 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, respectively. For these reasons, adoption of the proposed Area Plan would not result in the change in the diversity or distribution of species, or numbers of any species or animals.

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

Less than significant. The proposed Area Plan would not alter or revise the regulations pertaining to special-status or listed species of animals. Nor would it alter land use regulations to allow new uses or structures that are more likely to affect the diversity or distribution of any species of animal than could currently occur within the plan area. As with existing conditions, future development or redevelopment projects in the plan area could affect unique, rare, or endangered species depending on the type, timing, and specific nature of future proposed projects. However, any such projects would 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 protections for rare and special-status species contained in Sections 61.3.6 and 62.4 of the TRPA Code would continue to be applicable toto all future projects within the plan area. 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. Existing policies and TRPA Code provisions address potential impacts to special-status species through site-specific environmental review, development and implementation of project-specific measures to minimize or avoid impacts through the design process, and compensatory or other mitigation for any adverse effects on special-status species as a condition of project approval (TRPA Code Sections 61.3.6 and 62.4). 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. Therefore, implementation of the proposed Area Plan would not result in the reduction in the number of any unique, rare, or endangered species of animals

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

Less than significant. The proposed Area Plan would not alter or revise the regulations pertaining to the introduction of new species migration or movement of animals. Nor would it alter land use regulations to allow new uses or structures that are more likely to result in the introduction of new species or barriers to wildlife movement than could currently occur within the plan area. As with existing conditions, future development or redevelopment projects in the plan area could result in a barrier to the migration or movement of animals depending on the type, timing, and specific nature of proposed actions. Future projects located within the existing Town Center area would have minimal impact to wildlife corridors because of existing development patterns. Because the proposed Area Plan would include height and density provisions that would increase the proportion of future development that would occur within already-developed Town Centers, the risk of barriers to wildlife movement would be reduced compared to what could occur without adoption of the proposed Area Plan. Future projects proposed in the Recreation and Conservation land use districts would have low potential for impact to wildlife corridors because of the recreational or resource management nature of allowable uses in these areas (e.g., linear trails or trailheads on the edge of recreational areas). However, any such projects would 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 including TRPA Code Chapters 62 and 63 (Wildlife Resources and Fish Resources, respectively). For these reasons, the proposed Area Plan would not result in the introduction of new species of animals or result in a barrier to the movement of animal species.

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

Less than significant. The Washoe County Area Plan would not alter or revise the regulations pertaining to existing fish or wildlife habitat quantity or quality. Nor would it alter land use regulations to allow new uses or structures that are more likely to result in the deterioration of existing habitat quantity or quality than could currently occur within the plan area. As with existing conditions, future development or redevelopment projects in the plan area could affect fish and wildlife depending on the type, timing, and specific nature of future projects. However, future projects would be subject to project-level environmental review and permitting, and would be required to demonstrate compliance with all federal, state, and TRPA regulations pertaining to the protection of fish and wildlife including those contained in Chapters 62, Wildlife Resources, and 63, Fish Resources, of the TRPA Code. 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. Therefore, implementation of the proposed Area Plan would not result in the deterioration of existing fish or wildlife habitat quantity. Moreover, the Washoe County Area Plan specifically identifies priority areas for SEZ restoration that would directly benefit habitat quantity and quality (see "Proposed Improvements" beginning on page 4-28 in the Conservation Element of the proposed Area Plan).

3.6 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?	☐	☐	☒	☐
b) Exposure of people to severe noise levels?	☐	☐	☒	☐
c) Single event noise levels greater than those set forth in the TRPA Noise Environmental Threshold?	☐	☐	☒	☐
d) The placement of residential or tourist accommodation uses in areas where the existing CNEL exceeds 60 dBA or is otherwise incompatible?	☐	☐	☒	☐
e) The placement of uses that would generate an incompatible noise level in close proximity to existing residential or tourist accommodation uses?	☐	☐	☒	☐
f) Exposure of existing structures to levels of ground vibration that could result in structural damage?	☐	☐	☒	☐

3.6.1 Environmental Setting

The Washoe County Area Plan applies the Community Noise Equivalent Level (CNEL) standards set forth in the applicable PASs and Community Plans (CPs). The Washoe County Area Plan includes the following CNEL noise standards:

- Wilderness and Roadless areas/Critical Wildfire Areas: CNEL of 45 dBA for Tunnel Creek and CNEL of 40 dBA for Mount Rose
- Rural Outdoor Recreation Areas/Low-Density Residential Areas: CNEL of 50 dBA for Incline Meadows, East Shore, Marlette Lake, Chateau, Crystal Bay, Incline Village 1 and 2, Mill Creek, Stateline Point, Martis Peak, and Tyrolian Village
- Urban Outdoor Recreation Areas/High-Density Residential Areas: CNEL of 55 dBA for Incline Village Tourist, Incline Ski, Crystal Bay Condominiums, Incline Village 2, 3, and 4, Incline Village Residential, Fairway, Lakeview, Mt. Shadows, and Wood Creek;
- Hotel and Motel Areas/Commercial Areas: CNEL of 60 dBA for Crystal Bay Tourist, Incline Village Commercial, and Ponderosa Ranch (SA #1) [; and
- Industrial Areas: CNEL of 65 dBA for Ponderosa Ranch (outside of SA #1).

Additionally, the proposed Area Plan includes the conservation strategy of continuing to enforce noise standards that align with TRPA's thresholds. Section 110.220.420 of the Washoe County Development Code codifies the maximum CNEL standards, as defined by the TRPA Code of Ordinances for the Tahoe Planning Area. These include standards that apply to the highway corridors (i.e., the area within 300 feet from the roadway edge) influenced by traffic noise.

Goal C5 of the proposed Area Plan is designed to improve and protect the scenic quality and tranquility of the planning area by, in part, ensuring that noise levels remain within the established thresholds. Policy C5-6, Noise,

emphasizes working collaboratively with TRPA, the California Department of Transportation, Tahoe Area Regional Transit (TART), the U.S. Forest Service (USFS), and other partner agencies to minimize transportation-related noise impacts on residential and sensitive uses. Additionally, the policy would continue to limit hours for construction and demolition work to reduce construction-related noises.

3.6.2 Discussion

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?

Less than significant. 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 proposed Area Plan would carry forward and apply the CNEL standards set forth in the applicable PASs and CPs. Additionally, Section 110.220.420 of the Washoe County Development Code includes noise standards consistent with the TRPA Code of Ordinances and includes standards that apply to the highway corridors (i.e., the area within 300 feet from the roadway edge) influenced by traffic noise. These standards are consistent with TRPA's noise threshold, which is established based on the characteristics of the area.

The growth projections associated with the Washoe County Area Plan are consistent with the analysis included in the 2012 RPU EIS, which evaluated complete buildout of Tahoe Region including the plan area. Therefore, this potential effect is the same as that which was analyzed in the 2012 RPU EIS.

Implementation of the proposed Area Plan would not result in the development of new major stationary noise sources. However, future projects in the plan area would result in increases in vehicle travel and traffic volumes on roadways compared to existing conditions. Many areas in the Region are nonattainment with respect to their applicable CNEL standards, including the corridors for State Routes (SR) 28, 89, 207, 267, and 431 (TRPA 2015). SR 28 and SR 431 run through the plan area, and as modeled and described in the RPU EIS, future traffic noise along these roadways could result in exceedance of the applicable CNEL standards (TRPA 2012a: page 3.6-12). As detailed in the 2012 RPU EIS, it is unknown at this time whether all individual proposed projects would be able to incorporate design and operational measures that would prevent an increase in traffic noise levels that exceed applicable CNEL standards or result in increased traffic noise levels in areas where these CNEL standards are already exceeded. To mitigate this potential impact, TRPA revised TRPA Code Section 68.8.3 to require that all substantial transportation projects in transportation corridors that are not in attainment of adopted CNEL standards incorporate mitigating design features to achieve adopted standards. This requirement would reduce the noise impact identified in the 2012 RPU EIS to a less than significant level and would continue to apply with adoption of the proposed Area Plan.

Further, all future projects within the plan area would be evaluated at a project level and Washoe County or TRPA would enforce CNEL standards on a project-by-project basis pursuant to the noise limitations in TRPA Code Chapter 68, Noise Limitations. Through the project level analysis, TRPA or Washoe County would only approve projects that can demonstrate compliance with TRPA's threshold standards (i.e., CNEL standards). The proposed Area Plan CNEL standards are consistent with the TRPA's threshold standards; and thus, future projects within the plan area would only be approved by TRPA or Washoe County if they can demonstrate compliance with these CNEL standards. Therefore, this impact would be less than significant.

b) Exposure of people to severe noise levels?

Less than significant. 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.

Construction activities associated with new development and redevelopment within the plan area could include site preparation (e.g., demolition, clearing, excavation, grading), foundation work, paving, building construction, utility installation, finishing, and cleanup. These activities typically involve the use of noise generating equipment such as cranes, excavators, dozers, graders, dump trucks, generators, backhoes, compactors, and loaders. 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 (such as pile drivers) or techniques (such as blasting) that are inherently louder than typical 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). The 2012 RPU EIS determined that this construction activity could result in a significant impact.

TRPA adopted additional best construction practices policies regarding noise generation designed to reduce construction related noise levels to a less than significant level, as detailed in Mitigation Measure 3.6-2 on page 3.6-18 through 3.6-19 of the RPU EIS (TRPA 2012a). 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). 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 (e.g. residential areas), use sonic pile driving instead of impact pile driving where feasible, and pre-drill holes to minimize impacts of pile driving. The 2012 RPU EIS determined that with implementation of the TRPA Best Construction Practices Policy, this impact would be less than significant (2012b: page 3.6-19). In addition, Goal C5 of the Washoe County Area Plan seeks to improve and protect the scenic quality and tranquility of the planning area by, in part, continuing to limit hours for construction and demolition work to reduce construction-related noises.

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. Thus, because the proposed Area Plan and the associated construction activities are consistent with the analysis included in the 2012 RPU EIS, future projects in the plan area would not expose noise-sensitive receptors to excessive noise levels.

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

No impact. Single-event noise standards are set forth in Section 68.3.1 of the TRPA Code of Ordinances for aircraft, watercraft, motor vehicles, motorcycles, off-road vehicles, and over-snow vehicles. The proposed Area Plan would not alter standards related to single-event noise, nor would it allow uses that are more likely to result in single-event noise exceedances than are already possible under the PASs and Community Plans. Future projects allowed within the existing PASs and community plans, as well as those that could occur with adoption of the proposed Area Plan, could involve uses that include these types of motorized vehicles. The potential for a vehicle to exceed single-event noise standards depend on the condition and operation of the specific vehicle, which would not be affected by the proposed Area Plan. As is the case under existing conditions, new uses involving over-snow vehicles (e.g., snowmobile courses and cross-country ski facilities) would be required to meet the TRPA Code provisions pertaining to single-event noise.

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

Less than significant. As detailed in 3.6.2(a) above, SR 28 and SR 431 are in nonattainment with respect to their applicable CNEL standards. SR 28 and SR 431 run through the Washoe County Area Plan, and as modeled and described in the 2012 RPU EIS, traffic noise along these roadways currently exceed 60 CNEL. Therefore, if any residential or tourist accommodation uses under the Washoe County Area Plan were placed near these two roadways, noise levels could exceed 60 CNEL at these sensitive receptors.

However, as detailed in 3.6.2(a) above, TRPA and Washoe County would continue to evaluate individual projects within the plan area at a project level and would enforce CNEL standards on a project-by-project basis pursuant to the noise limitations in TRPA Code Chapter 68, Noise Limitations. Therefore, through the project level analysis, TRPA and Washoe would continue to evaluate the compatibility of new proposed projects and only approve projects that

can demonstrate compliance with TRPA's threshold standards (i.e., CNEL standards). The proposed Area Plan CNEL standards are consistent with the TRPA's threshold standards; and thus, any project under the proposed Area Plan would also only be approved by TRPA or Washoe County if they can demonstrate compliance with these CNEL standards. Therefore, this impact would be less than significant.

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

Less than significant. As detailed in 3.6.2(a) above, TRPA and Washoe County would continue to evaluate individual future projects within the plan area at a project level and would enforce CNEL standards on a project-by-project basis pursuant to the noise limitations in TRPA Code Chapter 68, Noise Limitations. Therefore, through the project level analysis, TRPA or Washoe County would evaluate the compatibility of proposed projects and would only approve projects that can demonstrate compliance with TRPA's threshold standards (i.e., CNEL standards). The proposed Area Plan CNEL standards are consistent with the TRPA's threshold standards; and thus, any future project in the plan area would only be approved by TRPA or Washoe County if they can demonstrate compliance with these noise standards. Therefore, this impact would be less than significant.

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

Less than significant. The proposed Area Plan does not contemplate any new major stationary sources of ground vibration; therefore, operation of projects that would result in ground vibration is not evaluated. Future construction activities that could occur in the plan area 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 some heavy-duty construction equipment, such as dozers and trucks. Blasting activities also generate high levels of ground vibration. As detailed under Impact 3.6-3, Ground Vibration, of the 2012 RPU EIS, 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.

To reduce this potential effect, TRPA implemented Mitigation Measure 3.6-3 of the RPU EIS by adopting additional best construction practices policies regarding construction-generated noise and ground vibration designed to reduce construction related vibration levels down to a less than significant level (see Section 3.6.2(b), above). In addition, Goal C5 of the Washoe County Area Plan seeks to improve and protect the scenic quality and tranquility of the planning area by, in part, continuing to limit hours for construction and demolition work to reduce construction-related noise and vibration.

As detailed in section 3.6.2(b) above, TRPA or Washoe County would continue to evaluate individual future projects at a project level. Through the project level analysis, TRPA or Washoe County would assess the potential; for a future project to cause ground vibration that would result in structural damage, and where necessary require mitigation measures to prevent this impact. In addition, TRPA and Washoe County would only approve projects with construction activity that complies with all applicable measures identified by the Best Construction Practices Policy. Thus, because the Washoe County Area Plan is consistent with ground vibration mitigation measures identified in the 2012 RPU EIS, and because future projects would be evaluated and ground vibration mitigated, future projects under the proposed Area Plan would not expose receptors to vibration levels that could result in structural damage.

3.7 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?	☐	☐	☒	☐
b) Create new illumination which is more substantial than other lighting, if any, within the surrounding area?	☐	☐	☒	☐
c) Cause light from exterior sources to be cast off - site or onto public lands?	☐	☐	☒	☐
d) Create new sources of glare through the siting of the improvements or through the use of reflective materials?	☐	☐	☒	☐

3.7.1 Environmental Setting

The plan area has dark skies with little light pollution from urban areas, such as Reno, which is shielded by the surrounding mountains. Views from lakeside beaches and from watercraft on the Lake are expansive and free of substantial nighttime light interference. Lighting associated with urban development and human presence can result in light pollution and spillover, which can adversely affect the dark night skies that contribute to the natural scenic character of the plan area.

The primary sources of night lighting in the plan area are from the commercial corridor in Incline Village and the street and signage lights from the casino core in Crystal Bay. In Incline Village, some of the current urban light from signs and building illumination is absorbed by the overhead tree canopy, and there are minimal streetlights. In Crystal Bay, the majority of local light pollution comes from the lights and signage from the casinos and businesses in the commercial zones along SR 28. Outside of those two areas, there is little light pollution generated in the plan area, apart from the lighting required for public safety and from private residences.

3.7.2 Discussion

a) Include new or modified sources of exterior lighting?

Less than significant. The proposed Area Plan would not increase the potential for growth in the plan area beyond that which could occur under the existing PASs and Community Plans. 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, Design Standards) are designed to reduce light pollution and reduce the splay of light on adjoining parcels and adjacent residential uses (TRPA 2012a). The proposed Area Plan carries forward the existing Tahoe Area Plan Design Standards and Guidelines for the plan area which meet, and in some areas surpass, the requirements of the TRPA design standards. The lighting standards are included in Chapter 7, Exterior Lighting, of the Tahoe Area Plan Design Standards and Guidelines, which include the following requirements:

- Exterior lights shall not blink, flash or change intensity. String lights, building or roof line tube lighting, reflective or luminescent wall surfaces are prohibited.
- Exterior lighting shall not be attached to trees except for the Christmas season.

- Parking lot, walkway, and building lights shall be directed downward.
- Fixture mounting height shall be appropriate to the purpose. The height shall not exceed the limitations.
- Outdoor lighting shall be used for purposes of illumination only, and shall not be designed for, or used as, an advertising display. Illumination for aesthetic or dramatic purposes of any building or surrounding landscape utilizing exterior light fixtures is authorized provided the illuminated area does not exceed 26 feet above grade on a vertical wall, and the light source is shielded from public view.
- The commercial operation of searchlights for advertising or any other purpose is prohibited.
- Seasonal lighting displays and lighting for special events which conflict with other provisions of this section may be permitted on a temporary basis pursuant to Chapter 7, Temporary Uses, Structures, and Activities, of the TRPA Code.

