

EXHIBIT A

TRPA Draft Regional Plan and Draft Code of Ordinances Language

Full length documents can be found at the TRPA website:

http://www.trpa.org/documents/rp_update/DEIS/2_Regional_Plan_Goals_&Policies_Tracked.pdf

http://www.trpa.org/documents/rp_update/Code_Update/Phase2/2_Draft_Code_Tracked.pdf

1. Airport Noise

Draft Plan

Policies N-1.1 and N-1.6

N-1.1. **UNLESS SUPERSEDED BY AN UPDATE TO THE 1986 AIRPORT MASTER PLAN, AN ORDINANCE AND ENFORCEMENT PROGRAM SHALL BE DEVELOPED TO PERMIT ONLY AIRCRAFT THAT MEET THE SINGLE EVENT NOISE THRESHOLDS TO USE THE AIRPORT.**

~~The 77.1 dBA single event threshold applies between the hours of 8:00 p.m. and 8:00 a.m.~~ The Airport Master Plan shall provide for implementation and enforcement of the single event noise thresholds for aircraft. ~~Review of the phasing schedule for the 80 dBA standard for aircraft arrivals shall be conducted at five year intervals, consistent with the airport master plan and the periodic threshold reviews.~~ TRPA and the City of South Lake Tahoe (owner/operator of the airport) will continue to analyze the airport's environmental impacts, the best available aircraft technologies, and the needs of the community to develop plans for threshold attainment with regard to airport operations.

N-1.6. **~~THE PLAN WILL PERMIT USES ONLY IF THEY ARE CONSISTENT WITH THE NOISE STANDARDS. NOISE MITIGATION MEASURES SOUND PROOFING PRACTICES MAY BE REQUIRED ON ALL STRUCTURES CONTAINING USES THAT WOULD OTHERWISE ADVERSELY IMPACT THE PRESCRIBED NOISE LEVELS.~~**

Ordinances shall ~~An ordinance~~ shall be adopted ~~to that~~ allows the Agency or local governments to review and resolve any existing and future problems of nuisances associated with a specific source of noise. ~~Theis~~ ordinances shall ~~would~~ allow the Agency or local governments to require that the impacts be mitigated either through voluntary compliance or through conditions of project approval.

Draft Code (None Referenced)

EXHIBIT B

DRAFT Environmental Impact Statement (DEIS) Mitigation Measures

Full length DEIS can be found at the TRPA website:

<http://www.trpa.org/default.aspx?tabindex=0&tabid=422>

Mitigation Measure 3.6-1:

Establish and Implement a Region-Wide Traffic Noise Mitigation Program.

Within 12 months of adoption of an updated Regional Plan, TRPA will coordinate implementation of a Regionwide traffic noise reduction program through TRPA approved plans, project-permitting, or projects/programs developed in coordination with local or other governments that will implement measures for reducing attaining and maintaining traffic noise levels to below applicable CNEL standards. Until that time, TRPA will continue its existing practice of requiring measures to be developed on a project-specific basis. Measures may include those required as conditions of approval for development projects and those to be implemented by TRPA to address cumulative, regional noise levels. Traffic noise mitigation measures will be implemented through local government and/or TRPA permitting activities. Such measures may include, but are not limited to, the following:

- Construction of barriers, berms, and/or acoustical shielding—Any barriers shall blend into the overall landscape and have an aesthetically pleasing appearance that is compatible with the color and character of the general area, and not become the dominant visual element of the community. Relocation of existing vegetation and/or landscaping may also be necessary to achieve an aesthetically pleasing appearance;
- Replacement of driveways that provide access from highways to individual buildings with a common access way that routes ingress and egress traffic to nearby intersections in order to reduce the number of gaps in barriers and berms;
- Planting of dense vegetation in key locations where noise absorption is needed;
- Use of noise-reducing pavement, including repaving existing roadways with noise-reducing pavement —All pavement must be suitable for the climate of the Tahoe Region, snow removal needs, and particulate matter standards;
- Reduction of speed limits and/or implementation of traffic-calming measures that slow travel speeds, if feasible and practical;
- Establishment of setback requirements for new development in specific areas exposed to highway noise;
- Realignment of segments of the highway, if feasible, to reduce noise-sensitive areas to exposure of traffic noise from that highway segment;
- Acquisition of additional right-of-way adjacent to specific roadway segments to remove existing noise-sensitive receptors, including existing residences;
- Establishment of programs to pay for noise reduction such as low-cost loans to owners of noise-affected property or establishment of developer fees;
- Noise-reducing acoustical treatment of existing buildings; and
- Additional measures that would, based on substantial evidence, reduce the number of vehicle trips associated with project operations, such as an employee carpool or van pool program, shuttle bus service for residents or tourists, parking fees, and bicycle amenities.

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Prior to adoption of the traffic noise reduction program, TRPA will continue to evaluate individual projects at the project level and enforce CNEL standards on a project-by-project basis pursuant to the noise limitations in Chapter 68 of the Code. For projects that do not require environmental documentation beyond a checklist, TRPA may apply general noise reduction measures in the twelve months preceding adoption of the Region-wide traffic noise reduction plan.

Mitigation Measure 3.6-2:

Develop and Implement a Best Construction Practices Policy for the Minimization of Exposure to Construction - Generated Noise and Ground Vibration.

