

Appendix D

Land Use Consistency Table

APPENDIX D

GOALS AND POLICIES CONSISTENCY ANALYSIS

Table D1 identifies the TRPA Regional Plan goals and policies that are applicable to the SR 89/Fanny Bridge Community Revitalization Project and discusses the consistency of the alternatives under consideration with each policy. The analysis in this section is provided to help inform decision-makers. Please note that TRPA makes the formal determinations of consistency as a part of its project review.

The SR 89/Fanny Bridge Community Revitalization Project is also located within two Placer County planning areas, including within the Tahoe City Community Plan and plan area statement (PAS) 174 (64 Acre Tract). Table D2 below discusses the consistency of the SR 89/Fanny Bridge Project with relevant special policies in these planning documents. Placer County is responsible for making formal consistency determinations with its planning documents.

Table D1. TRPA Regional Plan Goals and Policies Consistency Analysis		
Regional Plan Goals and Policies	Consistency Determination	Rationale
Land Use Element		
Land Use		
Goal LU-2: Direct the amount and location of new land uses in conformance with the environmental threshold carrying capacities and the other goals of the Tahoe Regional Planning Agency Bi-state Compact.		
<i>Policy LU-2.7: Restoration and rehabilitation shall be a high priority for improving environmental quality and community character of areas designated for redirection but not included in a redevelopment plan.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	The redirection of development designation is designed primarily to improve environmental quality and community character by changing the direction of development or density through relocation of facilities and rehabilitation or restoration of existing structures and uses. The purpose of this designation is to reduce impervious coverage, restore natural environments, improve the efficiency of transportation systems, improve scenic quality, and provide high quality facilities for residents and visitors alike. PAS 174 includes a management strategy for redirection.
<i>Policy LU-2.9: Allowable land coverage in the Tahoe region shall be set forth in accordance with the land capability district classification methodology and district based land coverage limitations set forth in "The Land Capability Classification of the Lake Tahoe Basin, California-Nevada, a Guide for Planning, Bailey, 1974."</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	Alternatives 1, 2, 3, 4, 6, and 6a would result in additional land coverage resulting from the construction of a new bridge or widening and rehabilitation of the existing bridge. The changes in coverage would be limited to areas within land capability districts (LCDs) 1b and 5, and would be accordance with TRPA land coverage regulations and limitations (Chapter 30 of the TRPA Code). See Impact 4.5-4 in Section 4.5, Geology, Soils, Land Capability, and Coverage, for additional detail. Implementation of Alternative 5 would be a continuation of existing conditions and would not increase land coverage in the region.

Table D1. TRPA Regional Plan Goals and Policies Consistency Analysis		
Regional Plan Goals and Policies	Consistency Determination	Rationale
Goal LU-3: Provide to the greatest possible extent, within the constraints of the environmental threshold carrying capacities, a distribution of land use that ensures the social, economic, and environmental well-being of the region.		
<i>Policy LU-3.1: All persons shall have the opportunity to utilize and enjoy the region's natural resources and amenities.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Consistent Alt 6: Consistent Alt 6a: Consistent	Alternatives 1, 2, 3, 4, 6, and 6a would modify the existing SR 89/28 Wye. They would not restrict or otherwise inhibit the public's ability to enjoy natural resources and amenities in the project area. Implementation of Alternative 5 would be a continuation of existing conditions and would not affect the public's ability to enjoy natural resources and amenities in the project area.
Community Design		
Goal CD-1: Ensure preservation and enhancement of the natural features and qualities of the region, provide public access to scenic views, and enhance the quality of the built environment.		
<i>Policy CD-1.1: The scenic quality ratings established by the environmental thresholds shall be maintained or improved.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	Consequences for TRPA Environmental Threshold Carrying Capacities will be discussed as part of the findings made for the adopted alternative. Alternative 5 would be a continuation of existing conditions, and as such, would not affect scenic quality ratings.
Noise		
Goal N-2: Community noise equivalent levels shall be attained and maintained.		
<i>Policy N-2.1: Transmission of noise from the transportation corridors shall be reduced.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	Traffic noise levels would change in specific locations for all alternatives. For Alternatives 1 through 4, portions of the 64-Acre Tract would be exposed to traffic noise increases greater than 3 db CNEL where the TRPA standard of 55 dBA CNEL is already exceeded. For Alternatives 6 and 6A, areas along the existing segment of SR 89 would experience traffic noise increases where TRPA's land-based noise standard of 55 CNEL is exceeded under existing conditions. Mitigation presented in Section 4.10-3 would reduce impacts under 1, 2, 3, 4, 6, and 6a to a less-than - significant level, there by resulting in consistency with this policy. Under Alternative 5, some traffic noise level increases would occur, but they would be a continuation of existing conditions so this policy would not be applicable.

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Regional Plan Goals and Policies	Consistency Determination	Rationale
Natural Hazards		
Goal NH-1: Risks from natural hazards (e.g., flood, fire, avalanche, earthquake, seiche) will be minimized.		
<i>Policy NH-1.2: Prohibit additional development, grading, and filling of lands within the 100-year floodplain and in the area of wave run-up except for public recreation facilities, public service facilities, necessary crossings, restoration facilities, and as otherwise necessary to implement the goals and policies of the plan. Require all facilities located in the 100-year floodplain and area of wave run-up to be constructed and maintained to minimize impacts on the floodplain.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	<p>Alternatives 1, 2, 3, 4, 6, and 6a would require construction of some bridge components within the 100 year flood zone. Additionally, Alternatives 1, 2, 3, and 4 would locate a portion of a bike path within the 100 year flood zone. However, the project would comply with all LRWQCB and TRPA floodplain regulations and would be constructed to prevent damage from flooding and not cause flooding. Additionally, protocols are in place to close bicycle and pedestrian facilities in flood hazard areas during high water events in order to minimize the risk of flood related injury or death. Further, the project is exempt from the 100-year floodplain prohibition because it is a public service facility and a crossing over the Truckee River is necessary. Thus, Alternatives 1, 2, 3, 4, 6, and 6a would be consistent with 100-year floodplain requirements. See Impact 4.7-4 in Section 4.7, Hydrology and Water Quality, for additional information.</p> <p>Alternative 5 would be a continuation of existing conditions and, as such, would not result in new construction within the 100-year floodplain.</p>
Air Quality		
Goal AQ-1: Attain and maintain air quality in the region at levels that are healthy for humans and the ecosystem, achieve and maintain environmental thresholds and do not interfere with residents' and visitors' visual experience.		
<i>Policy AQ-1.1 Coordinate with other agencies and jurisdictions to reduce emissions, exposures, and health and environmental risks when developing and implementing programs, plans, and projects.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	<p>As discussed in Impact 4.2-1 in Section 4.2, Air Quality, Alternatives 1, 2, 3, 4, 6, and 6a are consistent with the 2013 FTIP, the 2035 RTP, and the SIP—multi-agency plans that aim to improve connectivity, reliability, travel times, and operations of public transportation, as well as increased mobility and safety of bicycles and pedestrians.</p> <p>The SR 89/Fanny Bridge Project is also a Lake Tahoe Environmental Improvement Program (EIP) project. The Lake Tahoe EIP is a partnership of federal, state, and local agencies, private interests, and the Washoe Tribe, created to protect and improve the extraordinary natural and recreational resources of the Lake Tahoe Basin. Reducing emissions, exposures, and health and environmental risks is one of the five EIP program areas.</p> <p>To facilitate on-going agency coordination at a project level a project delivery team (PDT)—comprised of multiple agencies and stakeholders—was established. The PDT meets regularly to discuss project planning issues, permitting needs, and project status.</p> <p>Alternative 5 would be a continuation of existing conditions and, as such, this policy does not apply.</p>
<i>Policy AQ-1.2: Reduce or limit sources of pollutants that degrade visibility.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent	As discussed under Impact 4.2-2 in Section 4.2, Air Quality, short-term construction-related emissions of PM ₁₀ and PM _{2.5} associated with Alternatives 1, 2, 3, 4, 6, and 6a would not exceed the mass emission thresholds established by the Placer County Air Pollution Control District (PCAPCD). In addition, fugitive PM ₁₀ and PM _{2.5} dust emissions would be minimized due to adherence to the dust control measures required by TRPA's Best Construction Practices Policy