The Tahoe Area Plan Design Standards and Guidelines also require that exterior light sources be shielded and downward facing, and prohibit the use of flood lighting, reflective materials, and lighting strips (including neon/fluorescent tubing) to minimize reflectivity and glare. As the applicable lighting standards would not change with adoption of the proposed Area Plan, glare and reflectivity from a future project proposed in the plan area would not change compared to projects developed under the existing Community Plans and PASs, and would not adversely affect day or nighttime views in the area.

The Washoe County Tahoe Area 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 1996). 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 within the plan area 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 review the proposed project for consistency with applicable standards and would consider unique project aspects, such as the location, height, and design of a proposed structure 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 would have a less than significant effect on light and glare conditions.

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

Less than significant. See discussion in Section 3.7.2(a), above.

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

Less than significant. See discussion in Section 3.7.2(a), above.

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

Less than significant. See discussion in Section 3.7.2(a), above.

3.8 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?	☐	☐	☒	☐
b) Expand or intensify an existing non-conforming use?	☐	☐	☒	☐

3.8.1 Environmental Setting

Permissible uses in the plan area identified in four existing Community Plans, which were adopted in 1996, and 23 separate Plan Area Statements (PASs), which were adopted in 1987. Chapter 21 of the TRPA Code defines permissible uses, and each Community Plan and PAS identify uses that are allowed or special uses. To permit a special use, the findings in TRPA Code Section 21.2.2 must be made.

3.8.2 Discussion

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

No Impact. Proposed Area Plan is a component of both the Washoe County Master Plan and the Lake Tahoe Regional Plan. The plan serves to further refine the general goals, policies, and standards from these two comprehensive plans for the plan area. The proposed Area Plan replaces and consolidates the former Community Plans and PASs. It maintains the existing boundaries of PASs and Community Plans and converts them into 27 regulatory zones within the proposed Area Plan. It also maintains the existing boundaries of Town Centers designated in the Regional Plan. The proposed Area Plan carries forward all permissible use definitions consistent with TRPA Code Chapter 21. Additionally, the proposed Area Plan carries forward all existing permissible uses within the current Community Plans and PASs, within limited changes in uses described in Table 2.4-1 in Chapter 2, Project Description.

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

No impact. The proposed Area Plan would make limited changes to permissible uses by removing three currently permissible uses and adding five new permissible uses in the Ponderosa Ranch Regulatory Zone (i.e., Ponderosa Ranch Special Area #1). The newly added permissible uses would be subject to new special policies that restrict the types of uses allowed within that area. There are no existing nonconforming uses in the Ponderosa Ranch Regulatory Zone, thus the proposed Area Plan would not affect existing non-conforming uses.

3.9 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?	☐	☐	☒	☐
b) Substantial depletion of any non-renewable natural resource?	☐	☐	☒	☐

3.9.1 Environmental Setting

Natural resources such as lumber, water, and minerals/metals are used in the construction of structures and infrastructure. Non-renewable resources, such as gasoline, diesel fuel, and other petroleum products are used during construction activities to fuel equipment and vehicles. Non-renewable resources are also used during the operation and use of development within the plan area to heat buildings, provide electricity and water supplies, and support transportation within the plan area. There are no mining operations, privately held timber land, or other commercial resource extraction activities within the plan area.

3.9.2 Discussion

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

Less than significant. 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 proposed Area Plan would not increase the potential for growth in the plan area beyond that which could occur under the existing PASs and Community Plans. Therefore, potential effects on natural resources would be the same as those analyzed in the RPU EIS. The RPU EIS evaluated the effects of build-out of the entire Tahoe Region, including the plan area, on natural resources on page 5-3. As with existing conditions, the use of natural resources, such as construction wood or metals, or gasoline would increase incrementally as future commercial, tourist, recreational, and residential projects are constructed in the plan area. The RPU EIS acknowledged the potential 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 would be subject to subsequent project-level environmental review, permitting by TRPA and Washoe County, and site-specific mitigation measures if necessary (TRPA 2012a; 5-3). Because the proposed Area Plan would not result in an increase in the use of natural resources beyond the levels analyzed in the 2012 RPU EIS and future projects would be evaluated to ensure there are not substantial project-level increases in the rate of use of natural resources, this impact would be less than significant.

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

Less than significant. 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 proposed Area Plan would not increase the potential for growth in the plan area beyond that which could occur under the existing PASs and Community Plans. Therefore, potential effects on natural resources would be the same as those analyzed in the RPU EIS. The RPU EIS evaluated the effects of build-out of the entire Tahoe Region, including the plan area, on natural resources on page 5-3. As with existing conditions, nonrenewable natural resources, such as gasoline and diesel, 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 commercial floor area (CFA), residential units of use (RUUs), tourist accommodation units (TAUs). The proposed Area Plan does not allow new uses that would require

substantial amounts of non-renewable resources, such as heavy industrial or manufacturing uses. Furthermore, the proposed Area Plan includes a GHG reduction strategy (see Development Code Sections 110.220.415 and 110.220.20), which could reduce the long-term use of non-renewable resources below the levels anticipated in the 2012 RPU EIS. 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 would not result in substantial depletion of any non-renewable natural resource.

3.10 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?	☐	☐	☒	☐
b) Involve possible interference with an emergency evacuation plan?	☐	☐	☒	☐

3.10.1 Environmental Setting

Hazardous Materials

Federal law requires projects to ensure that hazardous materials are properly handled, used, stored, and disposed of, and if such materials are accidentally released, to prevent or mitigate injury to health or the environment. EPA is the agency primarily responsible for enforcement and implementation of federal laws and regulations pertaining to hazardous materials. Applicable federal regulations pertaining to hazardous materials are primarily contained in Code of Federal Regulation (CFR) Titles 29, 40, and 49. Hazardous materials, as defined in the CFR, are listed in 49 CFR 172.101. Management of hazardous materials is governed by the following laws, among others: The Toxic Substances Control Act of 1976 (15 U.S. Code [USC] Section 2601 et seq.),the Resource Conservation and Recovery Act of 1976 (42 USC 6901 et seq.), The Comprehensive Environmental Response, Compensation, and Liability Act of 1980 (also called the Superfund Act or CERCLA) (42 USC 9601 et seq.), and the Superfund Amendments and Reauthorization Act (SARA) of 1986 (Public Law 99-499; USC Title 42, Chapter 116. The Federal Hazardous Materials Transportation Law, 49 USC 5101 et seq. (formerly the Hazardous Materials Transportation Act 49 USC 1801 et seq.) is the basic statute regulating transport of hazardous materials in the United States. Hazardous materials regulations are enforced by the Federal Highway Administration, the U.S. Coast Guard, the Federal Railroad Administration, and the Federal Aviation Administration.

Emergency Response and Evacuations

Washoe County Emergency Management and Homeland Security department coordinates emergency evacuation and emergency services. Washoe County operates under the Washoe County Regional Hazard Mitigation Plan (Regional HMP), which addresses topics such as wildfire, flooding, earthquakes, hazardous materials, and severe storms (Washoe County 2015). The Regional HMP includes goals and actions for each jurisdiction to implement related to emergency planning, such as reviewing and updating evacuation plans for individual communities. Washoe County is in the process of updating the Regional HMP (Washoe County 2020).

The North Lake Tahoe Fire Protection District's (NLTFPD's) Emergency Preparedness Guide includes advice for what to do in case of an emergency event, such as fires or avalanches, and identifies evacuation routes for Incline Village and Crystal Bay (NLTFPD 2017). SR 431 and SR 28 (both directions) are identified evacuation routes. There are four identified shelter locations in the project area: Galena High School, Incline High School, Incline Recreation Center, and Incline Ski Beach/Village Green.

3.10.2 Discussion

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?

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. Construction activities related to future projects implemented under the proposed Area Plan could involve the storage, use, and transport of hazardous materials. However, use of hazardous materials would be of typical urban development projects in the Tahoe Region 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. The types of uses (e.g., commercial and light industrial) are consistent with the types of uses already allowed under existing conditions, such that implementation of the proposed Area Plan would not be expected to create a new risk of accident or upset conditions.

These effects were previously analyzed in the 2012 RPU EIS under "Transport and Use of Hazardous Materials," on page 5-1 (TRPA 2012). This analysis found that 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 affect the transport or use of hazardous materials in the region, no impact would occur. Implementation of the proposed area plan would not include any provisions or changes that would alter such requirements or regulations for individual future projects. Therefore, impacts to risk of an explosion or the release of hazardous substances within the plan area would be the same as previously analyzed in the 2012 RPU EIS, and would be no impact.

b) Involve possible interference with an emergency evacuation plan?

Less than significant. As described under Section 2.4.1, "Growth Potential," in Chapter 2, "Project Description," implementation of the proposed Area Plan would not make changes to the total number or distribution of residential allocations or other development rights (e.g., CFA, TAUs) included in the Regional Plan. As such, the potential growth that could occur within the plan area from the proposed Area Plan would not change from the potential growth allowed by the Regional Plan and would not be substantial throughout the plan area.

Most new development would be in the form of redevelopment, which would replace existing development with new uses. It is the intent of both the proposed Area Plan and Regional Plan that redevelopment be concentrated in the Town Centers, with a focus on, among other things, support for a comprehensive transportation network that considers transit, pedestrian, and non-motorized transportation opportunities. Goals T1 through T3 and Goal T5 and associated policies of the proposed Area Plan support development of land use patterns that reduce private automobile use and development of transit and alternative transportation modes, which would reduce automobile dependency and increase walkability, bikeability, and safety. The proposed Area Plan also includes Goal T4 and associated policies that direct the design of the transportation network throughout the plan area to provide safe and efficient access to residential areas, commercial services, public lands, and recreational opportunities and efficient connections within the Tahoe region.

Buildout of the proposed Area Plan would result in some increase in development in the plan area. As further discussed under Section 3.13, "Transportation," the potential increase in traffic within the plan area would not be substantial and would be consistent with that anticipated under the Regional Plan. Roadways in the region currently experience congested conditions during peak periods throughout the year. With the focus on walkability, alternative transportation, and transit improvements emphasized in the Area Plan consistent with the Regional Plan and 2017 Linking Tahoe: Regional Transportation Plan/Sustainable Communities Strategy, and the fact that development potential is limited by available allocations, the addition of residents and visitors generated by the Area Plan would not substantially increase congestion such that interference with emergency response or evacuation plans would occur. Construction of residential, commercial, utility, roadway improvements, community revitalization, and bicycle and pedestrian trails projects in accordance with Area Plan would temporarily increase construction-related traffic

within the plan area, potentially causing intermittent congestion on SR 28 and SR 431. Additionally, some construction projects could result in temporary lane or shoulder closures. Because the potential development associated with the proposed Area Plan would be the same as what could occur with existing conditions under the Regional Plan, potential construction effects on emergency vehicle response time and evacuation would not change from what could occur under the development potential allowed by the Regional 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. If a future project 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 buildout of the Area Plan would only result in development previously assessed for the Regional Plan, development would include efforts to reduce use of automobiles and increase travel connections in the plan area, and projects would be required to reduce potential construction-related traffic impacts, implementation of the Area Plan would not interfere with implementation of existing regulations or plans pertaining to emergency response or evacuation. Additional overnight visitors or subsequent construction projects that could result from implementation of the proposed Area Plan would not result in a new adverse effect on emergency response or evacuation plans compared to existing conditions. The proposed Area Plan would not adopt new regulations that would conflict with existing regulations or the Regional HMP and the goals and policies of the updated area plan would not interfere with the implementation of the Regional HMP. This impact would be less than significant.

3.11 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?	☐	☐	☒	☐
b) Include or result in the temporary or permanent displacement of residents?	☐	☐	☒	☐

3.11.1 Environmental Setting

The Incline Village Census County Division, which covers all of the plan area, had a total population of approximately 8,400 (U.S. Census 2017) and, between 2014 and 2018, an average of 3,736 households. Development in the Tahoe Region is guided by the TRPA growth control system, which allows new development and redevelopment through authorization of residential allocations, commercial floor area, tourist accommodation units, and residential bonus units. As a result, development is capped in the Region.

3.11.2 Discussion

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

Beneficial. 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 proposed Area Plan would implement mixed-use zoning concepts envisioned by the Regional Plan and analyzed in the 2012 RPU EIS. The TRPA Regional Plan guides changes to the overall density and distribution of the region's population, gradually increasing the density of the population within Town Centers, such as Crystal Bay and Incline Village, and simultaneously reducing density outside these centers. Although this represents a change in the density and distribution of the region's population, such changes are not anticipated to result in environmental degradation. The transition to higher-density, compact, transit-oriented development is anticipated to reduce environmental impacts associated with traffic (VMT), air quality, land disturbance, infrastructure expansion, and other environmental issue areas and to provide opportunities for stream environment restoration and improved water quality control facilities which would be beneficial (TRPA 2012a: 3.12-12). The proposed changes to land use zoning and development patterns associated with the proposed Area Plan would bring the plan area into alignment with the beneficial location, distribution and growth rate of the human population planned for the region in the Regional Plan. 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, Allocation of Development, of the TRPA Code and redirected to more appropriate locations. Thus, this impact would be beneficial.

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

Less than significant. See discussion in Section 3.11.2(a), above. The proposed Area Plan does not propose any specific projects that would result in the loss of very-low, lower-, or moderate-income housing or that would displace substantial numbers of people necessitating construction of replacement housing elsewhere. All future projects in the plan area would be required to undergo project-level environmental review during which potential impacts on residences or businesses would be assessed and mitigated to the extent feasible. Future projects would be subject to TRPA requirements for in-kind replacement housing equal to the number of displaced or removed residential units for the loss of moderate-income housing (TRPA Code Section 39.2.3.B); consequently, there would be no net loss of housing.

3.12 HOUSING

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
XIV. Housing				
Will the proposal result in:				
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:				
i) Will the proposal decrease the amount of housing in the Tahoe Region?	☐	☐	☒	☐
ii) 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?	☐	☐	☒	☐
b) Will the proposal result in the loss of housing for lower-income and very-low-income households?	☐	☐	☒	☐

3.12.1 Environmental Setting

There are 7,502 existing residential units within the plan area. This includes 3,235 single family residences, 3,798 condominiums, and 469 other multi-family residential units. The median sale price of homes sold in 2019 in the plan area was $814,900 (Zillow 2020). Between 2012 and 2016, 43 percent of all households were housing cost burdened, meaning 30 percent or more of the household monthly income was spent on housing and associated costs (HUD 2020). The high cost of housing is caused in part by the limited availability of housing in the plan area.

Washoe County is currently in the process of establishing standards and regulations for short-term rentals (also called STR's or Vacation Home Rentals [VHR's]) in the unincorporated portions of Washoe County, including the entire plan area. (Washoe County 2020). The county website provides information and updates on the draft standards for STR's, including a summary of previous public engagement activities, and upcoming actions. STR regulations, permits, and enforcement are being proposed through a separate and independent process at the county level, and are not addressed in or affected by the proposed Washoe County Tahoe Area Plan.

3.12.2 Discussion

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:

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

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 described in TRPA Code Chapters

ii) 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?

Beneficial. This potential effect is the same as those analyzed in the 2012 RPU EIS, and therefore this analysis tiers to and is consistent with the 2012 RPU EIS. The proposed Area Plan implements Regional Plan strategies that allow for increased residential height and density within existing Town Centers (which can improve the feasibility of affordable housing projects), and encourage the replacement of single-family homes in outlying areas with multi-family units in Town Centers (which are typically less expensive than single-family homes). The 2012 RPU EIS evaluated the effects of the Regional Plan strategies that would be implemented with the proposed Area Plan and found that they would have the potential to improve housing opportunities for lower income residents over the planning period of the Regional Plan (TRPA 2012a: 3.12-17).

The proposed Area Plan does not prohibit residential uses in any location where they are currently allowed. Future projects within the plan area would be subject to TRPA requirements for in-kind replacement housing equal to the number of displaced or removed residential units for the loss of low- or moderate-income housing (TRPA Code Section 39.2.3.B). The proposed Area Plan would also allow new residential care and nursing and personal care uses within the Ponderosa Ranch Regulatory Zone, and would increase the maximum allowable density for these uses in Town Centers. This could benefit lower and very-low income households to the extent that they utilize these facilities.

In addition, the proposed Area Plan includes the following goal, policies, and implementation actions to provide additional housing opportunities for the workforce in the plan area:

GOAL LU5: Provide housing opportunities for the workforce of Incline Village and Crystal Bay.

- Policy LU5-1: Harmonization: Housing shall be integrated into its neighborhood and harmonized with its surroundings through consideration of compatibility factors such as density, site planning, multi-modal infrastructure, and architecture.
- Policy LU5-2: Sierra Nevada College: Sierra Nevada College should provide student housing as part of any campus expansion plans.
- Policy LU5-3: Preferred Areas for Affordable and Employee Housing: The Crystal Bay Tourist, Incline Village Commercial, Ponderosa Ranch (Special Area), and Incline Village Residential regulatory zones are preferred areas for affordable, moderate, achievable and employee housing.
- Policy LU5-4: Incentives for Affordable and Workforce Housing: Washoe County should consider establishing additional incentives for affordable, moderate, achievable workforce housing in the planning area that would complement the incentives provided by TRPA.
    - Action LU-5: Public Outreach: Conduct public outreach regarding housing in the planning area. This can include short publications, public workshops, joint public events with TRPA, or websites. This effort should focus on understanding the workforce's and local residents' housing needs and ensuring that developers understand the affordable and workforce housing incentives available in the planning area.
    - Action LU-6: Workforce Housing Incentives: Develop land use policies that promote and incentivize workforce and affordable housing within close proximity to employment, main-line transit services, paths, and trails.