Within 12 months of adoption of an updated Regional Plan, TRPA will coordinate implementation of a Best Construction Practices Policy for Minimization of Construction-Generated Noise and Ground Vibration through TRPA-approved plans, project permitting, or projects/programs developed in coordination with local or other governments. Until that time, TRPA will continue existing practice to require measures developed on a project-specific basis. The policy will require implementation of measures for the reduction of noise generated by demolition and construction activity in the Region. Where local ordinances already require Best Construction Practices for construction noise, no further action is necessary. Where local government ordinances do not adequately address Best Construction Practices, those practices will be implemented through local government and/or TRPA permitting activities. Measures for minimizing exposure to construction-generated noise may include, but are not limited to, the following:

- All construction equipment shall be equipped with properly operating mufflers and engine shrouds, in accordance with manufacturers' specifications.
- Equipment engine doors shall be kept closed during equipment operation.
- Inactive construction equipment shall not be left idling for prolonged periods of time (i.e., more than 5 minutes).
- Stationary equipment (e.g., power generators) and staging areas for other equipment shall be located at the maximum distance feasible from nearby noise-sensitive receptors.
- Trucks hauling materials and goods to and from the construction site shall only do so during active construction periods.
- Temporary sound barriers shall be installed along the boundaries of the construction site or surrounding stationary sources of noise (e.g. pumps or generators) to protect nearby noise-sensitive receptors, where feasible and applicable.
- All construction and demolition activity using heavy-duty, off-road equipment shall be performed between 8:00 a.m. and 6:30 p.m. Construction-generated noise is exempt from TRPA noise standards during these hours by TRPA Code Section 68.9. Noise-generating construction activity may occur during other times of the day if the resultant noise levels would not exceed TRPA noise standards. TRPA will require all project applications to include a construction noise reduction plan, specific to the proposed project that fully complies with those applicable measures identified in the Region-wide Best Construction Practices Policy.

Mitigation Measure 3.6-3:

Develop and Implement a Best Construction Practices Policy for the Minimization of Construction-Generated Noise and Ground Vibration.

The Best Construction Practices Policy for the Minimization of Construction Noise and Ground Vibration, which is required by Mitigation Measure 3.6-2, will also include measures to address vibration generated during

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construction and demolition activity. Measures required by the policy to reduce ground vibration may include, but are not limited to, the following:

- Sonic pile driving shall be performed instead of impact pile driving, where feasible;
- To further reduce pile-driving ground vibration impacts, holes shall be predrilled to the maximum feasible depth to reduce the number of blows required to seat the pile;
- All construction equipment on construction sites shall be operated as far away from vibration-sensitive sites as reasonably possible;
- No construction or demolition activity shall be performed that would expose an existing structure to levels of ground vibration that exceeds 0.20 in/sec PPV. The vibration control program shall include minimum setback requirements for different types of ground vibration producing activities (e.g., pile driving, blasting) for the purpose of preventing damage to nearby structures. Established setback requirements may be waived with a project-specific analysis conducted by a qualified specialist that indicates that no structural damage would occur at nearby buildings or structures.
- No construction or demolition activity shall be performed that would expose human activity in an existing building to levels of ground vibration that exceed FTA's 80 VdB standard. The vibration control program shall also include minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving, blasting) for the purpose of preventing negative human response. Established setback requirements may be waived with a project-specific analysis by a qualified specialist that indicates that the buildings would not be exposed to ground vibration levels in excess of 80 VdB, confirmed by monitoring. TRPA will only approve projects, plans, or programs that would comply with the requirements of the Best Construction Practices Policy.

Mitigation Measure 3.6-4:

Develop and Implement an Exterior Noise Policy for Mixed-Use Development.

Within 12 months of adoption of an updated Regional Plan, TRPA will coordinate implementation through TRPA approved plans, project-permitting, or projects/programs developed in coordination with local or other governments of an exterior noise standard, and related policies, for outdoor activity areas of mixed-use development. Until that time, TRPA will continue existing practice to require measures developed on a project-specific basis. Traffic noise mitigation measures will be implemented through local government and/or TRPA permitting activities. Development of the exterior noise standard will be based on health criteria for noise exposure and will take into account the following:

- Pertinent guidance provided by the California Governor's Office of Research and Planning (OPR 2003: p.253-254);
- Noise exposure standards established by local jurisdictions in the Region, including Douglas County Code 20.690.030, the Placer County General Plan (Placer County 1994: p. 139, 141), and the El Dorado County General Plan (El Dorado County 2004: p.116-117);
- The health-related effects of noise exposure;
- Any unique characteristics of the noise environment in the Region; and
- Proximity and access to quiet outdoor areas from community centers in the Region (e.g., undeveloped areas, areas zoned by TRPA for urban outdoor recreation, rural outdoor recreation, or wilderness and roadless). TRPA will not approve any proposed land use development project, plan, or program that would expose outdoor activity areas of residential and tourist accommodation uses to exterior noise levels that exceed the identified standard.

EXHIBIT C

Comments from Agencies, Organizations, Businesses and Individuals

Full comment letters can be read at the TRPA website, located at: <http://www.trpa.org/RPUEISComments/>

Agencies:

CA_Department of Transportation
City of South Lake Tahoe

Organizations:

Contractors Association of Truckee Tahoe
League to Save Lake Tahoe, Friends of the West Shore, Tahoe Area Sierra Club – Joint Comments.
Snowlands Network

Businesses:

None

Individuals:

None