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Regional Plan Goals and Policies	Consistency Determination	Rationale
	Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	for Construction Emissions and PCAPCD Rules 202 and 228. Moreover, the SR 89/Fanny Bridge Project would not result in new stationary sources of emissions, new vehicle trips, or increased operational levels of motor vehicle activity. In addition, because the project would be subject to dust control requirements and not include any open burning or the introduction of new wood-burning fireplaces or other wood-burning devices in the Lake Tahoe Air Basin, the SR 89/Fanny Bridge Project would not degrade visibility. Alternative 5 would be a continuation of existing conditions and, as such, would not affect visibility.
<i>Policy AQ-1.7: Promote the reduction of air quality impacts from construction and property maintenance activities in the region.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	Impact 4.2-2 in Section 4.2, Air Quality, discusses construction-related air quality impacts associated with Alternatives 1, 2, 3, 4, 6, and 6a. Project-related construction activities would require adherence to TRPA's Best Construction Practices Policy for Construction Emissions and PCAPCD Rules 202, 217, 218, and 228, which would reduce air quality impacts from construction in the region. Alternative 5 would be a continuation of existing conditions and, as such, would not affect air emissions in the region.
Water Quality		
Goal WQ-1: Federal, state, regional, local and private water quality management programs should be implemented in a coordinated manner to restore and maintain Lake Tahoe's unique transparency, color and clarity in accordance with environmental threshold carrying capacity standards.		
<i>Policy WQ-1.3: Require that development and other activities in the Lake Tahoe region mitigate anticipated water quality impacts.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	Section 4.7, Hydrology and Water Quality, describes that Alternatives 1, 2, 3, 4, 6, and 6a would involve implementation of BMPs and compliance with TRPA, LRWQCB, Placer County regulations that are expected to lessen or avoid the project's short-term and long-term water quality effects related to surface water quality, groundwater, stormwater runoff and drainage capacity, and floodplains that could otherwise lead to water quality impacts. Alternative 5 would be a continuation of existing conditions and, as such, would not affect water quality.
<i>Policy WQ-1.5: Support the Lake Tahoe total maximum daily load (TMDL) programs in California and Nevada and the TMDL pollutant/stormwater load reduction plans for each local government in the region.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	The project site is located in California. Because the project site is located outside of the Lake Tahoe Hydrologic Basin and runoff from the project site drains to the Truckee River Watershed, the project is subject to the Truckee River TMDL Program rather than the Lake Tahoe TMDL. As described in Impact 4.7-3 in Section 4.7, Hydrology and Water Quality, Alternatives 1, 2, 3, 4, 6, and 6a would be required to comply with the stringent requirements for stormwater and erosion control contained in the Lahontan Water Quality Control Plan, the Truckee River TMDL Program, and existing NPDES permits. Therefore, these action alternatives support the Truckee River TMDL pollutant/stormwater load reduction plans for the region. Alternative 5 would be a continuation of existing conditions and, as such, would not affect the TMDL pollutant/stormwater load reductions plans for the region.

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Regional Plan Goals and Policies	Consistency Determination	Rationale
Goal WQ-3: Reduce or eliminate non point sources of pollutants which affect, or potentially affect, water quality in the Tahoe region in a manner consistent with the Lake Tahoe TMDL, where applicable.		
<i>Policy WQ-3.1: Reduce loads of sediment, nitrogen, and phosphorus to Lake Tahoe; and meet water quality thresholds for tributary streams, surface runoff, and groundwater.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	See responses to Policies WQ-1.2 and WQ1.5, above.
<i>Policy WQ-3.6: All persons engaging in public road maintenance or snow disposal operations in the Tahoe region shall maintain roads and dispose of snow to minimize the discharge of deicers, fine particulates and other contaminants to stream environment zones, groundwater and surface-water in accordance with site criteria and management standards in the Best Management Practices Handbook.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Consistent Alt 6: Consistent Alt 6a: Consistent	Caltrans road maintenance and snow removal operations in the Lake Tahoe Basin currently comply with the TRPA BMP handbook. Although Alternatives 1 through 4 could result in changes to snow storage locations, there would be no changes to existing road maintenance and snow removal programs and policy. Alternatives 6 and 6a would have no effect on snow storage and Alternative 5 would be a continuation of existing conditions. Therefore, implementation of all project alternatives would be consistent with this policy
<i>Policy WQ-3.9: Restrict application of fertilizer within the Tahoe region to uses, areas, and practices identified in the code of ordinances and the best management practices handbook. Fertilizers shall not be used in or near stream and drainage channels, or in stream environment zones, including setbacks, and in shorezone areas except for maintenance of preexisting landscaping. Maintenance of preexisting landscaping shall be minimized in stream environment zones and adjusted or prohibited if found, through evaluation of continuing monitoring results, to be in violation of applicable water quality discharge and receiving water standards. Additionally, encourage the phase out through education and outreach of the sale and use of chemical fertilizer containing phosphorus for lawns in the region, with limited exceptions, by 2017.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	Revegetation of disturbed areas would be required with implementation of all of the action alternatives and would be conducted in accordance with the TRPA BMP Handbook. Use of fertilizers and organic matter amendments would be minimized or avoided; no fertilizer would be used near/in SEZ, drainages, or in shorezone areas. Thus, Alternatives 1, 2, 3, 4, 6, and 6a would be consistent with this policy. Alternative 5 would be a continuation of existing conditions and, as such, would not result in the use of fertilizers.