To the extent that these housing strategies are successfully implemented, these could reduce the number of existing residents that are housing cost burdened and/or increase the availability of housing for lower and very-low income households.

As described above, the proposed Area Plan would implement Regional Plan strategies that are expected to benefit affordable housing, would not reduce the amount of existing affordable housing, and would implement additional strategies to provide workforce housing. Therefore, this impact would be beneficial.

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

Beneficial. See the discussion in Section 3.12.2(a)(ii), above. This impact would be beneficial for the same reasons.

3.13 TRANSPORTATION/CIRCULATION

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
XIII. Transportation/Circulation. Will the proposal result in:				
a) Generation of 100 or more new Daily Vehicle Trip Ends (DVTE)?	☐	☐	☒	☐
b) Changes to existing parking facilities, or demand for new parking?	☐	☐	☒	☐
c) Substantial impact upon existing transportation systems, including highway, transit, bicycle or pedestrian facilities?	☐	☐	☒	☐
d) Alterations to present patterns of circulation or movement of people and/or goods?	☐	☐	☒	☐
e) Alterations to waterborne, rail or air traffic?	☐	☐	☒	☐
f) Increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	☐	☐	☒	☐

3.13.1 Environmental Setting

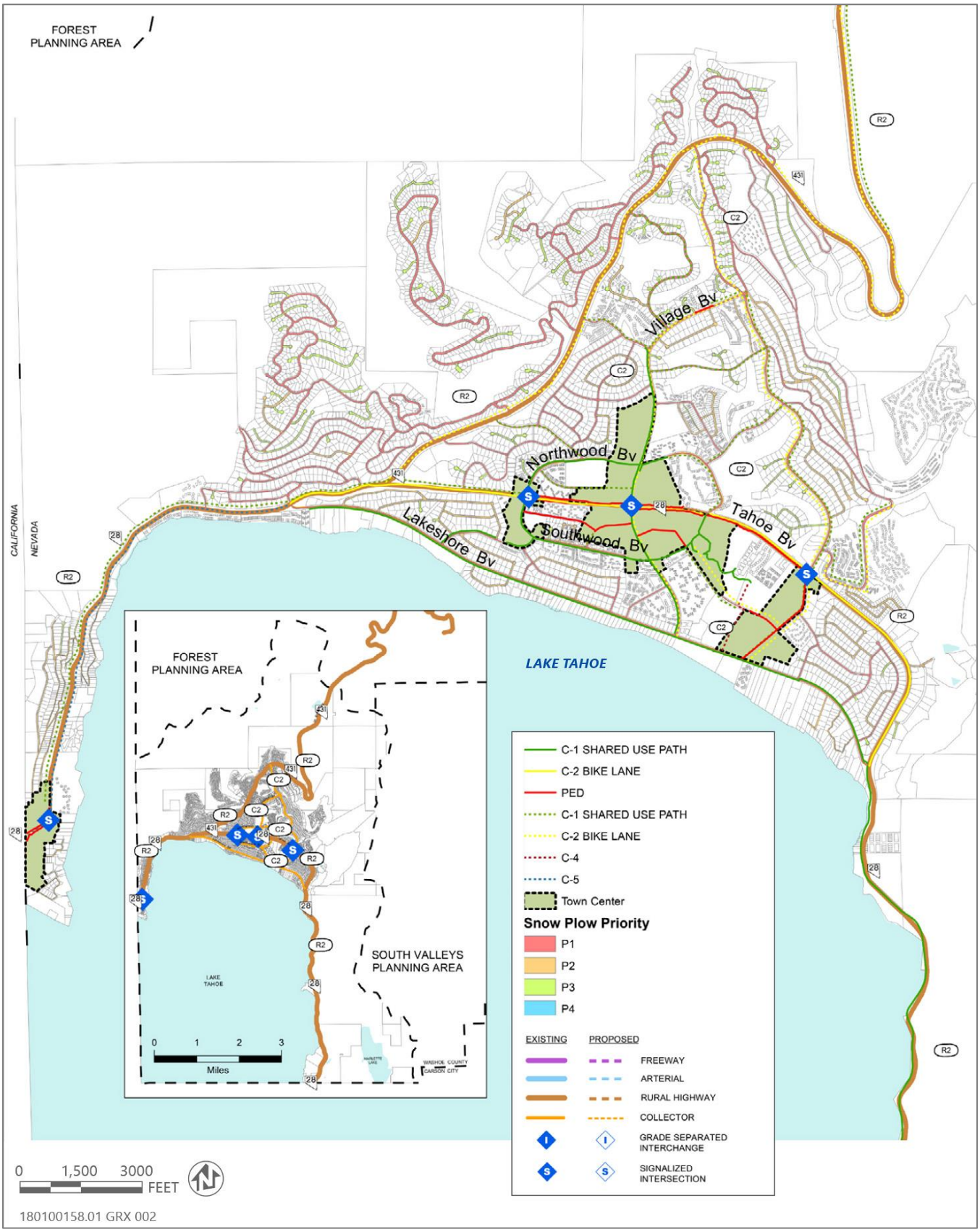
First, the existing key roadway network, transit facilities and services, and bicycle and pedestrian facilities within the study area are described. Next, the existing and projected 2040 roadway level of service (LOS) as presented in the Regional Transportation Plan is summarized for key roadway locations within the plan area.

Roadway Network

Most vehicular traffic in the plan area occurs on SR 431 and 28. SR 431 begins as a two-lane roadway at its intersection with SR 28 in Incline Village and continues to the northeast over Mount Rose Summit and down to Reno. SR 28 through Incline Village is a two-lane facility linking Incline Village to the North Lake Tahoe communities of Kings Beach and Tahoe City in California to the west, and to US 50 to the east. To the west of Incline Village, SR 28 terminates at the junction of SR 89 in Tahoe City, California. To the east, the highway turns south and continues along the east shore of Lake Tahoe to a terminus at US 50. a series of collector and local streets serving to connect the commercial, mixed use, and residential areas. Existing roads and other transportation infrastructure are identified on the Local Transportation System Map (Figure 3-1).

Existing Transit Conditions

The public and private transportation services available in the plan area includes the TART, the North Lake Tahoe Express, the East Shore Express, skier shuttles, and private hiking/biking shuttles. TART's Mainline route serves the North Shore and SR 28 in Incline Village as far east as Tunnel Creek (Bonanza Lot) at no cost to passengers. The North Lake Tahoe Express provides a year-round service to/from Reno Tahoe International Airport serving several different locations throughout North Lake Tahoe. The East Shore Express/Sand Harbor Shuttle, operated by Tahoe Transportation District (TTD), runs between Incline Village and Sand Harbor in the summer season. A free Community Ski Shuttle to Diamond Peak is provided with morning pick-ups in Incline Village plus mid-day pickups on weekends and during peak periods. In addition, the Hyatt Regency Ski Shuttle runs every half hour from the Hyatt to Diamond Peak. Finally, private mountain biking and hiking shuttle services are also available in the area.



Source: Washoe County 2019

Figure 3-1 Transportation Network

Existing Bicycle and Pedestrian Conditions

Shared use (Class I) paths are provided along Lakeshore Boulevard and parts of Southwood Boulevard, Village Boulevard, Northwood Boulevard, Mays Boulevard and Country Club Drive, and through the IVGID recreational areas (Figure 3-1). In addition, the Tahoe East Shore Trail is a 3-mile paved path that was recently constructed from Lakeshore Boulevard to Sand Harbor. Bike lanes (Class II) are provided along SR 28 within Incline Village. The SR 431 corridor within the Tahoe Basin is a designated bike route (Class III). Sidewalks are provided along SR 28 in the commercial areas.

Existing Traffic Volumes and Trends

The environmental analysis prepared for the 2017 Regional Transportation Plan (RTP) presents existing LOS, as of 2016, for several roadway segments in the plan area. It also projects future LOS for the same roadway segments in 2040, after complete build out of the Tahoe Region, including the plan area (TRPA 2017a: 3-53). The roadway segments within the plan area that are addressed in the RTP environmental analysis include SR 28 from Red Cedar Drive to West Lakeshore Blvd (west of Incline Village), SR 28 from Cal Neva Drive to Stateline Rd. (in the North Stateline Town Center), and SR 431 from SR 28 to 2nd Creek Drive (west of Incline Village). The 2016 and projected 2040 LOS after cumulative build-out of the Region are shown in Table 3-4.

Table 3-4 Existing and Projected 2040 Roadway LOS.

Roadway Segment	Baseline Conditions (2016)				2040			
	ADT	LOS	PM Peak Hour Volume	LOS	ADT Forecast	LOS	PM Peak Hour Forecast	LOS
SR 28 from Red Cedar Dr. to W. Lakeshore Blvd.	16,494	E	1,510	E	18,660	E	1,630	E
SR 28 from Cal Neva Dr. to Stateline Rd.	17,900	E	1,650	E	20,110	E*	1,790	E*
SR 431 from SR 28 to 2nd Creek Dr.	6,700	C or better	620	C or better	7,340	C or better	670	C or better

Source: Fehr & Peers 2016; TRPA 2017

*Currently unacceptable LOS E are degraded to a significant degree (v/c ratio increases by more than 0.05)

Existing Roadway Level of Service

The TRPA standards require that peak-period traffic flow not exceed the following:

- LOS C on rural recreational/scenic roads;
- LOS D on rural developed area roads;
- LOS D on urban developed area roads;
- LOS D for signalized intersections; and
- LOS E may be acceptable during peak periods in urban areas, not to exceed 4 hours per day.

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. While the Tahoe Regional Planning Compact looks to "reduce the dependency on the private automobile" 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. While TRPA does not have specific standards for roundabouts, the TRPA LOS standards for signalized intersections are assumed to apply to the roundabout worst movement. TRPA has no standards specific to unsignalized intersections.

3.13.2 Discussion

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

Less than significant. Impacts related vehicle trip generation within the plan area are very similar to those analyzed in the 2012 RPU EIS (TRPA 2012a) and the Initial Study/Initial Environmental Checklist prepared for the 2017 RTP (TRPA 2017a), and therefore the analysis is tiered from and consistent with these documents. The Regional Plan and RTP seek to promote a more compact land use pattern with walkable and bikeable Town Centers and reduced development in outlying areas and sensitive lands. Primary objectives of the proposed Area Plan are to implement the Regional Plan land use strategies, and to promote a comprehensive transportation network that is focused on transit, pedestrian, and non-motorized transportation opportunities consistent with the Regional Plan and RTP. Because the proposed Area Plan would not alter land use classifications or growth potential beyond those evaluated in the 2012 RPU EIS and 2017 RTP, the impacts of the proposed Area Plan would be consistent with those evaluated in the 2012 RPU EIS (TRPA 2012a pages 3.3-1 through 3.3-52) and the Initial Study/Initial Environmental Checklist prepared for the 2017 RTP (TRPA 2017a pages 3-48 through 3-59). The proposed Area Plan includes two changes that are different from those evaluated in the 2012 RPU EIS and 2017 RTP, which could affect vehicle trip generation. These changes are evaluated in greater detail below:

- changes in permissible uses at Ponderosa Ranch, and
- an increased density in Town Centers for residential care and nursing and personal care uses.

Ponderosa Ranch

The proposed Area Plan includes changes in permissible uses at Ponderosa Ranch Regulatory Zone, which is located along the east side of SR 28, in the southeast portion of Incline Village. The existing permissible uses for this area are listed in the *Ponderosa Ranch Community Plan* (TRPA and Washoe County 1996). The proposed changes for this area (Ponderosa Ranch Special Area #1) allow new residential uses (with a special use permit) including nursing and personal care, and residential care uses. These uses have lower traffic generation rates than the currently allowed employee housing use. The daily trip generation rate for a residential care facility is 2.03 trips per unit, which is much lower than that of multi-family units (5.44 to 7.32 trips per unit) (LSC 2020). Additionally, standard trip generation rates provided in the ITE *Trip Generation, 10th Edition* manual (Institute of Transportation Engineers 2017) indicate 2.50 daily trips per occupied unit in a continuing care retirement community or 2.93 daily trips per occupied bed in an assisted living facility.

These proposed uses also have lower PM peak-hour traffic generation rates than the currently allowed employee housing use. The standard weekday PM peak-hour trip generation rates provided in the ITE *Trip Generation, 10th Edition* manual for the various residential uses are as follows:

- Multi-family housing (low-rise): 0.52 trips per occupied unit
- Multi-family housing (mid-rise): 0.42 trips per occupied unit
- Congregate care/residential care: 0.17 trips per occupied unit
- Continuing care retirement community: 0.20 trips per occupied unit
- Assisted living facility: 0.29 trips per occupied bed

Given that the trip generation rates of the proposed residential uses are lower than that of the currently allowed uses, the proposed residential uses would not be expected to increase traffic generation compared to the existing permissible uses, as one assisted care residence would require a residential unit of use (RUU; i.e., a residential allocation or Residential Bonus Unit). That is, each additional residential care unit allowed at the proposed density would use a RUU that could otherwise be used for a multi-family residential unit in this location. Because the 2012 RPU EIS evaluated complete build-out of all residential units of use as single and multi-family residences, increasing the proportion of RUUs that are used for nursing and personal care or residential care uses would result in less trip generation than was analyzed in the RPU EIS.

The proposed Area Plan would also allow new commercial uses in Ponderosa Ranch Regulatory Zone, including professional offices and financial services. These two land use types have lower trip generation rates than many of the existing permissible uses (such as eating and drinking places and food and beverage retail sales). As such, the proposed commercial uses would not be expected to result in an increase in traffic generation compared to the existing permissible uses.

For these reasons, none of the changes in permissible uses in the Ponderosa Ranch Regulatory Zone would increase the potential traffic generation compared to the existing permissible uses, and they would not increase traffic generation beyond the levels analyzed in the 2012 RPU EIS and 2017 RTP.

Town Centers

The proposed Area Plan would increase the allowable density in Town Centers for residential care and nursing and personal care uses beyond the levels evaluated in the 2012 RPU EIS and 2017 RTP (from 25 person per acre to 40 persons per acre). These facilities would require an RUU for each room. Consequently, the proposal could result in more assisted care facilities and fewer multi-family residential units than could occur under the existing PASs and Community Plans. As described above, these uses generate fewer trips associated with each RUU, and therefore this change would not be expected to increase traffic generation compared to the existing permissible uses, and they would not increase traffic generation beyond the levels analyzed in the 2012 RPU EIS and 2017 RTP.

Vehicle Miles Traveled

VMT is a computed value which correlates to the extent of an area's reliance on the private automobile for trip-making. The TRPA TransCAD Travel Demand Model provides a forecast of the number of trips made on the highway network and the distance between trip origins and destinations for each trip purpose. Total VMT is the sum of all these trip lengths. TRPA's Threshold Evaluation Report (TRPA 2015) describes two air quality management threshold standards that relate to transportation facilities in the region: 1) the reduction in VMT by 10 percent from 1981 base year conditions to reduce nitrate deposition; and 2) the reduction in VMT by 10 percent from 1981 base year conditions to improve visibility. The VMT threshold is periodically updated whenever TRPA updates its transportation model. The most recent VMT threshold was calculated at 2,030,938 for a peak summer day, as indicated in the Regional Transportation Plan (TRPA 2017b), and the existing VMT in the Tahoe Basin over the course of a peak summer day is approximately 1,937,070. Based on the 2017 calculation (which in turn uses a 2014 base year), the daily VMT is "Meeting Target, Indicator Improving."

The TRPA's Guidance for Assessment of Vehicle Miles Traveled (VMT) Impacts of Projects in the Tahoe Basin (2019) establishes a methodology for determining the VMT impacts of projects proposed in the Tahoe Region, to provide consistency for applicants when developing environmental documents to meet TRPA requirements and to better align environmental analyses with the modeling tools used to generate the VMT threshold standard. The changes in the proposed Area Plan that could affect VMT are the same as those analyzed in the 2012 RPU, with the exception of the increased density allowed for residential care and nursing and personal care. As shown above, the total number of residential uses are limited by the number of RUUs and nursing and personal care uses generate fewer trips than other types of residential use. Therefore, there wouldn't be an increase in VMT beyond what was anticipated in the RPU EIS. Thus, the proposed Area Plan's effect on VMT within the Tahoe Region would not be expected to be substantially different than that anticipated in the 2012 RPU EIS.

Other Proposed Area Plan Policies and Actions

As described above, a primary goal of the proposed Area Plan is to promote a comprehensive transportation network that is focused on transit, pedestrian, and non-motorized transportation opportunities. To this end, the proposed Area Plan includes multiple strategies that would reduce traffic generation and VMT to the extent they are successfully implemented. These strategies include the following goals, policies, and implementation actions:

GOAL T1: Reduce private automobile use by promoting wise land use patterns and providing adequate services and infrastructure to facilitate alternative transportation.