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<p>Policy WQ-3.10: Implement land use, transportation and air quality measures aimed at reducing airborne nitrogen emissions and entrained dust in the Tahoe region.</p>	<p>Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent</p>	<p>The VMT threshold addresses the potential for atmospheric deposition of nitrogen and particulate matter that could degrade the water quality in Lake Tahoe. In general, gaseous emissions of nitrogen compounds that could undergo atmospheric deposition are associated with combustion processes from automobiles and other sources. The indicator for TRPA’s VMT threshold states that there shall be a 10 percent reduction in VMT below the 1981 peak summer day levels. The Tahoe Region has been in compliance with this standard since 2007. The traffic analysis prepared for the SR 89/Fanny Bridge Project determined that the SR 89/Fanny Bridge Project would result in a small-to-moderate decrease in VMT, or no change to existing levels of VMT, on the area roadway network. Because the SR 89/Fanny Bridge Project is projected to contribute to a reduction in Region-wide VMT, it would not conflict with TRPA’s VMT threshold or result in increased levels of atmospheric deposition of nitrogen compounds. The reduction in VMT would also contribute to a corresponding reduction in entrained road dust. Consequences for TRPA Environmental Threshold Carrying Capacities will be discussed as part of the findings made for the adopted alternative.</p> <p>Alternative 5 would be a continuation of existing conditions and, as such, would not affect airborne nitrogen emissions and entrained road dust in the Tahoe region.</p>
<p>Policy WQ-3.11: Require all persons who own land and all public agencies which manage public lands in the Lake Tahoe region to install and maintain best management practices (BMPs) improvements in accordance with a bmp manual that shall be maintained and regularly updated by TRPA. BMP requirements shall protect vegetation from unnecessary damage; restore the disturbed soils and be consistent with fire defensible space requirements. As an alternative, area-wide water quality treatment facilities and funding mechanisms may be implemented in lieu of certain site specific BMPs where area-wide treatments can be shown to achieve equal to or greater water quality benefits.</p>	<p>Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent</p>	<p>As described in Section 4.7, Hydrology and Water Quality, Alternatives 1, 2, 3, 4, 6, and 6a would include implementation of TRPA-approved stormwater BMPs. Therefore, these alternatives would be consistent with Policy WQ-3.11.</p> <p>Alternative 5 would be a continuation of existing conditions. The existing BMP system is undersized and does not currently comply with this policy. Because no project would be implemented under Alternative 5, this policy is not applicable.</p>
<p>Policy WQ-3.12: Projects shall be required to meet TRPA BMP requirements as a condition of approval for all projects.</p> <p>A. New projects on undeveloped parcels shall require application and maintenance of temporary and permanent BMPs as a condition of project approval.</p> <p>B. Projects which expand structures or land coverage shall require application and maintenance</p>	<p>Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent</p>	<p>As described in Section 4.7, Hydrology and Water Quality, all of the action alternatives (Alternatives 1, 2, 3, 4, 6, and 6a) would be designed and constructed in accordance with the Lake Tahoe BMP Handbook.</p> <p>Alternative 5 would be a continuation of existing conditions and, as such, this policy does not apply. It should be noted that all parcels within the Tahoe Basin are required to implement BMPs in accordance with the Lake Tahoe BMP Handbook.</p>

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Regional Plan Goals and Policies	Consistency Determination	Rationale
<p>of temporary and permanent BMPs to the project area.</p> <p>C. Rehabilitation projects, other than minor utility projects, shall require the preparation of a plan and schedule for application and maintenance of</p>		
Transportation Element		
Goal T-2: Encourage bicycle and pedestrian usage as viable and significant modes of transportation at Lake Tahoe.		
<p>Policy T-2.2: Construct, upgrade, and maintain pedestrian and bicycle facilities consistent with the Lake Tahoe Region Bicycle and Pedestrian Plan.</p>	<p>Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Consistent Alt 6: Consistent Alt 6a: Consistent</p>	<p>The Lake Tahoe Bicycle and Pedestrian Plan is discussed in Section 4.9, Land Use and Planning. As described in Impact 4.9-1, the Lake Tahoe Bicycle and Pedestrian Plan includes bike paths through the project site, and realignment of the existing bike path or retention of the path in its current location would maintain the purpose of these facilities under all action alternatives.</p> <p>Alternative 5 would be a continuation of existing conditions and, as such, would not affect bicycle facilities or cause an inconsistency with the Lake Tahoe Bicycle and Pedestrian Plan.</p>
<p>Policy T-2.4: Design and site intersections and driveways where feasible to minimize impacts on public transportation, adjacent roadways and intersections, and bicycle and pedestrian facilities.</p>	<p>Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent</p>	<p>Alternatives 1, 2, 3, 4, 6, and 6a are proposed to improve existing issues associated with periodic gridlock and delays and transit ridership in the Tahoe City area. Sidewalks would be added for pedestrian use and existing bicycle paths would either be retained in their current location or realigned to provide improved conditions. Thus, design considerations associated with public transportation, roadways and intersections, and bicycle and pedestrian facilities are incorporated into the design of the action alternatives consistent with this policy.</p> <p>Alternative 5 would be a continuation of existing conditions and, as such, would not result affect public transportation, roadways and intersections, and bicycle and pedestrian facilities.</p>
Goal T-10: Upgrade regional roadways as necessary to improve safety and provide for a more efficient, integrated transportation system.		
<p>Policy T-10.1: Incorporate transit stops and bicycle and pedestrian facilities in roadway improvement projects.</p>	<p>Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent</p>	<p>Regarding bicycle and pedestrian facilities, please see discussion under Policy T-2.2, above. The action alternatives do not modify or add new transit stop, however, the study area contains the Tahoe City Transit Center. Access would remain available via roadways and trails.</p> <p>Alternative 5 would be a continuation of existing conditions and, as such, would not affect transit stops and bicycle and pedestrian facilities.</p>

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<p>Policy T-10.2: Use Transportation System Management (TSM) measures to improve the existing transportation system, while maintaining provision of bicycle and pedestrian facilities. TSM measures could include: dedicated turn lanes, intersection improvements, bicycle-activated signals, and roundabouts. Additionally, work with state departments of transportation (dot) and local transportation departments to improve signal synchronization.</p>	<p>Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent</p>	<p>Alternatives 1, 2, 3, 4, 6, and 6a are proposed to improve existing issues associated with periodic gridlock and delays and transit ridership in the Tahoe City area. The types of TSM measures described in Policy T-10.2 would be incorporated to a degree under each of the action alternatives.</p> <p>Alternative 5 would be a continuation of existing conditions and, as such, would not improve the existing transportation system. This policy is not applicable to Alternative 5.</p>
<p>Policy T-10.7: Level of service (los) criteria for the region's highway system and signalized intersections during peak periods shall be:</p> <ul style="list-style-type: none"> A. Level of service "C" on rural recreational/scenic roads. B. Level of service "D" on rural developed area roads. C. Level of service "D" on urban developed area roads. D. Level of service "D" for signalized intersections. E. Level of service "E" may be acceptable during peak periods in urban areas, not to exceed four hours per day. F. These vehicle LOS (level of service) 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. 	<p>Alt 1: Consistent Alt 2: Consistent (2018); Not Consistent (2038) Alt 3: Consistent (2018); Not Consistent (2038) Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent</p>	<p>The project would not generate additional vehicle trips that could affect intersection operations; rather, it would implement improvements to existing transportation infrastructure. Traffic operations for the intersections with proposed modifications in Alternatives 1 through 4 are projected to not provide acceptable intersection LOS at the Granlibakken Road/SR 89 intersection in 2018 and 2038. Mitigation Measures proposed in Section 4.15, "Traffic and Transportation," would reduce these impacts to a less-than-significant level under Alternative 1 and 4 for both 2018 and 2038 conditions. Alternatives 2 and 3 would result in a significant LOS impact at the west roundabout. Impacts under Alternatives 2 and 3 could only be reduced to less than significant levels in 2018, and would thus be consistent with this policy on opening day. Mitigation measures that would reduce LOS intersection impacts under Alternatives 2 and 3 in 2038 are not feasible; thus, Alternatives 2 and 3 would not be consistent with this policy in 2038.</p> <p>Because no project would be implemented, this policy is not applicable under Alternative 5.</p>

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Regional Plan Goals and Policies	Consistency Determination	Rationale
Conservation Element		
Vegetation		
Goal VEG-1: Provide for a wide mix and increased diversity of plant communities in the Tahoe region.		
<p><i>Policy VEG-1.5: Permanent disturbance or unnecessary alteration of natural vegetation associated with development activities shall not exceed the approved boundaries (or footprints) of the building, driveway, or parking structures, or that which is necessary to reduce the risk of fire or erosion.</i></p>	<p>Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent</p>	<p>Site plans for Alternatives 1, 2, 3, 4, 6, and 6a identify tree and vegetation removal proposed for the project. All action alternatives would be required to adhere to the final site plans, as approved by TRPA. These plans would include detailed descriptions of construction activities including tree removal and other disturbances to vegetation. Additionally, as described in Section 4.3, Biological Resources, Mitigation Measure 4.3-2A (Implement Vegetation Protection Measures and Revegetate Disturbed Areas) requires that: 1) vegetation will not be disturbed, injured or removed, except in accordance with the Code or conditions of Project approval; 2) all trees, major roots, and other vegetation, not specifically designated and approved for removal in connection with a project will be protected according to methods approved by TRPA; 3) all vegetation outside the construction site boundary, as well as other vegetation designated on the approved plans, will be protected by installing temporary fencing pursuant to TRPA Code subsections 33.6.9 and 33.6.10; and 4) areas outside the construction site boundary that sustain vegetation damage during construction will be revegetated according to a revegetation plan in accordance with TRPA Code Section 61.4. Therefore, all action alternatives would be consistent with this policy.</p> <p>Alternative 5 would be a continuation of existing conditions and would not result in permanent disturbance or unnecessary alteration of natural vegetation.</p>
<p><i>Policy VEG-1.8: Promote use of native, water-efficient, nutrient-efficient, fire-resistant and non-invasive vegetation in urban areas and during revegetation of disturbed sites.</i></p>	<p>Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent</p>	<p>Construction activities would include removal of existing pavement, vegetation removal, grading, excavation, and temporary stockpiling of soil. As described in Section 4.7, Hydrology and Water Quality, temporary disturbance areas (such as staging areas) would be stabilized and revegetated following construction as required by TRPA Code Section 61.4. Additionally, projects requiring revegetation must submit a revegetation plan that specifies the use of approved plant species and a schedule of the amount and method of application of any necessary fertilizers in accordance with TRPA Code Section 61.4.5. TRPA Code of Ordinances section 36.7 and the TRPA BMP Handbook (TRPA 2011) require that landscaped areas use native or adapted plant species that require little water and fertilizer and are appropriate for the site conditions. Because revegetation and landscaping under all action alternatives would be required to comply with these provisions as a condition of permit approval, project implementation would be consistent with this policy.</p> <p>Alternative 5 would be a continuation of existing conditions and would not result in new conditions that would be inconsistent with this policy.</p>

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<i>Policy VEG-1.9: All proposed actions shall consider the cumulative impact of vegetation removal with respect to plant diversity and abundance, wildlife habitat and movement, soil productivity and stability, and water quality and quantity.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	Section 5, Cumulative Impacts, considers the cumulative impacts on vegetation removal with respect to plant diversity and abundance, wildlife habitat and movement, soil productivity and stability, and water quality and quantity for the action alternatives. Alternative 5 would be a continuation of existing conditions and would not result in new conditions that would be inconsistent with this policy.
<i>Policy VEG-1.10: Work to eradicate and prevent the spread of invasive species.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	Impact 4.3-3 evaluates project effects related to the introduction and spread of invasive species. Implementing any of the action alternatives has the potential to introduce and spread noxious weeds and invasive species during project construction and post-construction revegetation activities. However, through implementation of Mitigation Measures 4.3-3A (Implement Invasive Plant Management Practices during Project Construction) and 4.3-3B (Implement Aquatic Invasive Species Management Practices during Project Construction), invasive plant and aquatic invasive species management practices would be implemented during project construction and the inadvertent introduction and spread of invasive plants or aquatic invasive species from project construction would be prevented. With these mitigation measures, potential impacts related to invasive species would be reduced to a less-than-significant level, and the project would not contribute substantially to the establishment and spread of noxious weeds and invasive species in the project region. Alternative 5 would be a continuation of existing conditions and would not result in new conditions that would be inconsistent with this policy.
Goal VEG-2: Provide for the protection, maintenance and restoration of such unique eco-systems as wetlands, meadows, and other riparian vegetation.		
<i>Policy VEG-2.1: Riparian plant communities shall be managed for the beneficial uses of passive recreation, groundwater recharge, and nutrient catchment, and as wildlife habitats.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	Project effects on riparian and other sensitive communities are addressed in Section 4.3, Biological Resources. Implementing the action alternatives would result in the loss of up to approximately 0.1–0.3 acres of deciduous riparian vegetation (riparian wetland), depending on alternative. Implementation of Mitigation Measure 4.3-2A (Implement Vegetation Protection Measures and Revegetate Disturbed Areas), Mitigation Measure 4.3-2B (Conduct Delineation of Waters of the United States and Obtain Authorization for Fill and Required Permits), and Mitigation Measure 4.3-2 C (Obtain and Comply with a Lake and Streambed Alteration Agreement; Compensate for Unavoidable Loss of Stream and Riparian Habitat) would minimize, avoid, and compensate for impacts to riparian and aquatic habitats. Specifically, these measures require that: 1) riparian habitat is avoided to the extent feasible; 2) any unavoidable losses would be compensated for in a manner that results in no net loss of riparian and aquatic habitats; and 3) project implementation is consistent with the aquatic and riparian habitat protection provisions of Fish and Game Code Section 1602. Consequences for TRPA Environmental Threshold Carrying Capacities will be discussed as part of the findings made for the adopted alternative. Alternative 5 would be a continuation of existing conditions and would not result in new conditions that would be inconsistent with this policy.