- Policy T1-2: Alternative Transportation: Prioritize the connectivity of the community using bike paths, pedestrian paths, and multi-use trails. Where feasible and desirable, Washoe County will design trails to accommodate new transportation technologies, including electric bicycles and various non-motorized forms of transportation.
- Policy T1-3: Connect Town Centers: Town Centers should be connected to each other and with other commercial nodes with multiuse paths and by transit.
- Policy T1-4: Travel Demand Management: Seek opportunities for employer and visitor-based implement travel demand management strategies to reduce vehicle miles travelled (VMT).
    - Action T-1: Employer-Based Vehicle Trip Reduction: Work with TRPA and the Truckee-North Tahoe Transportation Management Association to develop and implement an employer-based vehicle trip reduction program targeting businesses with over 100 employees.

GOAL T2: Increase the safety of biking and walking by providing bicycle paths, pedestrian paths, and multi-use trails. Connect tourist, commercial, residential, and recreational land uses with bicycle and pedestrian paths.

- Policy T2-2: Public Path System: The public path network should be expanded, connecting the Incline Village Commercial and Incline Village Tourist regulatory zones. This network should also connect to the Incline Village Residential and Fairway regulatory zones, Ski Beach, and the golf course.
- Policy T2-3: On-Site Pathways: All new and remodeled projects in the Incline Village Commercial and Incline Village Tourist regulatory zones shall provide on-site pedestrian/bicycle facilities which provide on-site circulation and connect to the public path system. Landscaping, street furniture, and lighting should be included with the walkways (implemented through Development Code Section 110.220.40).
- Policy T2-4: Connections to Parking Areas and Between Uses: Walkways should be created which connect parking areas accessed from local streets to the shops, restaurants, and offices along State Route 28. Pedestrian connections between shopping areas and surrounding residential, tourist accommodation, and recreational uses should be provided. Development standards should specify what pedestrian and bicycle facilities should be provided at parking areas.
    - Action T-3: Plowing of Multi-Use Trails: Develop a plan for plowing sidewalks and multi-use trails. Plowing schedules should prioritize routes within Town Centers and high-traffic multi-use trails that connect Town Centers with residential and recreational areas.
- Policy T5-1: Increased Transit: Encourage TART to increase hours of operation and frequency of route circulation, and support public-private partnerships to provide new services.
- Policy T5-5: New and Expanded Transit Services: Work in coordination with TRPA, TART, the Truckee/North Tahoe TMA, Washoe County Regional Transportation Commission, and TTD to develop, maintain, and expand transit services.
    - Action T-4: Short-Range Transit Plan: Develop a short-range transit plan focused on the Incline Village and Crystal Bay areas.

The proposed Area Plan also identifies numerous specific physical or operational improvements to the transportation system (See Area Plan pages 3-18 through 3-23). These include 13 planned roadway network projects, 16 planned class I multi-use paths, five planned class II bike lanes, six planned transit facilities, and seven planned new transit services. The proposed Area Plan includes an anticipated time horizon, implementer, and funding source for each of the planned improvements (Area Plan Table 7.3).

Taken together, implementation of these goals, policies, implementation actions, and planned improvements could reduce future traffic generation and VMT by improving non-motorized transportation infrastructure, increasing transit service, and implementing other travel demand management strategies. To the extent that these strategies are successfully implemented, they have the potential to reduce traffic generation and VMT beyond the traffic and VMT reduction strategies evaluated in the 2012 RPU EIS and 2017 RTP. Thus, the actual traffic generation and VMT associated with the proposed Area Plan could be less than was evaluated in the 2012 RPU EIS and 2017 RTP.

Conclusion

The proposed Area Plan would not alter land use classifications or growth potential beyond those evaluated in the 2012 RPU EIS and 2017 RTP. Thus, the impacts of the proposed Area Plan would be largely consistent with those evaluated in the 2012 RPU EIS and 2017 RTP (TRPA 2012a, TRPA 2017a). The proposed Area Plan includes two changes that are different from those evaluated in the 2012 RPU EIS and 2017 RTP, which could affect vehicle trip generation. However, as described above, these changes would not increase the potential for traffic generation. As such, the proposed Area Plan would not be expected to result in any traffic operational impacts above and beyond those identified in the 2012 RPU EIS and 2017 RTP. In addition, the proposed Area Plan includes multiple strategies to reduce traffic generation and VMT, which could result in lesser impacts than described in the 2012 RPU EIS and 2017 RTP.

The 2012 RPU EIS evaluated the effects of build-out of all development authorized under the Regional Plan, including within the plan area, on roadway segment operations (TRPA 2012a pages 3.3-40 through 3.3-44). This analysis found that there would be no significant impacts to roadway operations within the plan area. The 2012 RPU EIS also evaluated effects on intersection operations (TRPA 2012a pages 3.3-44 through 3.3-46), which determined that build-out of the region would not result in significant impacts to intersection operations within the plan area. The 2012 RPU EIS concluded that there would be a significant impact on some roadway segment operations outside of the plan area. It included Mitigation Measure 3.3-1 to reduce the magnitude of impacts on LOS to a less-than-significant level. This mitigation require that TRPA develop and implement a program for the phased release of land use allocations in four-year cycles in conjunction with future updates of the Regional Plan and RTP, monitoring of LOS, and a suite of responsive measures, if monitoring indicates a decrease in LOS. The RPU EIS concluded that impacts on LOS were reduced to a less-than-significant level by Mitigation Measure 3.3-1 (TRPA 2012a: 3.3-44). This Mitigation Measure was incorporated into TRPA Code Section 50.4.3 and is being implemented.

As shown in Table 3-4, updated modeling conducted for the 2017 RTP indicates that one roadway segment in the plan area (SR 28 from Cal Neva Drive to Stateline Road) would operate at an unacceptable LOS in 2040 with full build-out of the Region. However, implementation of Mitigation Measure 3.3-from the RPU EIS (TRPA Code Section 50.4.3) would still apply to reduce this impact to a less-than-significant level. The policies, actions, and planned improvements described under the heading "Other Proposed Area Plan Policies and Actions", would ensure this Regional Plan mitigation measure is effective.

The effects of complete build-out of the region on VMT were evaluated on pages 3.3-47 through 3.3-49 of the RPU EIS. This analysis found that while VMT per capita would decrease with the Regional Plan, the VMT threshold could be exceeded by the year 2035. To mitigate this impact, the 2012 RPU EIS included a similar approach as described above, which required that TRPA develop and implement a program for the phased release of land use allocations followed by monitoring and forecasting of actual roadway traffic counts and VMT. Under this program, new CFA, TAUs, and residential allocations are only authorized for release by the TRPA Governing Board every four years, contingent upon demonstrating, through modeling and the use of actual traffic counts, that the VMT Threshold Standard will be maintained over the subsequent four-year period. This mitigation program has been adopted and is being implemented (TRPA Code Section 50.4.3), and it would continue to apply to the plan area with adoption of the proposed Area Plan.

Because the proposed Area Plan is consistent with the regional VMT reduction strategies included in the Regional Plan, and its traffic generation and VMT effects are equal to or less than those identified and analyzed in the 2012 RPU EIS and 2017 RTP this impact is less than significant.

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

Less than significant. The proposed Area Plan would carry forward existing parking standards in the Tahoe Area Plan Design Standards and Guidelines for the plan area with no change. Each future project would continue to be reviewed for consistency with those parking standards and would be reviewed through a project-specific environmental review (TRPA Code Chapter 3) to evaluate if the proposed project would degrade parking conditions. As with existing conditions, project specific mitigation measures would be required if a future project would significantly degrade parking conditions.

In addition, the proposed Area Plan includes new policies and an implementation action intended to improve existing parking congestion. These include the following:

- Policy T6-5: Parking Management: In cooperation with all affected parties, Washoe County and TRPA should develop and implement a parking management program for commercial and tourist uses. Coordination with Placer County will be necessary for the Crystal Bay Tourist regulatory zone. The plan should include such things as shared-use parking and parking hubs that promote a "park once" concept and the use of technology to maximize efficiency.
- Policy T6-6: Partnerships: Washoe County should partner with other public agencies and public-private partnerships to explore opportunities to plan, fund and develop mobility hubs, trailhead parking, and other parking facilities for all types of vehicles to help facilitate environmental enhancements and redevelopment opportunities, and to provide safe and efficient access to services and recreation opportunities.
- Policy T6-7: Trailhead Parking and Transit: Parking with pedestrian and bicycle connections should be required at all public trailheads unless technical or safety issues prevent construction. If it is determined that the parking facility cannot be adequately screened or buffered from adjacent residential properties, then parking requirements should be appropriately adjusted. Washoe County should promote transit service and non-motorized alternative transportation to popular trailheads to reduce parking demand, consistent with the Land Use and Transportation Element.
    - Action T-5: Parking Management Plan: Work with TRPA and the Truckee North Tahoe Transportation Management Association to develop and implement a comprehensive approach to parking management in the planning area.

To the extent that these policies and the implementation action are successfully implemented, they would improve parking conditions compared to existing conditions. Any future facilities or regulatory changes to implement these strategies would be evaluated at the time the characteristics of those facilities or regulatory changes are known to determine their effects on parking and to mitigate any significant impacts. The proposed Area Plan would have a less-than-significant impact on parking because it would not change parking standards, proposes strategies to improve existing parking conditions, and would contour to require project-level review of the parking impacts of future projects.

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

Less than significant. As described above in Section 3.13.2(a), the proposed Area Plan would not be expected to increase traffic generation compared to that which could occur under the existing PASs and Community Plans. Additionally, the proposed plan would generally improve transportation conditions for bicyclists and pedestrians through the actions described in Section 3.13.2(a) and by encouraging transit shelters (Policy T5-2), bus pullouts (Policy T5-3), bicycle racks and lockers (Policy T2-5), and through future transit and pedestrian/bicycle improvements described on proposed Area Plan pages 3-18 through 3-13. For these reasons, the proposed Area Plan would not substantially degrade existing transportation systems.

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

Less than significant. The proposed Area Plan supports a comprehensive network of Class I multi-use pathways connecting Town Centers with residential areas and recreational uses. At completion, this network would involve roughly 9.65 miles of Class-I multi-use pathways. This network is supplemented with Class II bicycle lanes, sidewalks, and trails. The Area Plan also envisions expansion of existing transit services and introduction of new services. These changes would beneficially alter present patterns of circulation consistent with Regional Plan and Regional Transportation Plan strategies. The proposed Area Plan not cause any additional alterations to present patterns of circulation or movement. All future projects that could alter circulation patterns would continue to be evaluated through a project-level environmental review (TRPA Code Chapter 3), which would assess and, if necessary, mitigate negative impacts on circulation. For these reasons, the impact would be less than significant.

e) Alterations to waterborne, rail or air traffic?

Less than significant. The proposed Area Plan does not involve any alterations to waterborne, rail, or air traffic. There are no railways or airports located in the plan area. The proposed Area Plan contains Goal T5: Improve and increase transit service and use, and Policy T5-New and Expanded Transit Services which expresses support for waterborne transit for general public transit use around the basin. The proposed Area Plan does not approve waterborne transit and any future waterborne transit would be subject to a project-level planning, design, and environmental review process. Thus, the impacts to waterborne, rail, or air traffic would be less than significant.

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

Less than significant. The proposed Area Plan does not include or approve specific transportation elements that inherently would increase the potential for hazard. Any individual projects would be subject to all applicable federal, state and local design standards. The proposed Area Plan would modify setback requirements for structures build on corner lots and parcels with at least a 20 percent slope (see Development Code Section 110.220.60). This change would allow buildings to be placed on the front property line, subject to limitations. In no case would a building be allowed within 60 feet of a roadway corner or 15 feet from the edge of pavement of an adjacent street. This change could allow certain buildings to be placed closer to the roadway. However, it would not create traffic hazards because it would maintain safe setbacks from roadways and pedestrian areas. There is no evidence to suggest that this change would result in unsafe parking or circulation movements and existing parking restrictions would continue to be enforced. For these reasons, the proposed Area Plan would have a less-then-significant impact on transportation hazards.

3.14 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?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks or other recreational facilities?	☐	☐	☒	☐
e) Maintenance of public facilities, including roads?	☐	☐	☒	☐
f) Other governmental services?	☐	☐	☒	☐

3.14.1 Environmental Setting

Fire Protection

NLTFPD provides fire protection services within the plan area. Mutual aid agreements between NLTFPD and the USDA Forest Service, Nevada Division of Forestry, Tahoe Douglas Fire Department, Kings Beach Fire Department, and the Truckee Meadows Fire Protection District augment fire protection response and coverage for the plan area (Washoe County 2019).

Police Protection

Police protection in the plan area is provided by the Washoe County Sheriff's Office. The Washoe County Sherriff operates a substation in Incline Village and assigns patrol units that cover the plan area. The Nevada Highway Patrol also dispatches patrols into the area from their Carson City Office (Washoe County 2019).

Schools

The Washoe County School District serves the plan area, and operates three schools: Incline Elementary, Middle, and High Schools. The service standard for schools in the area requires that a school be located within a 15-minute one-way travel time for students of elementary schools, 25 minutes one-way for middle schools, and 35 minutes one-way for high schools. Based on these standards, the plan area is adequately served.

Libraries

The Incline Village Library serves the entire plan area. The library is a part of the Washoe County library system and shares resources with 12 partner branches. In fiscal year 2018-2019, the Incline Village branch served 95,415 patrons, with demand for library services expected to grow (Washoe County 2019).

3.14.2 Discussion

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?

Less than significant. As described under Section 2.4.1, Growth Potential, in Chapter 2, Project Description, implementation of the proposed Area Plan would not make changes to the total number of residential allocations or

other development rights (e.g., CFA, TAUs) that would exceed the potential growth of what was analyzed in the 2012 RPU EIS. The long-term growth under the proposed Area Plan would be relatively small (approximately 4 percent as shown in Table 2.4-3 in Section 2.4.1). The potential effects on fire protection from additional development and population growth under the Regional Plan were analyzed under Impact 3.13-5 on pages 3.13-21 through 3.13-22 of the 2012 RPU EIS (TRPA 2012). This analysis found that any new construction could result in population increases that, depending upon location, could require improved or expanded facilities for fire protection, the construction of which 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 proposed Area Plan would continue to support achieving adequate fire protection service levels through implementation of Policy PSF1-5, which requires continued coordination with NLTFPD. No major fire protection facility expansions or relocations are anticipated. Additionally, future projects would be required to undergo project-level environmental review to analyze potential impacts, such as effects on provision of fire protection services, and identify any necessary mitigation to reduce significant impacts. For these reasons and because of the limited amount of growth anticipated, impacts from buildout of the proposed Area Plan on fire protection services would be less than significant.

b) Police protection?

Less than significant. See discussion in Section 3.14.2(a), above. The potential effects on police protection from additional development and population growth under the Regional Plan were analyzed under Impact 3.13-5 on pages 3.13-21 through 3.13-22 of the 2012 RPU EIS (TRPA 2012a). This analysis found that any new construction could result in population increases that, depending upon location, could require improved or expanded facilities for police protection, the construction of which 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 (i.e., approximately 4 percent growth) would not be changed from the potential growth allowed by the Regional Plan. The proposed Area Plan would continue to support achieving adequate police protection service levels through implementation of Policy PSF1-4, which supports providing law enforcement staffing levels to meet service demands. No major police protection facility expansions or relocations are anticipated. Additionally, future projects would be required to undergo project-level environmental review to analyze potential impacts, such as effects on provision of police protection services, and identify any necessary mitigation to reduce significant impacts. For these reasons, impacts from buildout of the proposed Area Plan on police protection services would be less than significant.

c) Schools?

Less than significant. See discussion in Section 3.14.2(a), above. The potential effects on school services from additional development and population growth under the Regional Plan were analyzed under Impact 3.13-5 on pages 3.13-21 through 3.13-22 of the 2012 RPU EIS (TRPA 2012a). This analysis found that any new construction could result in population increases that, depending upon location, could require improved or expanded facilities for school services and any associated construction activities 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 (i.e., approximately 4 percent growth as shown in Table 2.4-3 in Section 2.4.1) would not be changed from the potential growth allowed by the Regional Plan. Washoe County School District's records show that school enrollment in Incline Village is currently below capacity as of the 2018-2019 Count Day (Table 3-5), and projections for the area indicate that enrollment is expected to remain steady for the duration of the planning horizon.

Table 3-5 Washoe County School District 2018-2019 County Day Capacities.

School	2018-2019 Enrollment	Capacity	Percent Capacity
Incline Elementary School	310	661	47% of capacity
Incline Middle School	229	882	26% of capacity
Incline High School	297	575	52% of capacity

Source: Washoe County 2019

Given the limited growth potential of the proposed Area Plan, it is unlikely that the potential growth in student population that could occur plan area would result in the current schools exceeding capacity. Additionally, project developments are subject to a project-level environmental review of impacts on public facilities and government services, to analyze potential impacts and identify any necessary mitigation to reduce significant impacts. This impact would be less than significant.

d) Parks or other recreational facilities?

Less than significant. See discussion in Section 3.14.2(a), above. The potential effects on parks or other recreational facilities from additional development and population growth under the Regional Plan were analyzed under Impact 3.11-1 on pages 3.11-16 through 3.11-20 of the 2012 RPU EIS (TRPA 2012a). This analysis found that the increase in residents and visitors associated with the Regional Plan could be accommodated by existing facilities in the Tahoe region, or with expanded facilities and new facilities that are developed consistent with the Recreation and Land Use Elements of the Regional Plan. Analysis of projects against the threshold standards would minimize any project-related adverse environmental effects associated with increased demand for or use of recreation facilities attributed to an increase in population. Additionally, the goals and policies would ensure that demand for recreation facilities and opportunities in the Region are met. Ongoing improvements through various entities (i.e., USDA Forest Service, Nevada State Parks (State Parks), and private property owners) and programs (such as the Environmental Improvement Program [EIP]) and persons-at-one-time (PAOT) allocations, as needed, by TRPA would continue to expand and maintain these opportunities and ensure that capacity is available.

The proposed Area Plan would continue to expand and diversify recreational opportunities in the plan area through implementation of Goals R1 and R2 and associated policies. The proposed Area Plan also includes transportation strategies that would implement new bicycle and pedestrian trails (Policies T1-2, T1-3, T2-2, and T2-5), which would enhance recreational opportunities for residents and visitors. As with existing conditions, the proposed Area Plan would allow for increases in residential units and TAUs, increasing resident and tourist populations, and therefore incrementally increasing the demand for recreation facilities and uses that would be consistent with recreation demand anticipated by the Regional Plan. However, continued implementation of recreation goals and policies and implementation of new recreation projects from other programs (e.g., EIP) would reserve adequate capacity for recreation, and implementation of the proposed Area Plan would not reduce capacity of existing recreation facilities or opportunities or result in adverse physical effects on recreation facilities. For the reasons described herein, the proposed Area Plan would not have a substantial adverse physical impact on or result in the unanticipated need for parks and recreation facilities. This impact would be less than significant.

e) Maintenance of public facilities, including roads?

Less than significant. The proposed Area Plan includes Goal IM5 and associated implementing action (Action 5-1) to provide funding and financing to support long-term maintenance of both existing and proposed facilities under the Area Plan. Action 5-1 gives priority to funding certain improvements, including active transportation projects and EIP projects and other infrastructure intended to attain environmental thresholds. The development increase anticipated for the proposed Area Plan would be relatively small (approximately 4 percent as shown in Table 2-3 in Section 2.4.1) and would be consistent with the growth planned by the Regional Plan. Because of the small anticipated growth that would occur with the proposed Area Plan and goal and implementing action that would support funding long-term maintenance of public facilities in the plan area, the proposed Area Plan would not have an unplanned effect upon maintenance of public facilities, including roads.

f) Other governmental facilities?

Less than significant. The project area includes several governmental facilities including a USFS office, community center, post office, and library (see Map 6.1, Public Services and Facilities Plan, on page 6-5 of the proposed Area Plan). The growth anticipated for the proposed Area Plan would be relatively small (approximately 4 percent as shown in Table 2-3 in Section 2.4.1) and would be consistent with the growth planned by the Regional Plan. This amount of growth would not result in a substantial adverse effect on existing governmental facilities. Additionally, the proposed Area Plan includes Policy PSF1-2, which supports provision of library services and facilities comparable to those provided in Reno and Sparks, and consistent with local demographics and geography. For these reasons, the proposed Area Plan would not have an unplanned effect upon other governmental facilities. This impact would be less than significant.

3.15 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?	☐	☐	☒	☐
b) Substantial increase in demand upon existing sources of energy, or require the development of new sources of energy?	☐	☐	☒	☐

3.15.1 Environmental Setting

Energy sources including electricity and natural gas are used during the operation and use of development within the plan area to heat buildings, provide electricity and water supplies, and support transportation within the plan area. Energy sources resources, such as gasoline and diesel fuel are also used during construction activities to fuel equipment and vehicles. Electricity and natural gas service in the plan area are provided by NV Energy.

3.15.2 Discussion

a) Use of substantial amounts of fuel or energy?

Less than significant. 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 proposed Area Plan would not increase the potential for growth in the plan area beyond that which could occur under the existing PASs and Community Plans. Therefore, potential effects on the use of energy or fuel would be the same as those analyzed in the RPU EIS. The RPU EIS evaluated the effects of build-out of the entire Tahoe Region, including the plan area, on energy and fuel on page 5-3 and in support of the GHG and air quality analysis (TRPA 2012a: Appendix F). 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, TAUs. The proposed Area Plan 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, Basic Services) the entire area within the Plan Area is located in proximity to existing electric and gas infrastructure. Future projects requiring new or modified connections would be subject the requirements and fees of the applicable utility providers. The utility company's project that based on their forecasting and recent growth trends, the available capacity would far exceed the demand generated at build-out of the Regional Plan (TRPA 2012a, page 3.13-20). Furthermore, the proposed Area Plan includes a GHG reduction strategy (see Development Code Sections 110.220.415 and 110.220.20), which could reduce the long-term use of energy and fuel below the levels anticipated in the 2012 RPU EIS. As described in Section 3.13.2(a), the proposed Area Plan would not increase VMT beyond the level analyzed in the 2012 RPU EIS, thus the use of fuel and energy for transportation would be consistent with the analysis in the 2012 RPU EIS. In addition, future projects 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 would not result in the substantial use of fuel or energy.

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

Less than significant. See discussion in Section 3.15.2(a), above, that concludes that the available capacity for energy supply would far exceed the demand generated at build-out of the TRPA Regional Plan. Therefore, demand created by implementation of the proposed Area Plan would not exceed available capacity, or require the development of new sources of energy.

3.16 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?	☐	☐	☒	☐
b) Communication systems?	☐	☐	☒	☐
c) Utilize additional water which amount will exceed the maximum permitted capacity of the service provider?	☐	☐	☒	☐
d) Utilize additional sewage treatment capacity which amount will exceed the maximum permitted capacity of the sewage treatment provider?	☐	☐	☒	☐
e) Storm water drainage?	☐	☐	☒	☐
f) Solid waste and disposal?	☐	☐	☒	☐

3.16.1 Environmental Setting

Power and Natural Gas

Electricity and natural gas service are provided by NV Energy. NV Energy's service area includes 50,000 square miles in western, central, and northeastern Nevada and northeastern California, including the Lake Tahoe area. NV Energy provides service to approximately 2.4 million people throughout Nevada as well as a state tourist population exceeding 40 million annually (NV Energy 2011).

Communication Systems

Telecommunication services in the plan area are available from multiple providers including AT&T, Spectrum, EarthLink, Viasat, and HughesNet. These providers offer including data, voice, and video services.

Water Service

Water service for the plan area is provided by IVGID public works. 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 (Washoe County 2019).

Sanitary Sewer Service

The 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 to accommodate the communities at full build-out.

Stormwater

Storm water management infrastructure is of critical importance to protect and restore the water quality of Lake Tahoe. Storm water management systems (e.g., curbs and gutters, catch basins, storm drainpipes, culverts, ditches, and detention ponds) are the responsibility of all parties who have a right-of-way or drainage easement, or have graded development. The county, NDOT, and IVGID are responsible for stormwater infrastructure along their

respective roads and drainage easements, while private property owners are responsible for infiltrating runoff on their properties. Combined, this network of storm water infrastructure connects to provide drainage to the entire planning area. Approximately 72 percent of the parcels within the plan area include stormwater BMPs.

Solid Waste

Solid waste disposal in the plan area is provided by IVGID through a collection franchise agreement with Waste Management. Waste is transported to the Incline Village Transfer Station and ultimately to the Lockwood Regional Landfill. The most recent permit for the Lockwood Regional Landfill was issued by NDEP in December 2013. The permitted design summary indicates a total of 865.5 acres of Class I disposal area and 40 acres of Class III disposal area with a combined disposal capacity of 265 million cubic yards (NDEP 2013). As permitted, the remaining life of the landfill is 150 years. Currently, the landfill receives an average of 4,000 tons of solid waste each day, but this can vary depending on the season (Anderson, pers. comm., 2015).

3.16.2 Discussion

a) Power or natural gas?

Less than significant. 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. As described under Section 2.4.1, Growth Potential, in Chapter 2, Project Description, implementation of the proposed Area Plan would not make changes to the total number of residential allocations or other development rights (e.g., CFA, TAUs) that would exceed the potential growth of what was analyzed in the 2012 RPU EIS. The long-term growth under the proposed Area Plan would be relatively small (approximately 4 percent as shown in Table 2.4-3 in Section 2.4.1). The potential effects on power and natural gas from additional development and population growth under the Regional Plan were analyzed under Impact 3.13-4 on pages 3.13-20 through 3.13-21 of the 2012 RPU EIS (TRPA 2012a). As described in the 2012 RPU EIS, NV Energy projects that, based on their forecasting and recent growth trends in the Region, their existing capacity will substantially exceed the future demand that could be generated by potential development and re-development authorized by the Regional Plan. The proposed Area Plan would not authorize or result in growth that would exceed that which was analyzed in the 2012 RPU EIS, and thus the impacts of the proposed Area Plan would be less than significant.

b) Communication systems?

Less than significant. As described in Section 3.16.1, multiple telecommunication providers offer services within the plan area. The long-term growth under the proposed Area Plan would be relatively small (approximately 4 percent as shown in Table 2.4-3 in Section 2.4.1), and the proposed Area Plan would not substantially increase the capacity for tourism. Thus, it would be unlikely to exceed the capacity of existing service providers. In addition, the proposed Area Plan includes Policy PSF1-3 which states "*Establish and expand broadband internet service throughout the planning area. The county will participate in public, public-private, and inter-agency efforts to ensure widespread community access to internet services.*" Implementation of this policy would be expected to increase communication system capacity beyond existing levels. Therefore, this impact would be less than significant.

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

Less than significant. As described in Section 3.16.1, water service for the plan area is provided by IVGID public works. The Nevada side of the Tahoe Region has an allocation of 11,000 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 would be relatively small (approximately 4 percent as shown in Table 2.4-3 in Section 2.4.1). Because the IVGID currently has excess water supply capacity and the future growth in the plan area would be limited, the proposed Area Plan would not exceed the maximum permitted capacity of the service provider. Additionally, future projects in the plan area would be required under the

TRPA Code Section 32.4 to demonstrate sufficient supply, treatment capacity (as applicable), and conveyance capacity for clean water by the water purveyor.

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

Less than significant. As described in Section 3.16.1, the plan area is serviced by a community sewer system that is owned and operated by IVGID. The community sewer system was designed and built such that it could be expanded to accommodate the communities at full build-out. Because the proposed Area Plan would not increase the growth potential within the plan area beyond what could already occur under the existing PASs and Community Plans, it would not exceed the capacity of the sewage treatment provider. Additionally, future projects in the plan area would be required under the TRPA Code Section 32.4 to demonstrate sufficient conveyance and treatment capacity for wastewater. Therefore, the impact would be less than significant.

e) Storm water drainage?

Less than significant. See the discussion in Section 3.3.2(b), which describes how the proposed Area Plan would require and incorporate necessary stormwater drainage infrastructure, resulting in a less-than-significant impact.

f) Solid waste and disposal?

Less than significant. As described in Section 3.16.1, solid waste is disposed of at the Lockwood Regional Landfill. As permitted, the remaining life of the landfill is 150 years. Because the long-term growth under the proposed Area Plan would be relatively small (approximately 4 percent as shown in Table 2.4-3 in Section 2.4.1), it would not exceed the permitted capacity for solid waste disposal.

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3.17 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)?	☐	☐	☒	☐
b) Exposure of people to potential health hazards?	☐	☐	☒	☐

3.17.1 Environmental Setting

A variety of natural hazards have the potential to occur throughout the plan area including floods, landslides, earthquakes, avalanches, wildfires, and seiches (see Map 4.5, Potential Natural Hazards, on page 4-20 of the proposed Area Plan). Washoe County, through the adoption and implementation of building codes and development standards, maintains a robust proactive stance regarding the potential for natural hazards. In addition, Washoe County believes the best defense against natural hazards is information and the County actively seeks to provide residents and visitors with information about the potential for these hazards to occur. Washoe County operates a Vector-Borne Disease Prevention Program, which implements a number of mosquito abatement methods to control and prevent the spread of mosquitoes. The focus of this program is to eliminate protect the public's health and well-being through the prevention of human disease, discomfort, annoyance, and economic loss caused by vector species and vector-borne diseases agents, such as mosquitoes (Washoe County Environmental Health Services 2020). See "Emergency Response and Evacuations" under Section 3.10, Risk of Upset, for a discussion of applicable programs and management in Washoe County related to emergency evacuation.

3.17.2 Discussion

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

Less than significant. 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. See discussion in Section 3.10.2(a), Risk of Upset, which addresses the potential for the proposed Area Plan to result in release of hazardous substances to the environment. The proposed Area Plan does not propose policies or changes to existing policies that would affect the transport or use of hazardous materials in the region.

Infrastructure, restoration, or landscape projects could be implemented under the proposed Area Plan that would have the potential to create conditions conducive to breeding mosquitoes, which are potential vectors for diseases. Health hazards from vector-borne diseases are evaluated in the 2012 RPU EIS in Impact 3.14-3 on pages 3.14-15 through 3.14-16 (TRPA 2012a). This analysis found that by maintaining regulations that allow for fogging and spraying to reduce adult mosquito populations, effects on public health associated with mosquito-borne illnesses would be less than significant. The proposed Area Plan does not propose policies or changes to existing policies or regulations that would affect vector control programs or efforts. Additionally, future projects would be evaluated on a project-specific basis consistent with TRPA environmental review requirements (TRPA Code Chapter 3) and by Washoe County Environmental Health Services, as applicable, to identify potential environmental effects and implement mitigation measures, if necessary, to reduce those effects.

As with existing conditions implementation of the proposed Area Plan would result in new development and redevelopment in the plan area that would increase the number of residents and visitors in the plan area. The approximate amount of development that would occur with buildout of the proposed Area Plan would be approximately 4 percent over existing conditions (see Table 2.4-3), which would be the same amount of growth that

could occur without adoption of the proposed Area Plan. Because hazards such as wildfire, flooding, seismic hazards (e.g., earthquakes, avalanches, and seiches), and landslides have the potential to occur in the plan area, implementation of the proposed Area Plan could result in an increase in exposure of people to these hazards.

Effects related to wildfire hazards were previously analyzed in the 2012 RPU EIS under Impact 3.14-1 on pages 3.14-11 through 3.14-13 (TRPA 2012a). This analysis found that because future projects would be required to be consistent with Regional Plan requirements for fire safety as well as other applicable federal, state, regional, and local fire safety plans and 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 effect would be less than significant. Effects related to flood hazards were previously analyzed in the 2012 RPU EIS in Impact 3.14-2 on pages 3.14-13 through 3.14-14 (TRPA 2012a). This analysis found that because the Regional Plan (Policy NH-1.2) does not allow for development activities that would result in new flooding issues or allow for the exacerbation of existing flooding issues that would expose occupants and/or structures to flood hazards, the effect would be less than significant. Flooding issues are also addressed in Section 3.3.2(b) and (c). Effects related to seismic hazards, such as landslides, earthquakes, avalanches, and seiches, were previously analyzed under Impact 3.7-3 on pages 3.7-48 through 3.7-51 of the 2012 RPU EIS (TRPA 2012a). This analysis found that because construction projects in the Tahoe region must meet multiple requirements and regulations of TRPA, federal, state, and local agencies and development would be required to undergo site-specific geotechnical analysis (TRPA Code Section 33.4), and, if applicable, employ design standards that consider seismically active areas and comply with current building codes and local jurisdiction seismic standards, impacts related to seismic hazards would be less than significant.

The proposed Area Plan includes Policy C6-1, which requires Washoe County to inform applicants for development projects in the planning area if the proposed project is potentially at risk of experiencing wildfire, flood, avalanche, landslide, tsunami/seiche, or seismic hazards. The proposed Area Plan also includes Policy C6-2, which requires the use of building codes, development standards, the provision of pertinent information, or other appropriate means to mitigate potential risks associated with wildfire, flood, avalanche, landslide, tsunami/seiche, or seismic hazards. The proposed Area Plan also includes a map showing areas of potential hazards, including flooding, seismic, avalanche, wildfire, landslide, and tsunami/seiche hazards, visually portraying potential hazard zones where additional design, construction, and review requirements may be required. All future projects in the plan area would be required to comply with Washoe County codes and policies for development and building in areas prone to floods, earthquakes, avalanches, wildfire and other natural hazards. Development located in an identified potential hazard zone may be subject to additional design, construction, and review requirements as discussed in Development Code Section 110.220.125, "Natural Hazards," of the Area Wide Development Standards for the proposed Area Plan. Additionally, future projects would be evaluated on a project-specific basis consistent with TRPA environmental review requirements (TRPA Code Chapter 3) to identify potential environmental effects, such as exposure to hazards, and be reviewed for consistency with county, state, federal, and TRPA regulations.

For the reasons described herein, the proposed Area Plan would not create any health hazards and, because it includes policies and development requirements to protect future projects from potential health hazards, would not increase exposure of people to potential health hazards. This impact would be less than significant.

b) Exposure of people to potential health hazards?