Table D1. TRPA Regional Plan Goals and Policies Consistency Analysis		
Regional Plan Goals and Policies	Consistency Determination	Rationale
<i>Policy VEG-2.2: Riparian plant communities shall be restored or expanded whenever and wherever possible. When complete restoration is not feasible, restoration programs shall focus on restoring the natural function of riparian areas to the greatest extent practical.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	Please refer to the discussion under Policy VEG-2.1, above.
Goal VEG-3: Conserve threatened, endangered, and sensitive plant species and uncommon plant communities of the Lake Tahoe region.		
<i>Policy VEG-3.1: Uncommon plant communities shall be identified and protected for their natural values.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	No uncommon plant communities occur on the project site. Consequences for TRPA Environmental Threshold Carrying Capacities will be discussed as part of the findings made for the adopted alternative. Alternative 5 would be a continuation of existing conditions and would not affect uncommon plant communities.
<i>Policy VEG-3.2: The population sites and critical habitat of all sensitive plant species in the Lake Tahoe region shall be identified and preserved.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	Impacts to special-status species and other sensitive biological resources are addressed in Section 4.3, Biological Resources. No sensitive plant species are known or expected to occur on the project site, or be affected by project implementation. Alternative 5 would be a continuation of existing conditions and would not affect sensitive plant species in the Lake Tahoe region.
Goal VEG-4: Provide for and increase the amount of late seral/old growth stands within the Lake Tahoe region.		
<i>Policy VEG-4.2: Stands not exhibiting late seral/old growth characteristics shall be managed to progress towards late seral/old growth.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	Under all action alternatives, tree and snag removal would be required to comply with TRPA's minimum standards for tree removal, as described in subsection 61.1.6 of the TRPA Code. Trees removed will be limited to those required for project construction and operation. Mitigation Measure 4.3-2A (Implement Vegetation Protection Measures and Revegetate Disturbed Areas) requires that all trees, major roots, and other vegetation not specifically designated and approved for removal in connection with the project will be protected according to methods approved by TRPA. All vegetation outside the construction site boundary, as well as other vegetation designated on the approved plans, will be protected by installing temporary fencing pursuant to subsections 33.6.9 and 33.6.10. Areas outside the construction site boundary that sustain vegetation damage during construction will be revegetated according to a revegetation plan in accordance with Section 61.4. Implementation of Mitigation Measure 4.1-1 (Prepare Tree Removal Plan) requires preparation of a tree removal plan that would comply with TRPA Code Section 61; this plan will incorporate TRPA's requirements for tree and other vegetation retention on the project site. Additionally, because the project site is already highly disturbed and fragmented by commercial/urban, recreational, and transportation

Table D1. TRPA Regional Plan Goals and Policies Consistency Analysis		
Regional Plan Goals and Policies	Consistency Determination	Rationale
		uses, its potential to support functional late seral/old growth stands in the future is very limited and would not be substantially affected by project implementation. Alternative 5 would be a continuation of existing conditions and would not affect any tree stands.
<i>Policy VEG-4.4: Retain large trees as a principal component of late seral/old growth ecosystems.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	None of the Jeffrey pine or white fir forest in the project area is considered late seral/old growth forest. Additionally, because the project site is already highly disturbed and fragmented by commercial/urban, recreational, and transportation uses, its potential to support functional late seral/old growth stands in the future is very limited and would not be substantially affected by project implementation. With limited exceptions, Code Section 61.1.4, Old Growth Enhancement and Protection, prohibits the removal of trees greater than 24 and 30 inches dbh in eastside and westside forest types, respectively. However, trees larger than 30 inches dbh in westside forest types and larger than 24 inches dbh in eastside forest types may be removed for EIP projects (such as the SR 89/Fanny Bridge Project) if TRPA finds there is no other reasonable alternative. Under all action alternatives, any large trees removed will be limited to those necessary for construction and operation of this EIP project, and would be subject to TRPA approval. Additionally, implementation of Mitigation Measure 4.1-1 (Prepare Tree Removal Plan) requires preparation of a tree removal plan that would comply with TRPA Code Section 61; this plan will incorporate TRPA's requirements for tree and other vegetation retention on the project site. Alternative 5 would be a continuation of existing conditions and would not result in new conditions that would be inconsistent with this policy.
<i>Policy VEG-4.5: Retain trees of medium and small size sufficient to provide for large tree recruitment over time, and to provide structural diversity. Preferably, these trees will be the most vigorous in the stand using one of the standard tree classifications. In addition, species composition should be key consideration in tree retention.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	Please see the rationale provided for the consistency determination for Goal VEG-4, Policy VEG-4.2, above. The same rationale applies to this policy.

Table D1. TRPA Regional Plan Goals and Policies Consistency Analysis		
Regional Plan Goals and Policies	Consistency Determination	Rationale
Goal VEG-5: The appropriate stocking level and distribution of snags and coarse woody debris shall be retained in the regions forests to provide habitat for organisms that depend on such features and to perpetuate natural ecological processes.		
<i>Policy VEG-5.1: Allow for a sufficient number and an appropriate distribution of snags throughout the region's forests to provide and maintain habitat for species dependent on such features.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	As described in Section 4.3, Biological Resources, standing dead trees (snags) are limited on the project site; therefore, no substantial removal of snags under any of the action alternatives is expected. Under all action alternatives, tree and snag removal would be required to comply with TRPA's minimum standards for tree removal, as described in Subsection 61.1.6 of the TRPA Code. These standards include retaining snags for wildlife habitat in accordance with specifications provided in subsection 62.3.4. Additionally, implementation of Mitigation Measure 4.1-1 (Prepare Tree Removal Plan) requires preparation of a tree removal plan that would comply with TRPA Code Section 61. As required by Subsection 62.3.4 of the TRPA Code, the tree removal plan would include provisions for the protection of snags suitable for wildlife habitat as a condition of approval. Alternative 5 would be a continuation of existing conditions and would not affect snags in the region's forests.
<i>Policy VEG-5.2: Allow for an appropriate amount, level and distribution of coarse woody debris (downed woody material) throughout the region's forests to maintain biological integrity, to stabilize soil, and to afford a reasonable level of fire safety.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	As described in Section 4.3, Biological Resources, the project site is highly disturbed by and managed for commercial/urban and recreational uses, and coarse woody debris and other natural forest understory components are limited. Therefore, no substantial removal of coarse woody debris under any of the action alternatives is expected. Additionally, as applicable, the project would be required to comply with TRPA's standards for coarse woody debris retention provided in Subsection 62.3.4 of the TRPA Code. Alternative 5 would be a continuation of existing conditions and would not affect coarse woody debris in the region's forests.
Wildlife		
Goal WL-1: Maintain suitable habitats for all indigenous species of wildlife without preference to game or non-game species through maintenance and improvement of habitat diversity.		
<i>Policy WL-1.1: All proposed actions shall consider impacts to wildlife.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	Impacts to wildlife resources are addressed in Section 4.3, Biological Resources. Alternative 5 would be a continuation of existing conditions and would not result in impacts to wildlife.
<i>Policy WL-1.2: Riparian vegetation shall be protected and managed for wildlife.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	Please see the rationale provided for the consistency determination for Goal VEG-2, Policy VEG-2.1. The same rationale applies to this policy.