Less than significant. See discussion under item 3.17.2(a), above, which concludes that the proposed Area Plan would not result in exposure of people to potential health hazards.

3.18 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?	☒	☐	☐	☐
b) Be visible from any public recreation area or TRPA designated bicycle trail?	☒	☐	☐	☐
c) Block or modify an existing view of Lake Tahoe or other scenic vista seen from a public road or other public area?	☐	☐	☒	☐
d) Be inconsistent with the height and design standards required by the applicable ordinance or Community Plan?	☐	☐	☒	☐
e) Be inconsistent with the TRPA Scenic Quality Improvement Program (SQIP) or Design Review Guidelines?	☐	☐	☒	☐

3.18.1 Environmental Setting

The plan area contains several travel routes and natural scenic features that are formally designated by TRPA as part of the Scenic Threshold Standards. The travel route threshold ratings track long-term, cumulative changes to two types of views: those seen from major roadways in the Region within urban, transitional, and natural landscapes (Roadway Travel Units); and those seen from Lake Tahoe looking landward (Shoreline Travel Units). Travel route ratings are used to assess the visual experience of traveling the Lake Tahoe Basin's major roads, including all state and federal highways. These roadways are separated into segments called travel units, each of which represents a continuous, two-directional viewshed of similar visual character. Travel route ratings consist of a numeric composite score that represents the relative scenic quality throughout the entire travel unit. Roadway travel unit ratings reflect six components: man-made features, physical distractions to driving along roadways, roadway characteristics, view of the Lake from the roadways, general landscape views from the roadways, and the variety of scenery from the roadways. Each component is rated from 1 (has a strong negative effect on scenic quality) to 5 (has a strong positive effect on scenic quality). A composite rating is obtained by summing the ratings of the six individual components. To be considered "in attainment" with the threshold standard, the current composite rating of each roadway travel unit must be at least 15.5 and equal to or greater than the original 1982 score. Shoreline travel units reach attainment at a score of 7.5 or higher and exceeds the original scenic score from 1982. Shoreline units are rated from 1 (has a strong negative effect on scenic quality) to 5 (has a strong positive effect on scenic quality) on three components: man-made features, background views, and variety of scenery from the shoreline travel unit. Numerical ratings are assigned for each characteristic every four years by a team of qualified scenic quality experts. The team also assess the out of attainment travel routes for TRPA's SQIP and provides suggestions for improving the route's score. The plan area includes the following scenic travel units (Table 3-6).

Table 3-6 Scenic Travel Routes within the Washoe County Tahoe Area Plan

Roadway Travel Unit (attainment status)1	Shoreline Travel Unit (attainment status)1
20D North Stateline Casino Core (N)	22 Brockway (N)
21 Stateline (N)	23 Crystal Bay (N)
22 Crystal Bay (N)	24 Sand Harbor (A)
23 Mt. Rose Highway (A)	25 Skunk Harbor (A)
24 Washoe Meadows (A)	
25 Ponderosa Area (N)	
26 Sand Harbor (A)	
27 Prey Meadow (A)	

1 N = Nonattainment of Threshold Standards, A = Attainment of Threshold Standards

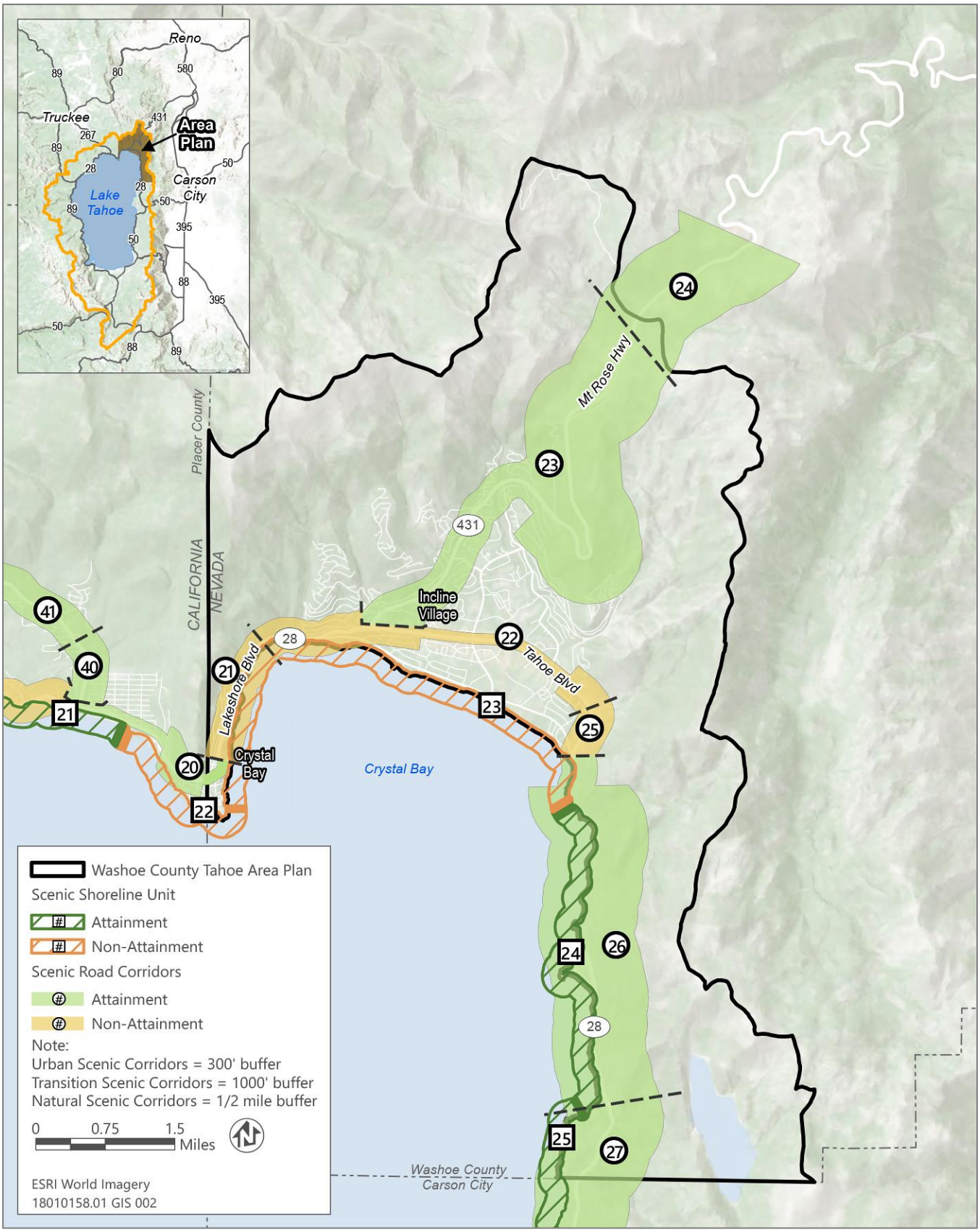
Source: TRPA 2019 scenic threshold monitoring data

The 2019 TRPA scenic threshold monitoring found six Scenic Travel Units in the project area to be out of attainment (Figure 3-2) Roadway Units 20D (North Stateline Casino Core), 21 (Stateline), 22 (Crystal Bay), 25 (Ponderosa Area), and Shoreline Units 23 (Crystal Bay) and 22 (Brockway). Roadway Unit 21 has had declined in visual quality over the years due to poorly located new structures, reduced views to landscape features from the road, and architectural color changes with a high contrast to the surrounding natural environment. Roadway Unit 22 has seen incremental gains over the years as a result of sidewalk and roadway improvements, but the unit remains in nonattainment. The Ponderosa Area (Roadway Unit 25) has seen both declines and improvements over the years as a result of substantial changes in roadway distractions and man-made features but overall remains in nonattainment. Shoreline Unit 22 (Brockway), which is mostly outside of the plan area has increased in scenic quality due to the repainting of the highly visible CalNeva resort but remains out of attainment. Shoreline Unit 23 (Crystal Bay) has improved in quality due to the redevelopment of contrasting development along the shoreline, but remains out of attainment.

3.18.2 Discussion

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

Less than significant. There are twelve TRPA designated Travel Units in the plan area (Figure 3-2). As with existing conditions, future development within the plan area would likely be visible from some or all of the Travel Units. The proposed Area Plan carries forward the existing Tahoe Area Plan Design Standards and Guidelines for the plan area with no change. These detailed standards and guidelines address visual screening, frontage improvements, site analysis to identify and protect scenic features, architectural design and articulation, maintenance of view corridors, view protection, visual magnitude of structures, vegetation preservation, appropriate materials, prohibited building height above the tree canopy, and landscaping. These design standards and guidelines are consistent with and exceed the design standards in TRPA Code Chapter 36. Because there would be no changes to the existing design standards and guidelines, the proposed Area Plan would not result in changes to the design or visual character of future structures proposed in the plan area.



Source: Data downloaded from TRPA in 2017 and Washoe County in 2019

Figure 3-2 Scenic Travel Unit Attainment

The proposed Area Plan would also increase maximum height and density standards in Town Centers consistent with the Regional Plan. The 2012 RPU EIS evaluated these effects in Impact 3.9-1 on pages 3.9-17 through 3.9-31 (TRPA 2012a). That analysis determined that these incentives would concentrate higher intensity uses in Town Centers and reduce coverage and development in sensitive lands and lands distant from the Town Centers. It noted that these areas targeted for redevelopment generally correspond to travel units that need additional scenic improvements, and greater redevelopment incentives are likely to result in a greater pace and degree of redevelopment activity, resulting in beneficial scenic impacts. However, it also determined that taller buildings could substantially increase visual mass and magnitude and result in impacts to scenic resource views, which would be potentially significant (TRPA 2012a: 3.9-17). To mitigate for potentially significant scenic impacts resulting from taller buildings in the Town Centers, the 2012 RPU EIS required that TRPA will apply the applicable Findings for Additional Building Height in TRPA Code Section 37.7. The 2012 RPU EIS determined that with implementation of that mitigation measure, additional height in Town Centers, up to the heights allowed under the Regional Plan, would result in a less than significant effect on scenic quality (TRPA 2012a: 3.9-31). TRPA has implemented that mitigation measure by adding a new Code Section 37.7.16, which requires that the following findings be made before approving three- or four-story buildings in Town Centers:

- When viewed from major arterials, scenic turnouts, public recreation areas, or the waters of Lake Tahoe from a distance of 300 feet, the additional height will not cause a building to extend above the forest canopy, when present, or a ridgeline. For height greater than that set forth in Table 37.4.1-1 for a 5:12 roof pitch, the additional height shall not increase the visual magnitude beyond that permitted for structures in the shoreland as set forth in subsection 66.3.7, Additional Visual Magnitude, or Appendix H, Visual Assessment Tool, of the Design Review Guidelines.
- With respect to that portion of the building that is permitted the additional height, the building has been designed to minimize interference with existing views within the area to the extent practicable.
- The portion of the building that is permitted additional building height is adequately screened, as seen from major arterials, the waters of lakes, and other public areas from which the building is frequently viewed. In determining the adequacy of screening, consideration shall be given to the degree to which a combination of the following features causes the building to blend or merge with the background.
    A. The horizontal distance from which the building is viewed;
    B. The extent of screening; and
    C. Proposed exterior colors and building materials
- When viewed from a TRPA scenic threshold travel route, the additional building height granted a building or structure shall not result in the net loss of views to a scenic resource identified in the 1982 Lake Tahoe Basin Scenic Resource Inventory. TRPA shall specify the method used to evaluate potential view loss.

These findings would apply to three- or four-story buildings proposed in Town Centers within the plan area (see Development Code Section 110.220.35.1). Thus, no taller building could be permitted, unless TRPA or Washoe County demonstrate that the above findings can be made. In addition, the proposed Area Plan includes requirements for height transition, which requires stepped-back third and fourth stories for buildings in Town Centers that are adjacent to parcels outside of Town Centers (see Development Code Section 110.220.35.2). This would reduce the visual prominence of taller buildings when viewed from adjacent areas. Because the additional height in Town Centers allowed by the proposed Area Plan is consistent with that analyzed in the 2012 RPU EIS and the required mitigation measures from the 2012 RPU EIS are incorporated into the proposed Area Plan, the proposed height limits would result in a less than significant effect on scenic quality.

The proposed Area Plan would also modify setback requirements for structures built on corner lots and parcels with at least a 20 percent slope (see Development Code Section 110.220.60). This change would allow buildings to be placed on the front property line, subject to limitations. In no case would a building be allowed within 60 feet of a roadway corner or 15 feet from the edge of pavement of an adjacent street. This change could allow certain buildings to be placed closer to the roadway. However, it would not degrade scenic conditions for the following reasons: 1) it would maintain adequate setbacks from public roadways and corners (60 and 15 feet, respectively), 2) it would only

apply to a limited number of corner and sloping lots, and 3) any proposed project along a designated scenic travel unit seeking to use the revised setback would be reviewed through a project-level environmental review and would only be approved if it can be demonstrated that the project would not degrade scenic conditions (see Development Code Section 110.220.105).

In addition to the design standards and guidelines and requirements described above, the proposed Area Plan also includes other strategies to improve scenic quality that are consistent with the SQIP. These strategies include the following goal, policies, and implementation actions:

GOAL C5: Improve and protect the scenic quality and tranquility of the planning area. Protect and enhance scenic views and vistas from public areas. Ensure noise levels remain within the established thresholds.

- Policy C5-2: Scenic Quality Improvement: Support and promote implementation of scenic quality improvement projects identified in the TRPA Scenic Quality Improvement Program. Prioritize scenic improvement projects within the shoreline and roadway travel units that are not in attainment of scenic thresholds pursuant to the most recent threshold evaluation.
- Policy C5-3: Restrict Landscape Modification: Explore the establishment of codes to further restrict the unnecessary removal or alteration of trees, boulders, and natural landscape materials, except as may be required for health, safety, or welfare.
- Policy C5-4: Scenic Quality of Entrypoints: Development standards shall maintain the high scenic quality of the primary entry points to the community including the North Stateline entry point, the State route 431 and State route 28 intersection entry point, and the Tahoe Boulevard and Tunnel Creel Road intersection entry point. Public and private development activity that may impact the scenic quality of these entry points shall conserve the overall scenic quality of the entry point by complying with the Tahoe Area Design Standards (Development Code Article 110.221 Tahoe Area Design Standards) and the State Route 28 Corridor Management Plan.
- Policy C5-5: Highway 28 East Shore Corridor: Outside of residential, mixed-use, and tourist regulatory zones, Highway 28 should be managed as a scenic corridor. Continue to manage the highway consistent with the State Route 28 Corridor Management Plan.
    - Action C-6: Overhead and Above-Ground Utilities: Evaluate the feasibility of establishing a special assessment district or other appropriate financing mechanism to implement undergrounding of utilities.
    - Action C-7: Crystal Bay Condominiums Screening: Work with the homeowners' associations for the condominium developments along the shoreline in the Crystal Bay Condominiums regulatory zone to determine an appropriate method of improving views from roadways and the lake. The objective of this effort is to blend the existing condominium structures into the shoreline as well as possible through color selection and landscaping.
    - Action C-9: Sign Regulation Enforcement: Evaluate options for enhancing enforcement of sign regulations
- Project T-11: East Shore Aesthetic Improvements: In compliance with the State Route 28 National Scenic Byway Corridor Plan, complete aesthetic improvements on State Route 28 along the east shore. Improvements should include simplified signage, use of wood and stone accents, improvement to rock cut scars, aesthetic railings, and cultural messaging.

To the extent that these strategies are successfully implemented, they would improve scenic quality within the plan area, contributing to the attainment and maintenance of scenic threshold standards.

As described above, the proposed Area Plan would not alter existing design standards and guidelines, would ensure that changes related to Town Center height and setbacks would not degrade scenic quality, and would implement additional strategies to improve scenic quality within the plan area. Furthermore, all future projects would be subject to subsequent project-level environmental review, permitting by TRPA and Washoe County, and site-specific mitigation measures, if necessary. Future projects could only be permitted if they can demonstrate they would not degrade scenic quality (see Development Code Section 110.220.105) For these reasons, the proposed Area Plan would have a less-than-significant effect on scenic resources.

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

Less than significant. See discussion in Section 3.18.2(a), above. 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.

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

Less than significant. The plan area composes a portion of the scenic vistas visible from SR 431 and SR 28. The project area also comprises of scenic vistas visible from Sand Harbor, the newly built East Shore Trail (from Incline Village to Sand Harbor), IVGID golf courses and beach facilities, and Diamond Peak Ski Area. See discussion in Section 3.18.2(a), above. For the same reasons described above, future projects within the plan area would not block or modify an existing view of Lake Tahoe or another scenic vista as seen from a public area.

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

No impact. See discussion in Section 3.18.2(a), above. As described above, the proposed Area Plan would implement height and density standards that are consistent with the Regional Plan, including applicable findings to prevent scenic degradation.

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

No impact. See discussion in Section 3.18.2(a), above. As described above, the proposed Area Plan includes goals, policies, and implementation actions that are consistent with and would implement the SQIP.