Table D1. TRPA Regional Plan Goals and Policies Consistency Analysis

Regional Plan Goals and Policies	Consistency Determination	Rationale
Goal WL-2: Preserve, enhance, and, where feasible, expand habitats essential for threatened, endangered, rare, or sensitive species found in the region.		
<p><i>Policy WL-2.1: Endangered, threatened, rare, and special interest species shall be protected and buffered against conflicting land uses.</i></p>	<p>Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent</p>	<p>Impacts to special-status species are addressed in Section 4.3, Biological Resources. No special-status plant species are known or expected to occur on the project site, or be affected by project implementation. As described in Impact 4.3-4, under all action alternatives, constructing or expanding roadway alignments, roadway features, bike path realignment, and other project elements could result in disturbances to two special-status wildlife species (waterfowl and olive-sided flycatcher). However, implementation of Mitigation Measure 4.3-4 (Conduct Pre-construction Surveys for Nesting Special-Status Birds, and Implement a Limited Operating Period if Necessary), which requires preconstruction surveys and implementation of construction limited operating periods around active nests, would avoid the loss of individuals and nests of special-status wildlife, and reduce this potential impact to a less-than-significant level.</p> <p>Alternative 5 would be a continuation of existing conditions and would not affect any special-status species.</p>
Fisheries		
Goal FI-1: Improve aquatic habitat essential for the growth, reproduction, and perpetuation of existing and threatened fish resources in the Lake Tahoe region.		
<p><i>Policy FI-1.1: Development proposals affecting streams, lakes and adjacent lands shall evaluate impacts to the fishery.</i></p>	<p>Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent</p>	<p>Effects of project implementation on fisheries and aquatic habitats are analyzed in Impacts 4.3-5 and 4.3-6. Under the action alternatives, project construction and staging near aquatic habitats could temporarily result in adverse impacts to aquatic resources. Additionally, the action alternatives would require construction and/or rehabilitation of bridge foundations and footings below the ordinary high water mark and within the river channel, dewatering, and water diversion, which would directly affect aquatic habitats temporarily. Because TRPA, State and RWQCB, and Placer County regulations are in place to minimize erosion and transport of sediment and other pollutants during construction, and appropriate project-specific measures would be defined to secure necessary permits and approvals, construction-related impacts to aquatic resources would be minimized and would not result in substantial adverse effects on water quality or aquatic habitat quality and functions in the Truckee River. Additionally, implementation of Mitigation Measures 4.3-5A (Conduct Delineation of Waters of the United States and Obtain Authorization for Fill and Required Permits), 4.3-5B (Obtain and Comply with a Lake and Streambed Alteration Agreement; Compensate for Unavoidable Loss of Stream and Riparian Habitat), and 4.3-C (Conduct Preconstruction Surveys and Develop and Implement Native-Fish Capture and Translocation Plan) would reduce potentially significant impacts to aquatic resources to a less-than-significant level because it would require that: 1) aquatic habitat is avoided to the extent feasible; 2) aquatic habitats that cannot be avoided are restored following construction; 3) any unavoidable losses would be compensated for in a manner that results in no net loss of aquatic habitat; and 4) project implementation is consistent with the aquatic and riparian habitat protection provisions of Fish and Game Code Section 1602.</p> <p>Alternative 5 would be a continuation of existing conditions and would not affect fisheries and aquatic habitats.</p>

Table D1. TRPA Regional Plan Goals and Policies Consistency Analysis		
Regional Plan Goals and Policies	Consistency Determination	Rationale
<i>Policy FI-1.2: Unnatural blockages and other impediments to fish movement shall be prohibited and removed wherever appropriate.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	Although the action alternatives would require construction and/or rehabilitation of bridge foundations and footings below the ordinary high water mark and within the Truckee River channel, dewatering, and water diversion, no barriers to fish movement would be created. Alternative 5 would be a continuation of existing conditions and would not affect fish movement.
Soils		
Goal S-1: Minimize soil erosion and the loss of soil productivity.		
<i>Policy S-1.1: Allowable impervious land coverage shall be consistent with the threshold for impervious land coverage.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	Consequences for TRPA Environmental Threshold Carrying Capacities will be discussed as part of the findings made for the adopted alternative. Implementation of Alternative 5 would be a continuation of existing conditions and would not change land coverage in the region nor would it affect the threshold for impervious land coverage.
<i>Policy S-1.2: No new land coverage or other permanent disturbance shall be permitted in land capability districts 1-3 except for those uses noted below: C. Public service facilities are permissible uses in land capability districts 1-3 if: i. The project is necessary for public health, safety or environmental protection; ii. There is no reasonable alternative, which avoids or reduces the extent of encroachment in land capability districts 1-3; iii. The impacts are fully mitigated; iv. Land capability districts 1-3 lands are restored in the amount of 1.5 times the area of land capability districts 1-3 which is disturbed or developed beyond that permitted by the Bailey co-efficients; and v. Alternatively, because of their public and environmental benefits, special provisions for non-motorized public trails may be allowed and defined by ordinances.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	As described in Impact 4.5-4 in Section 4.5, Geology, Soils, Land Capability and Coverage, implementation of Alternatives 1, 2, 3, 4, 6, and 6a would increase coverage in LCD 1b by less than 1 acre. Although TRPA Code Section 30.5 prohibits additional land coverage in low capability land, an exemption is provided for public service facilities (i.e., linear public facilities or LPF), such as the SR 89/Fanny Bridge Project. Because Caltrans has determined that the repair or replacement of Fanny Bridge is necessary as a result of its poor structural condition; the position of SR 89 in proximity to the river requires the creation of land coverage for the new bridge within LCD 1b soils; and the increased land coverage and disturbance would be minimized and mitigated through application of BMPs and restoration of LCD 1b lands at a ratio of 1.5 acres of restoration for every 1 acre of, the action alternatives would qualify for this exception. Implementation of Alternative 5 would be a continuation of existing conditions and would not increase land coverage in LCDs 1-3.

Table D1. TRPA Regional Plan Goals and Policies Consistency Analysis		
Regional Plan Goals and Policies	Consistency Determination	Rationale
<i>Policy S-1.7: All existing natural functioning stream environment zones shall be retained as such and disturbed stream environment zones shall be restored whenever possible and maybe treated to reduce the risk of catastrophic wildfire.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	See discussion under Policy S-1.2 above.
Scenic		
Goal SR-1: Maintain and restore the scenic qualities of the natural appearing landscape.		
<i>Policy SR-1.1: All proposed development shall examine impacts to the identified landscape views from roadways, bike paths, public recreation areas, and Lake Tahoe.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Consistent Alt 6: Consistent Alt 6a: Consistent	The project site is not visible from Lake Tahoe. The discussion in Impact 4.14-2 in Section 14.4, Scenic Resources, examines impacts to the identified landscape views from roadways, bike paths, and public recreation areas for each alternative.
<i>Policy SR-1.2: Any development proposed in areas targeted for scenic restoration or within a unit highly sensitive to change shall demonstrate the effect of the project on the 1982 travel route ratings of the scenic thresholds.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Consistent Alt 6: Consistent Alt 6a: Consistent	Consequences for TRPA Environmental Threshold Carrying Capacities will be discussed as part of the findings made for the adopted alternative.
Stream Environment Zone		
Goal SEZ-1: Provide for the long-term preservation and restoration of stream environment zones.		
<i>Policy SEZ-1.2: SEZ lands shall be protected and managed for their natural values.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	See discussion under Policy S-1.2 above.