3.19 RECREATION

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

3.19.1 Environmental Setting

Three regulatory zones in the proposed Area Plan are within areas designated as a Recreation Land Use by TRPA (East Shore, Incline Meadows, and Incline Ski), however extensive outdoor recreation opportunities exist throughout the plan area (see Map 5.1, Recreational Opportunities Plan on page 5-11 of the proposed Area Plan). The majority of recreation infrastructure in the plan area is located within Incline Village. IVGID manages recreation facilities in the Incline Village area, including beaches, day-use areas, lakeside parks, and boat launch facilities (IVGID 2020, TRPA 2012). Other agencies who contribute to the development and management of recreational facilities within the plan area include the USFS, Nevada Division of State Lands, Nevada State Parks, TTD, NDOT, Friends of Incline Trails, Tahoe Area Mountain Biking Association, Tahoe Rim Trail Association, Tahoe Fund, and Washoe County.

Outdoor activities, such as snow and water sports, beach activities, golfing, hiking, walking, and bicycling are all common in the plan area. The upper elevations of the planning area, located mostly on National Forest land, are accessible to the public on a non-fee basis for activities such as hiking, mountain biking, and cross-country skiing.

A variety of recreation facilities exist within the plan area. The Lake Tahoe-Nevada State Park, including Sand Harbor, encompasses 13,700 acres of the Tahoe planning area. IVGID operates the Diamond Peak ski resort within the plan area, which is open to the public. IVGID also manages three beach facilities for the private use of property owners—Incline Beach, Ski Beach that includes a boat-launching ramp, and the Burnt Cedar Beach that includes a swimming pool. IVGID also operates two public golf courses, a tennis complex, three athletic fields, the Diamond Peak Ski Area, a disc golf course, a bike park, and a skateboard park. The Incline Village Recreation Center offers an indoor pool, gymnasium, aerobic/dance studio, fitness facility and childcare service.

Abundant walking, hiking, and biking trails are available in the plan area. These recreational opportunities include miles of paved trails, such as bike lanes along Tahoe Blvd and Lakeshore Blvd through Incline Village, and the Tahoe East Shore Trail—a shared use path along SR-28. A portion of the Tahoe East Shore Trail was recently completed, connecting the Ponderosa Ranch area with Sand Harbor. The completed segment is very popular, and once the entire trail is complete, it will offer non-vehicular access to the east shore of Lake Tahoe, including 11 miles of undeveloped shoreline, the longest stretch of undeveloped shoreline on the lake. It will also serve to improve the safety of those traveling through this corridor and incentivize non-vehicular travel. The plan area also includes numerous unpaved trails and trail heads, such as the popular Flume Trail and the Tahoe Rim Trail, that are popular for hiking, backpacking, mountain biking, and trail running. Map 5.2 in the proposed Area Plan shows the locations of trails and other recreational opportunities within the plan area.

TRPA has adopted two Recreation Thresholds as policy statements (i.e., qualitative standards). These thresholds address: 1) the quality of recreational experiences and access to recreational opportunities, and 2) the fair share distribution of recreation capacity. As of the 2015 Threshold Evaluation Report, both Recreation Threshold Standards were in attainment (TRPA 2015).

3.19.2 Discussion

a) Create additional demand for recreation facilities?

Less than significant. The proposed Area Plan updates and consolidates existing PASs and Community Plans and implements Regional Plan strategies to restore sensitive lands and concentrate redevelopment within walkable and bikeable Town Centers. As described in Section 2.4.1, Growth Potential, in Chapter 2, Project Description, the proposed Area Plan would not increase the potential for growth within the plan area beyond that which could already occur with the existing PASs and Community Plans. As with existing conditions, some level of new growth could occur within the plan area, which is estimated at approximately 4 percent growth over 20 or more years. As with existing conditions, future growth would result in additional demand for recreation facilities. Given the limited potential future growth, the demand for recreation facilities would not substantially increase.

The proposed Area Plan includes an overall strategy to support high-quality recreation opportunities. The proposed Area Plan "*seeks to promote new recreational opportunities while avoiding impacts to environmental thresholds and preserving of important habitats"* and specifies that *"Outdoor recreational uses should be developed based on demand and be consistent with environmental constraints and community character."* (proposed Area Plan page 5-5). Thus, the proposed Area Plan would seek to provide additional recreation capacity consistent with increases in demand.

The proposed Area Plan includes goals, policies, and proposed improvements that would provide additional recreation capacity consistent with demand. These include the following:

GOAL R1: Continue to expand and diversify recreational opportunities in the planning area.

- Policy R1-1: Local Parks and Recreational Facilities: Partner with IVGID to provide community recreational facilities and disperse Residential Construction Tax funds. Support implementation of the IVGID Community Services Master Plan to expand and diversify local parks, trails, and recreation facilities and programs; and promote and develop contemporary, market-driven recreation activities and amenities, including the employee infrastructure necessary to support those activities.
- Policy R1-3: Recreational Facilities in Residential Regulatory Zones: Encourage accessory recreational uses for areas with multi-family development, such as the Incline Village Residential regulatory zone.
- Policy R1-5: Sustainable Recreation Plan: Coordinate with TRPA, USFS, Nevada State Parks, and recreation providers to develop and implement a sustainable recreation plan for the Tahoe Region.
  - Project R-1: Improve Community Recreational Facilities: In compliance with the IVGID Facilities Master Plan, develop new recreational facilities and improve existing recreational facilities.
  - Project R-2: Improve Beach Facilities: In compliance with the IVGID Beaches Recreation Enhancement Opportunities Plan, develop improvements to beach facilities.
  - Project R-3: Neighborhood Parks: Establish one or more new neighborhood parks. Potential locations include the Crystal Bay area, Dorcey Drive area, and/or on Loma Court.
- Policy LU7-3: Year-Round Activities at Diamond Peak: Support the efforts of IVGID to establish and promote recreational opportunities at Diamond Peak outside the winter season with considerations to add or expand multi-modal transportation options.

In addition, the proposed Area Plan includes transportation policies that would benefit recreation quality and capacity by providing trailhead parking and transit (Policy T6-7), protecting and improving trail access (Policy T2-6), providing bicycle racks and lockers (Policy T2-5), providing connections between parking areas, recreational uses, and other

types of uses (Policy T2-4), expanding the public path system and requiring that all projects in the Incline Village Commercial and Tourist regulatory zones provide onsite paths that connect to the public path system (Policies T2-2 and T2-3), and connecting Town Centers with multi-use paths (Policy T1-3).

The proposed Area Plan does not authorize or approve any development, redevelopment, or recreation facility projects. Nor would it make any changes to the existing TRPA system of PAOTs, which regulates capacity for certain recreation facilities. As with existing conditions, future projects within the plan area would be reviewed through a project-level environmental review (TRPA Code Chapter 3), 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.

As described above, the future demand for recreation facilities would not substantially change with adoption of the proposed Area Plan and the proposed Area Plan includes appropriate strategies to provide additional recreation capacity consistent with demand. The proposed Area Plan does not approve any projects that would affect recreation demand or capacity and all future projects would be assessed for their impacts on recreation. For these reasons, the proposed Area Plan would not have a significant impact on demand for recreation facilities.

b) Create additional recreation capacity?

Less than significant. See the discussion in Section 3.19.2(a), above, which describes how the proposed Area Plan balances recreation demand and capacity. For the same reasons described above, the proposed Area Plan would have a less-than-significant impact on recreation capacity.

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

Less than significant. The proposed Area Plan does not approve changes to existing recreation facilities, which could create conflicts between existing recreation uses. The proposed Area Plan is consistent with applicable plans that guide existing and proposed recreation uses including the in process sustainable recreation plan for the Tahoe Region (see Policy R1-5), the IVGID Community Services Master Plan (see Policy R1-1), Diamond Peak Master Plan (see Policy R1-7), and the Active Transportation Plan (see Policy R1-4). It also provides policy direction to coordinate with federal and state agencies and TRPA to ensure that management plans for public lands consider effects on residents of the plan area and the quality of recreation activities (see Policy R1-8). The proposed Area Plan identifies specific proposed improvements to improve recreation opportunities consistent with these plans. Proposed improvements include improved community recreational facilities such as bocce courts, a dog park, an expanded recreation center, additional sports fields, skate park improvements, a seasonal ice rink and snow play area, and other park improvements. It also identifies proposed beach improvements such as improved beach access and pedestrian circulation, replacement or upgrade of restrooms and other facilities, and non-motorized watercraft storage. It also proposes one or more new neighborhood parks and acquiring land or easements for a public lake access trail in Crystal Bay. The proposed improvements are described on page 5-9 of the proposed Area Plan and the anticipated schedule, implementer, and funding is included in Table 7.3 of the proposed Area Plan.

The proposed Area Plan includes changes to permissible uses within the Ponderosa Rach Regulatory Zone (i.e., Ponderosa Ranch Special Area #1). This area includes existing recreation and recreation-dependent uses including the Tunnel Creek Café, Flume Trail Bikes, the recently completed trailhead for the East Shore Bike Trail, and the heavily used East Shore Trailhead parking lot. Table 3-7 displays the specific changes to permissible uses in the Ponderosa Ranch Regulatory Zone, which are proposed based on public input and requests from the property owner.

Table 3-7 Changes to Permissible Uses in the Ponderosa Ranch Regulatory Zone

Removed Permissible Uses	Added Permissible Uses
▶ Existing permissible uses removed: ▪ Food and beverage retail sales ▪ Outdoor amusements ▪ Vehicle storage and parking	▶ New residential uses allowed with a special use permit: ▪ Nursing and personal care ▪ Residential care ▶ New commercial uses allowed: ▪ Professional offices ▪ Financial services ▶ New commercial uses allowed, subject to special policies: ▪ Amusements and recreation services (limited to indoor movie theater, athletic clubs, and sauna/spa/hot tubs) ▪ Business support services (limited to blue printing, commercial art and design, and computer/IT support) ▪ Animal husbandry (limited to animal hospitals and veterinary offices) ▪ (see Development Code Section 110.220.165)

Source: compiled by Ascent Environmental 2019

The proposed changes would not conflict with existing recreational uses or cause existing uses to become nonconforming. One recreation-focused permissible use (Outdoor Amusements) would no longer be permissible in this area, however there are no currently plans for the development of outdoor amusements in this area. The site previously included an outdoor amusement use, however that use has been closed for several decades and the infrastructure has been removed. In addition, another recreation-focused permissible use would be added (Amusements and Recreation Services limited to indoor movie theater, athletic clubs, and sauna/spa/hot tubs). All other existing permissible recreation uses that would continue to be allowed in this area including Cross Country Ski Courses, Day Use Areas, Group Facilities, Outdoor Recreation Concessions, Riding and Hiking Trails, Rural Sports, Undeveloped Campgrounds, and Visitor Information Centers. Thus, these changes to permissible uses would not conflict with existing or planned recreation uses.

The proposed Area Plan would also change Day Use Areas from a special use to an allowable use in the Fairway Regulatory Zone. Day Use Areas include land or facilities to be used for outdoor recreation purposes such as regional and local parks, picnic sites, vista points, snow play areas, rafting facilities, and playgrounds (see TRPA Code Section 21.4 for a full definition). The Fairway Regulatory Zone already includes a golf course and cross-country ski uses. Day Use Areas are currently permissible as a special use in this area and would generally be consistent with the character of existing uses in this regulatory zone. This change would, therefore, not conflict with the existing recreation uses allowed in this regulatory zone.

Furthermore, future projects within the plan area would be evaluated through a project-level environmental review (TRPA Code Chapter 3), which would evaluate the potential for specific future projects to create conflicts between existing or planned recreation uses. If necessary, the project-level environmental review would identify mitigation measures to avoid or reduce potential conflicts.

For the reasons described above, the proposed Area Plan would not create conflicts between existing or proposed recreation uses.

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

Less than significant. See discussion in Sections 3.19.2(a) and (c), above. The proposed Area Plan would not rezone public lands or change any existing requirements for public access to any lake, waterway, or public lands. The proposed Area Plan also includes policies to protect and improve access to Lake Tahoe and public lands including the following:

- Policy R1-2 Lake Access: Enhance and improve access opportunities to Lake Tahoe and its shoreline by visitors and residents.

- Policy R1-6 Trail System: Access to existing trails will be protected and improved whenever possible. During the process of development review, Washoe County will request dedication of property or easements and require appropriate design standards when trail, pedestrian, and bicycle alignments have been identified that expand linkages within the Tahoe planning area or connect existing trails. Trail, pedestrian, and bicycle facilities identified in any relevant plan or map adopted by a public agency will be used to guide this policy, including the Tahoe Recreational Opportunities Map (Map 5.2), the Tahoe Local Transportation Network Map (Map 3.2), and the TRPA Active Transportation Plan (ATP).

For the reasons described above and in Sections 3.19.2(a) and (c), the proposed Area Plan would not result in a decrease or loss of public access to any lake, waterway, or public land.

3.20 ARCHAEOLOGICAL/HISTORICAL

ENVIRONMENTAL ISSUES	Yes	No, With Mitigation	No	Data Insufficient
XX. Archaeological/Historical.				
Would the project:				
a) Will the proposal result in an alteration of or adverse physical or aesthetic effect to a significant archaeological or historical site, structure, object or building?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c) Is the property associated with any historically significant events and/or sites or persons?	☐	☐	☒	☐
d) Does the proposal have the potential to cause a physical change which would affect unique ethnic cultural values?	☐	☐	☒	☐
e) Will the proposal restrict historic or pre-historic religious or sacred uses within the potential impact area?	☐	☐	☒	☐

3.20.1 Environmental Setting

History of the Plan Area

The plan area falls within the center of Washoe homeland. Lake Tahoe was both the spiritual and physical center of the Washoe world. The ethnographic record suggests that during the mild season, small groups traveled through high mountain valleys of the Tahoe Region collecting resources including edible and medicinal roots, seeds and marsh plants. In the higher elevations, men hunted large game and trapped smaller mammals. Lake Tahoe and its tributaries were important fisheries year-round. Suitable toolstone was quarried at various locales. The Washoe have a tradition of making long treks across the Sierran passes for the purpose of hunting, trading, and gathering acorns. While some Washoe trekked to distant places for desired resources, most groups circulated in the vicinity of their traditional habitation sites.

By the 1850s Euroamericans had permanently occupied the Washoe territory and changed traditional lifeways. Mining, lumbering, grazing, commercial fishing, tourism, and the growth of settlements disrupted traditional Indian relationships to the land. As hunting and gathering wild foods were no longer possible, the Washoe were forced into dependency upon the Euroamerican settlers. Beginning in 1917, however, the Washoe Tribe began acquiring back a small part of their traditional lands. The Washoe Tribe of California and Nevada remain as a recognized tribe by the U.S. government and have maintained an established land base. Its approximate 1,200 tribal members are governed by a tribal council that consists of members of the Carson, Dresslerville, Woodfords, and Reno-Sparks Indian colonies, as well as members from non-reservation areas.

The Washoe have not been completely displaced from their traditional lands. The contemporary Washoe have developed a Comprehensive Land Use Plan that includes goals of reestablishing a presence within the Tahoe Sierra and re-vitalizing Washoe cultural and cultural knowledge, including the harvest and care of traditional plant resources and the protection of traditional properties within the cultural landscape (TRPA 2012a.)

In 1844, John C. Frémont and his companion Charles Preuss recorded the first sighting of Lake Tahoe by a Euro-American. Later that same year, members of the westward-bound Stevens-Murphy-Townsend party were likely the first Euro-Americans to venture onto the shore of the lake. The California gold rush centered mainly in the Sierra Nevada foothills, and the subsequent Comstock Lode silver rush that occurred a decade later in Nevada, drew thousands of miners and entrepreneurs through the Tahoe Sierra on their way to the mining locales. During this period, the lake was known by various names, including Mountain Lake and Lake Bigler. It was officially designated Lake Tahoe in 1945. The proximity of the Tahoe Basin to the Mother Lode in California and the Comstock Lode in Nevada promoted related development in lumbering, grazing, transportation, market hunting and fishing, tourism, and urban development in the region to provide materials to meet the demand of those areas. In the early 1900s the plan area served as a recreational destination with several small resorts, which increased in size over time. The 1960 Olympics created a development boom in the Tahoe Region, although much of the plan area was developed later than other portions of the Tahoe Region.

Historic Resources

There are 15 historic TRPA-designated or eligible historic resources within the plan area (see Table 4.9, Recognized Historic and Cultural Resources, on page 4-19 of the proposed Area Plan). Three of these properties are listed on the National Register of Historic Places: Thunderbird Lodge (Whittle Lodge), Cal-Vada Lodge Hotel, and Withers Log House (TRPA 2012b). Within the plan area, 102 existing structures were built before 1960, and an estimate total of 1,591 structures are 50 years old or older (see Table 2.4, Structural Age, on page 2-6 of the proposed Area Plan).

3.20.2 Discussion

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

Less than significant. 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 effects on historic resources from build-out of the entire Tahoe Region, including the plan area, consistent with the Regional Plan in Impact 3.15-1 on pages 3.15-13 through 3.15-15 (TRPA 2012a). This analysis determined that 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, regulations and TRPA Code are in place to address protection of these resources.