Table D1. TRPA Regional Plan Goals and Policies Consistency Analysis		
Regional Plan Goals and Policies	Consistency Determination	Rationale
<p>Policy SEZ-1.5: No new land coverage or other permanent land disturbance shall be permitted in stream environment zones except for those uses as noted below:</p> <p>B. Public service facilities are permissible uses in Stream Environment Zones if:</p> <ol style="list-style-type: none"> The project is necessary for public health, safety, or environmental protection; There is no reasonable alternative, including spans, which avoids or reduces the extent of encroachment in Stream Environment Zones; The impacts are fully mitigated; and Stream Environment Zone lands are restored in the amount of 1.5 times the area of Stream Environment Zone which is disturbed or developed by the project. <p><i>Development within Stream Environment Zones is not consistent with the goal of managing Stream Environment Zones for their natural qualities and shall generally be prohibited except under extraordinary circumstances involving public works. Each circumstance shall be evaluated based on the conditions of this policy. The restoration requirements of this policy can be accomplished on-site or off-site, and shall be in lieu of any coverage transfer or coverage mitigation provisions elsewhere in this plan.</i></p>	<p>Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent</p>	<p>See discussion under Policy S-1.2 above.</p>
Cultural		
Goal C-1: Identify and preserve sites of historical, cultural and architectural significance within the region.		
<p>Policy C-1.1: Historical or culturally significant landmarks in the region shall be identified and protected from indiscriminate damage or alteration.</p>	<p>Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent</p>	<p>Section 4.4, Cultural Resources, describes known cultural resources, including historical or culturally significant landmarks in the region, within the Area of Potential Effect (APE) and within 0.5 mile of the APE. Impact 4.4-1 describes potential construction-related impacts to known resources associated with Alternatives 1, 2, 3, 4, 6, and 6a. Mitigation Measure 4.4-1 would protect known cultural resources from indiscriminate damage or alteration during construction.</p> <p>Alternative 5 would be a continuation of existing conditions, and as such, would not affect historical or culturally significant landmarks in the region.</p>

Table D1. TRPA Regional Plan Goals and Policies Consistency Analysis		
Regional Plan Goals and Policies	Consistency Determination	Rationale
Recreation Element		
Goal R-4: Provide for the appropriate type, location, and rate of development of outdoor recreational uses.		
<i>Policy R-4.2: Bike trails shall be expanded to provide alternatives for travel in conjunction with transportation systems.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Consistent Alt 6: Consistent Alt 6a: Consistent	See discussion under Policy T-2.2, above.
Implementation Element		
Inter-agency Partnerships		
Goal IAP-1: Coordinate all planning and development review activities with the affected jurisdictions and agencies.		
<i>Policy IAP-1.4: All projects proposed in the region other than those to be reviewed and approved under the special provisions of the bi-state compact relating to gaming shall obtain the review and approval of the agency.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	As described in Chapter 1, Introduction, the project (including Alternatives 1, 2, 3, 4, 6, and 6a) is subject to review and approval by the TRPA Governing Board in accordance with Article VII of the Tahoe Regional Planning Compact, Chapter 3 of the TRPA Code of Ordinances, and Article VI of the TRPA Rules of Procedure. Alternative 5 would be a continuation of existing conditions, and as such, would not be subject to review and approval by TRPA.
<i>Policy IAP-1.5: No project may be approved unless it is found to comply with the regional plan; with any ordinances, rules, and regulations enacted to effectuate the Regional Plan; and not exceed thresholds.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	The project (including Alternatives 1, 2, 3, 4, 6, and 6a) does not involve any proposed Regional Plan amendments. The tables in this appendix discuss that the project action alternatives would be consistent with Regional Plan goals and policies. Sections 4.1 through 4.15 identify and discuss the project's compliance with relevant TRPA ordinances, rules, and regulations. Consequences for TRPA Environmental Threshold Carrying Capacities will be discussed as part of the findings made for the adopted alternative. Alternative 5 would be a continuation of existing conditions, and as such, would not be subject to approval by TRPA.
Goal DP-4: Condition approval of new development and redevelopment in the tahoe region on positive improvements in off-site erosion and runoff control and air quality.		
<i>Policy DP-4.1: New and redeveloped residential, commercial, and public projects shall completely offset their water quality impacts through one of the following methods:</i> A. Implementing on-site and/or off-site erosion and runoff control projects concurrent with the impact from the project as a condition of project approval and subject to	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	As described in Impact 4.7-3, the action alternatives would be designed to meet the infiltration requirements of a 20-year, 1-hour design storm event (as required by TRPA Code Section 60.4.6). Runoff would be collected using a curb and gutter system and conveyed through permanent BMPs and Low Impact Development features approved by TRPA. Therefore, Alternatives 1, 2, 3, 4, 6, and 6a would comply with this policy. Alternative 5 is a continuation of existing conditions and would not result in new development.

Table D1. TRPA Regional Plan Goals and Policies Consistency Analysis		
Regional Plan Goals and Policies	Consistency Determination	Rationale
<p>Agency concurrence as to effectiveness, or</p> <p>B. Contributing to a water quality mitigation fund for implementing off-site erosion and runoff control projects. The amount of such contributions is established by Agency ordinance.</p> <p>This policy continues the water quality mitigation funds established as part of TRPA's Lake Tahoe Basin Water Quality Management Plan. The fee schedules and distribution formula shall be reviewed and revised as part of the Agency's implementing ordinances and programs.</p>		
<p>Policy DP-4.2: All projects shall offset the transportation and air quality impacts of their development.</p>	<p>Alt 1: Consistent Alt 2: Consistent (2018); Not Consistent (2038) Alt 3: Consistent (2018); Not Consistent (2038) Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent</p>	<p>Implementation of the Action Alternatives would not result in any significant impacts on air quality; thus, there is no need to mitigate air quality impacts.. See policy T.10-7 for a discussion related to traffic impacts.</p> <p>Alternative 5 would be a continuation of existing conditions and, as such, this policy does not apply.</p>
Financing		
Goal FIN-3: Through the environmental improvement program, make progress toward and meet the performance targets identified in the monitoring and evaluation subelement for water quality.		
<p>Policy FIN3.3: All environmental improvement projects shall be designed and constructed in accordance with the Best Management Practices Handbook.</p>	<p>Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent</p>	<p>The SR 89/Fanny Bridge Project is a Lake Tahoe EIP project. As described in Section 4.7, Hydrology and Water Quality, all of the action alternatives (Alternatives 1, 2, 3, 4, 6, and 6a) would be designed and constructed in accordance with the Lake Tahoe BMP Handbook.</p> <p>Alternative 5 would be a continuation of existing conditions and, as such, this policy does not apply. It should be noted that all parcels within the Tahoe Basin are required to implement BMPs in accordance with the Lake Tahoe BMP Handbook.</p>