The applicable TRPA protections include TRPA Code Section 33.3.7, 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 Code Section 67.3.1). 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 (TRPA Code Section 67.3.2). This standard also requires consultation with the Washoe Tribe 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 (Code Section 67.3.3). 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 a TRPA-approved resource protection plan (TRPA Code Section 67.3.4). Finally, upon discovery of a previously unknown site, object, district, structure or other resource, potentially meeting criteria designating it as a historic resource (as outlined in TRPA Code Section 67.6) TRPA shall consult with the applicable state historic preservation officer (SHPO), and with the Washoe Tribe if it is a Washoe site. In addition, the Washoe Tribe is a permanent member of the TRPA Advisory Planning Commission (APC), where a Washoe Tribe representative has the opportunity to review all projects that come before the APC. These protections would continue to apply with the proposed Area Plan (see Table 7.1, Implementing Measures in the Washoe County Development Code, on page 7-4 of the proposed Area Plan).

The proposed Area Plan would also not alter existing state and federal protections for historic or cultural resources. 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 so as 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. USFS, a primary landowner within the plan area, adheres to the NHPA in managing the public land under its jurisdiction. The USDA Forest Service consults with the Washoe Tribe, TRPA, and the Nevada SHPO, as appropriate. Additionally, the Lake Tahoe Basin Management Unit Forest Plan provides guidelines for historic and archaeological resource protection.

Additionally, the proposed Area Plan includes an additional goal and policies for the protection of historic and cultural resources as follows:

GOAL C3: Provide for the preservation of cultural and historic resources in public and private development projects.

- Policy C3-1: Historic Site Preservation: Encourage the preservation of the character of identified historic places.
- Policy C3-2: Adaptive Reuse of Historic Structures: Buildings or structures determined to be of historic significance are encouraged to be in keeping with the US Secretary of Interior Standards for the Treatment of Historic Properties.
- Policy C3-3: Cooperation: Cooperate and participate with state, federal and Native American agencies in the planning and preservation activities of those agencies related to cultural and historic resources. Coordinate with Native American agencies for county activities.

All future projects within the plan area would be evaluated through a project-level environmental review (TRPA Code Chapter 3), 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 the reasons described above, the proposed Area Plan is consistent with the analysis in the 2012 RPU EIS, which determined that impacts on historic resources would be less than significant (TRPA 2012a: 3.15-14).

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?

Less than significant. See discussion in Section 3.20.2(a), above. For the same reasons described above, this impact would be less than significant.

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

Less than significant. See discussion in Section 3.20.2(a), above. For the same reasons described above, this impact would be less than significant.

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

Less than significant. See discussion in Section 3.20.2(a), above. For the same reasons described above, this impact would be less than significant.

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

Less than significant. See discussion in Section 3.20.2(a), above. For the same reasons described above, this impact would be less than significant.

3.21 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?	☐	☐	☒	☐
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.)	☐	☐	☒	☐
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?)	☐	☐	☒	☐
d)	Does the project have environmental impacts which will cause substantial adverse effects on human being, either directly or indirectly?	☐	☐	☒	☐

3.21.1 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?

Less than significant. See the discussion in Sections 3.1 through 3.20, above, including the discussions related to vegetation, wildlife, and historic resources in sections 3.4, 3.5, and 3.20, respectively. For the reasons described in those sections, this impact would be less than significant.

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.)

Less than significant. 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 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 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?)

Less than significant. 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 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 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?

Less than significant. See the discussion in Sections 3.1 through 3.20, above, including the discussions related to risk of upset and human health in sections 3.10 and 3.17, respectively. For the reasons described in those sections, this impact would be less than significant.

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Appendix A

Deleted Policies Matrix

Policy Deletions and Rationales

ID	Policy	Topic	Rationale for Deletion
			INCLINE VILLAGE COMMERCIAL COMMUNITY PLAN
1	ICCP 1.3	Growth Management	**See General Response A**
2	ICCP 1.3.4	CFA Priority	**See General Response A**
3	ICCP 1.4	Resdidential Bonus Units	**See General Response A**
4	ICCP 1.4.1	RBU Eligibility	**See General Response E**
5	ICCP 4.1.1	Housing Study	**Obsolete language.** The Community Plan included general language supporting housing studies that were underway in the late 1990s. Today, Washoe County's Master Plan addresses housing on a countywide scale, including the administration of an affordable housing trust fund. Existing language in the Regional Plan and Master Plan are sufficient to support ongoing housing programs.
6	ICCP 4.1.5	Residential Bonus Units	**See General Response E**
7	ICCP 5.3	VMT Reduction	**See General Response B**
8	ICCP 5.3.1	Postal Home Delivery	**See General Response C**
9	ICCP 9.1.1	Pedestrian Corridor	**Redundant language.** The Community Plan promotes the establishment of a pedestrian corridor. Since that time, sidewalks have been installed along Tahoe Boulevard / Highway 28. The Area Plan calls for additional Class I multi-use pathways throughout the community, which will also promote the pedestrian corridor concept. With the incorporation of these projects, this language is no longer necessary.
10	ICCP 10.3.1	Improvement Projects	**Not a policy.** This text simply stated that existing improvements were recognized.
11	ICCP 10.3.2	Contribution	**Vague language.** The Community Plan states that all projects must contribute towards identified improvements. The amount or scope of contribution for each project is not identified. Historically, improvements have been achieved through on-site restoration activities or contribution towards a mitigation program when new development or redevelopment is proposed. The Area Plan proposes to continue using these existing procedures.
12	ICCP 12.1.1	New Public Buildings	**Obsolete language.** The proposed capital projects (e.g. county administrative building, elementary school, library expansion) have been completed.
13	ICCP 12.1.2	Home Mail Delivery	**See General Response C**
14	ICCP 13.1	Man-Modified Mitigation	**Redundant language.** The Community Plan includes language regarding mitigation for man-modified determinations. Existing language in the TRPA Code of Ordinances, Subsection 30.3.6 already addresses mitigation as part of man-modified determinations. The Area Plan proposes to rely on existing language in the Code of Ordinances.
15	ICCP 13.3	Mitigation within the CP	**No longer a best practice.** Existing language in the Community Plan calls for mitigation (e.g. water quality, air quality, etc.) to be accomplished within the community plan boundaries. This is no longer considered a best practice, as mitigation outside of the community plan may result in greater benefits. For example, sediment loading may be better mitigated by completed watershed restoration at the headwaters. The Area Plan proposes to delete this policy in favor of continuing TRPA's current approach to mitigation.
16	ICCP 13.5	CFA Reservation	**See General Response A**

ID	Policy	Topic	Rationale for Deletion
17	ICCP 13.6	ISTEA Funds	**Obsolete language.** This language restricted allocation of new development rights until ISTEA funds were awarded. This has since occurred.
18	ICCP 13.6.1	CFA Release	**Obsolete language.** This language acknowledges that ISTEA funds were rewarded. Since ICCP 13.6 is being deleted, this can be deleted as well.
19	ICCP 13.7	RBU Use	**See General Response E**
			INCLINE VILLAGE TOURIST COMMUNITY PLAN
20	ITCP 1.4	Growth Management	**See General Response A**
21	ITCP 1.5	Residential Bonus Units	**See General Response A**
22	ITCP 1.5.1	RBU Eligibility	**See General Response E**
23	ITCP 2.1.5	Non-Conforming Signs	**See General Response D**
24	ITCP 4.1.1	Housing Study	*See ICCP 4.1.1*
25	ITCP 4.1.4	Use of RBUs	**See General Response E**
26	ITCP 5.3	VMT Reduction	*See ICCP 5.3*
27	ITCP 9.3.1	Improvement Projects	*See ICCP 10.3.1*
28	ITCP 9.3.2	Contribution	*See ICCP 10.3.2*
29	ITCP 12.1	Man-Modified Mitigation	*See ICCP 13.1*
30	ITCP 12.3	Mitigation within the CP	*See ICCP 13.3*
31	ITCP 12.5	CFA Eligibility	*See ICCP 13.6*
32	ITCP 12.5.1	CFA Release	*See ICCP 13.6.1*
33	ITCP 12.6	Residential Bonus Units	**See General Response E**
			NEVADA NORTH STATELINE COMMUNITY PLAN
34	NNSCP 1.5	Additional CFA	**See General Response A**
35	NNSCP 1.6	Bonus TAUs	**See General Response A**
36	NNSCP 1.6.1	Mitigation within the CP	*See ICCP 13.3*
37	NNSCP 1.7	Residential Bonus Units	**See General Response A**
38	NNSCP 1.7.1	Mitigation within the CP	*See ICCP 13.3*
39	NNSCP 2.1.5	Signs	**See General Response D**
40	NNSCP 2.5.1	Historic Structure Review	**Redundant language.** The Community Plan specifies that assessment of historic resources should be conducted prior to demolition or removal of a structure. This is already required by TRPA Code of Ordinances Chapter 67. The Area Plan proposes to rely on Chapter 67 for required procedures prior to altering or demolishing structures over 50 years of age.
41	NNSCP 3.1	Increase Spending	**No longer in line with the community's vision.** The Community Plan establishes a goal of increased resident and visitor spending. The economic vision of the community, as articulated in the proposed Area Plan, now focuses on diversifying the economy and redeveloping Town Centers. This policy is proposed for deletion in favor of new language that articulates a more current economic vision.
42	NNSCP 3.1.1	CFA Allocation	**See General Response A**

ID	Policy	Topic	Rationale for Deletion
43	NNSCP 3.2.3	Marketing	**No longer in line with the community's vision.** The Community Plan establishes a goal of increased marketing for increased visitation. The Area Plan now proposes a shifted strategy for economic development. Instead of increasing tourism in general, the Area Plan seeks to diversify the local economy and spread visitation over the calendar year to reduce the seasonal boom-bust effects. Existing marketing programs already appear sufficient to attract interest in the region. Rather than marketing, emphasis should now shift to implementation of a more effective transportation system, development of cultural facilities, and special events during the shoulder seasons.
44	NNSCP 4.1.1	Housing Study	*See ICCP 4.1.1*
45	NNSCP 4.1.4	RBU Eligibility	**See General Response E**
46	NNSCP 4.1.6	Employer Contribution	*See ICCP 5.2*
47	NNSCP 5.2	VMT Reduction	**See General Response B**
48	NNSCP 5.2.1	Home Mail Delivery	**See General Response C**
49	NNSCP 5.2.2.v	Home Mail Delivery	**See General Response C**
50	NNSCP 10.1.1	Past Improvements	*See ICCP 10.3.2*
51	NNSCP 10.1.2	Contribution	*See ICCP 10.3.3*
52	NNSCP 11.4	Landscaped Open Space	**Obsolete language.** The mini-park that was envisioned for the North Stateline area was completed as part of the Boulder Bay project. It is known as Sierra Park at Boulder Bay and is managed by IVGID.
53	NNSCP 11.4.1	Mini-Park	*See NNSCP 11.4*
54	NNSCP 12.1.1	Fire Station Relocation	**Obsolete language.** The Community Plan called for the establishment of a local fire station. A fire station has since been constructed.
55	NNSCP 12.1.3	Home Mail Delivery	**See General Response C**
56	NNSCP 13.1	Man-Modified Mitigation	*See ICCP 13.2*
57	NNSCP 13.3	Mitigation within the CP	*See ICCP 13.4*
58	NNSCP 13.5	CFA Eligibility	*See ITCP 12.5*
59	NNSCP 13.6	RBU Eligibility	**See General Response E**

ID	Policy	Topic	Rationale for Deletion
			PONDEROSA RANCH COMMUNITY PLAN
60	PRCP 1.4	Additional CFA	*See ICCP 1.3.1*
61	PRCP 1.5.1	RBU Eligibility	**See General Response E**
62	PRCP 2.1.3	Signs	**See General Response D**
63	PRCP 2.1.9	Planting Area	**Obsolete language.** The Community Plan called for the establishment of a planting strip between Highway 28 and the Ponderosa Ranch amusment park. The amusement park is no longer in operation. The Area Plan now, instead, calls for a future planning process to establish proposed uses, design standards, and improvements in the Ponderosa Ranch area. Details, such as landscaped screening, will be addressed through that process.
64	PRCP 2.2.6	Signs	**See General Response D**
65	PRCP 4.1	Cooperative Housing Plan	**Obsolete language.** The Community Plan called for employee housing for the Ponderosa Ranch amusement park and Diamond Peak ski resort to be located in the Ponderosa Ranch area. The amusement park no longer operates. The Area Plan continues to identify the Ponderosa Ranch area as a preferred area for affordable and employee housing. The potential for IVGID employee housing on the site will be considered as part of the future planning process for Ponderosa Ranch, as identified in the Area Plan.
66	PRCP 4.3.1	Housing Study	*See ICCP 4.1.1*
67	PRCP 4.3.2	RBU Allocation	**See General Response E**
68	PRCP 5.3	VMT Reduction	**See General Response B**
69	PRCP 9.3.1	Past Improvements	*See ICCP 10.3.2*
70	PRCP 9.3.2	Contribution	*See ICCP 10.3.3*
71	PRCP 10.1	Private Recreation	**Obsolete language.** The Community Plan specified that a master plan should be done for private recreational facilites in the area (e.g. amusment park). Since the amusement park is no longer in operation, the Area Plan proposes a future planning process to consider proposed uses, design standards, and improvements in the area.
72	PRCP 11.3	Business Mail Delivery	**See General Response C**
73	PRCP 12.1	Man-Modified Mitigation	*See ICCP 13.1*
74	PRCP 12.3	Mitigation within the CP	*See ICCP 13.3*
75	PRCP 12.5	ISTEA Funds	*See ICCP 13.6*
76	PRCP 12.5.1	ISTEA Funds	*See ICCP 13.6.1*
			PLAN AREA STATEMENTS
			PAS 035 - CRYSTAL BAY CONDOMINIUMS
77	Special Policy 1	Neighborhood Commercial	**Redundant language.** This policy was deleted, because it restates an existing policy requiring that parcels be retrofitted with BMP devices.

ID	Policy	Topic	Rationale for Deletion
			PAS 037 - LAKEVIEW
78	Special Policy 1	Piers	**Redundant language.** This policy was deleted, because it restates an existing policy applicable in shorezones throughout the lake. An ordinance adopted in 2018 established a prioritization system for multi-use piers.
			PAS 046 - INCLINE VILLAGE RESIDENTIAL
79	Special Policy 3	Community Plan	**Obsolete language.** This policy called for consideration of this area as part of the development of a the Incline Village Commercial Community Plan. The plan was completed in 1996.
			PAS 047 - TUNNEL CREEK
80	Special Policy 4	Recreation	**Obsolete language.** This policy called for consideration of this area as part of the development of the Ponderosa Ranch Community Plan. The plan was completed in 1996.
			PAS 052 - INCLINE SKI
81	Special Policy 2	Incline Creek Diversion	**Redundant language.** The diversion in Incline Creek is already subject to state and federal regulations.
			PAS 053 - INCLINE LAKE
82	Special Policy 7	Scenic Roadway Unit	**Not a policy.** This text simply identifies which scenic unit the plan area is within.
			PAS 055 - EAST SHORE
83	Special Policy 4	Hidden Beach Improvements	**Obsolete language.** Restroooms were already constructed at Hidden Beach as part of the East Shore Multi-Use Trail project.

General Responses

A Deletion and Replacement of Growth Management Policies

Growth management policies were put in place to provide additional development rights to each community plan. These policies were deleted in favor of merging the development rights pools into a single countywide pool. Because the only additional development rights presently available are in pools reserved for areas outside of Town Centers, this action would make those rights available to be used within Town Centers. This provides further incentive to encourage environmentally beneficial redevelopment.

B Deletion of VMT Reduction Policies

Each community plans establishes a specific target for VMT reduction. These policies are being removed, as monitoring and implementing VMT reduction at a community plan level is infeasible. Additionally, TRPA is considering moving away from VMT as a threshold metric. The area plan instead proposes to reduce VMT at a larger scale by changing land use patterns. This includes encouraging pedestrian oriented mixed-use development in Town Centers and developing a robust transit system.

C Deletion of Home Mail Delivery Policies

ID	Policy	Topic	Rationale for Deletion

The prior community plans had policies calling for the establishement of home mail delivery service. This no longer aligns with the US Postal Service's vision. Additionally, TRPA and the county have no authority to require the postal service to expand service offerings. Please see General Response B for discussion on the area plan's general strategy to reduce vehicle miles travelled.

D **Deletion of Policies about Non-Conforming Signs**

The Area Plan proposes to remove policies concerning the amortization of non-conforming signs. In the past the TRPA Code of Ordinances had established an amortization schedule for these signs. The code was subsequently amended to remove the amortization program. Deleting these policies would be consistent with TRPA's current signage regulations.

E **Deletion of Residential Bonus Unit Eligibility Policies**

The Area Plan proposes to remove policies that restrict the use of Residential Bonus Units (RBUs). The language from the community plans, which dates to 1996, was based on the RBU program then in place. Since the Regional Plan Update in 2012, the use and allocation of RBUs is subject to different standards. Removing these policies, some of which are redundant and some of which are conflicting, would allow the TRPA Code of Ordinances to regulate RBU use, as is current practice.