Table D2. Plan Area Statement/ Community Plan Policy Consistency Analysis

Special Policies	Consistency Determination	Rationale
64 Acre Tract (PAS 174)		
<p><i>Policy 2. Increase the total mileage of bicycle trails available for public use in the Placer County General Plan area, complete linkages in the system, and complete alignments as established in the Tahoe City P.U.D. Master Plan.</i></p>	<p>Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Consistent Alt 6: Consistent Alt 6a: Consistent</p>	<p>The bicycle trail alignments and linkages envisioned in the Tahoe City Public Utility District (TCPUD) Parks & Recreation Department 2000-2010 Master Plan (TCPUD n.d.)—including the bicycle bridge over the Truckee River, lakeside trail, and the trail south of the bicycle bridge—have been constructed and are operational. These components are shown on Exhibit 4.13-1 in Section 4.13, Recreation. As described in Impact 4.9-1, the realignment of the existing bicycle path with Alternatives 1, 2, 3, and 4 and the retention of the path in its current location with Alternatives 6 and 6a would maintain the purpose and mileage associated with these facilities.</p> <p>Alternative 5 would be a continuation of existing conditions and, as such, would not affect bicycle facilities or cause an inconsistency with this policy or the TCPUD Parks & Recreation Department 2000-2010 Master Plan.</p>
<p><i>Policy 5. This Plan Area is a recreation area which is in the influence area of the Tahoe City Community Plan. All projects shall be subject to the policies and standards of this Plan Area and, where applicable, shall be consistent with the planning direction provided in Chapter I of the Tahoe City Community Plan.</i></p>	<p>Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent</p>	<p>See discussion of policy consistency for the Tahoe City Community Plan below.</p>
Tahoe City Community Plan		
Land Use		
<p><i>Policy 6a. Integrate more landscaping into both private development and public projects. Projects with existing coverage in excess of 75% of their project area shall be required to provide an increase in landscaping equal to 5% of the project area. The landscaping requirement shall be met within the project area, or if not feasible, off-site in a related area. This condition may be waived by the Design Review Committee, if the project is part of an assessment district which is providing the required increase in landscaping or the landscaping requirement has been met by a previous approval.</i></p>	<p>Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent</p>	<p>Much of the project area includes undeveloped land; existing coverage does not exceed 75 percent. All of the action alternatives would integrate more landscaping into the project area than exists today.</p> <p>Implementation of Alternative 5 would be a continuation of existing conditions and would not be subject to this policy.</p>
<p><i>Policy 8a. Preserve and enhance scenic views to Lake Tahoe and to other prominent areas of special interest. Projects located between the designated scenic corridors and Lake Tahoe or the Truckee River shall not cause a reduction of the views of Lake Tahoe or the Truckee River from the corridors. TRPA may consider as an alternative, offsite improvements if it</i></p>	<p>Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent</p>	<p>Consequences for TRPA Environmental Threshold Carrying Capacities will be discussed as part of the findings made for the adopted alternative.</p> <p>As described in Impact 4.14-2, Alternatives 1 - 4 would increase built environment features within the 64-Acre Tract and across the Truckee River. Views from the Tahoe Rim Trail in the 64-Acre Tract near the new bridge approach would experience visual change. While Alternatives 1 through 4 would alter views from some portions of the Tahoe Rim Trail and the 64-Acre Tract near the new bridge approach and highway embankment,</p>

Table D2. Plan Area Statement/Community Plan Policy Consistency Analysis		
Special Policies	Consistency Determination	Rationale
<i>is determined there is a net increase in the lake views or river views within the scenic unit.</i>	Alt 6a: Consistent	<p>implementation of Mitigation Measure 4.1-2 would reduce the visual effects from the addition of urban features by restoring disturbed forest vegetation and increasing native trees and understory vegetation. The forest restoration would visually soften and blend the realigned highway into the forest landscape. All tree and vegetation plans will be approved by TRPA and the USFS, before construction of the project begins. Thus, by restoring the forest with replanted trees and understory vegetation, the visibility and adverse scenic impact of the realigned highway would be reduced to a less-than-significant level, and this policy would be consistent.</p> <p>Impact 4.14-2 also describes that Alternatives 6 and 6a would repair or replace Fanny Bridge and reconfigure the existing wye intersection but would not substantially alter the visual quality of scenic views in the area.</p> <p>Implementation of Alternative 5 would be a continuation of existing conditions and would not affect scenic views to Lake Tahoe, the Truckee River, or other prominent areas of special interest.</p>
Policy 9. <i>Provide a gateway entrance to Lake Tahoe at the Wye intersection by providing visitor information services, scenic improvements, and transportation facilities and services.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	<p>The existing Tahoe City Visitor Information Center located at 100 North Lake Boulevard is located next to Fanny Bridge, and the newly constructed Tahoe City Transit Center is located within the 64-Acre Tract. These facilities enhance the existing gateway experience.</p> <p>As described in Chapter 3, Proposed Project and Alternatives, the action alternatives would enhance the gateway entrance to Lake Tahoe by improving seasonal traffic congestion, providing bike/pedestrian connectivity, improving transit operations, and improving bicycle and pedestrian safety.</p> <p>Implementation of Alternative 5 would be a continuation of existing conditions and would affect the gateway entrance.</p>
Transportation		
Policy 1b. <i>The level of service on major roadways (i.e., arterial and collector routes) shall be LOS D, and signalized intersections shall be at LOS D. (Level of service "E" may be acceptable during peak periods, not to exceed 4 hours per day).</i>	Alt 1: Consistent Alt 2: Consistent (2018); Not Consistent (2038) Alt 3: Consistent (2018); Not Consistent (2038) Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	<p>Implementation of the Action Alternatives would not result in any significant impacts on air quality, thus there is no need to mitigate air quality impacts. Projected LOS for intersection and segments is provided in Section 4.15, "Traffic and Transportation." The discussion above under Policy T-10.7 described the alternatives' ability to meet intersection LOS standards. Roadway segments would not be consistent with this policy under Alternatives 2 and 3, because implementation would result in LOS F between the western roundabout and existing wye intersection during summer peak conditions in 2038. While Alternative 1 is projected to result in LOS E, the Regional Plan allows an exception to this policy when mobility options such as complete street are incorporated into project design. Thus, Alternative 1 would be consistent with LOS roadway segment standards.</p> <p>Alternative 5 would be a continuation of existing conditions and, as such, this policy does not apply.</p>
Policy 2b. <i>All projects shall analyze and mitigate their traffic and air quality impacts pursuant to Chapter 93 of the TRPA Code of Ordinances. The improvements listed in this element shall be added to the list of mitigation measures in Subsection 93.3.C (2) and (3).</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent	<p>See discussion under Policy DP-4.2.</p> <p>Mitigation Measures (offsets) required in TRPA Code Section 65.2.4.C (previously Code Sections 93.3.C[2] and [3]) apply to projects that involve additional or transferred development and as such do not apply to the action alternatives. Please refer to the discussion under Policy DP-4.2 in Table 1, above, for a discussion of traffic and air quality impacts related to the action alternatives.</p>

Table D2. Plan Area Statement/ Community Plan Policy Consistency Analysis		
Special Policies	Consistency Determination	Rationale
	Alt 6a: Consistent	Alternative 5 would be a continuation of existing conditions and as such this policy does not apply.
<i>Policy 2c. Preserve the option to develop the State Route 89 Bypass linking State Route 89 in the vicinity of Granlibakken Road to State Route 89 west of the Wye at the existing Caltrans yard, to separate the flow of traffic and to relieve the bottleneck created at the existing Wye.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Consistent Alt 6: Consistent Alt 6a: Consistent	Alternatives 1-4 would implement the bypass referenced in this policy statement. Alternatives 6 and 6a are other action alternatives that could be implemented to relieve the bottleneck created at the existing Wye, but without the bypass. Alternative 5 would be a continuation of existing conditions and as such would preserve the option to develop a bypass in the future.
<i>Policy 3a. The appropriate level of (traffic and air quality) mitigation shall be determined through project and environmental review pursuant to Chapter 93 or the TRPA Code of Ordinances to ensure that each project contributes its share and that specific project impacts are addressed.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	Please refer to the discussion under Policy 2b, above, and Policy DP-4.2 in Table 1.
<i>Policy 3b. All projects shall be subject to the TRPA traffic/air quality mitigation fee program (Chapter 93).</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	Please refer to the discussion under Policy 2b, above, and Policy DP-4.2 in Table 1.
<i>Policy 4b. To improve circulation, reduce vehicle trips, and improve public access to the Truckee River and Lake Tahoe, a network of recreation trails should be constructed connecting the key recreation areas. Improvements for areas shown on Figure 4 shall be at a minimum 8' asphalt pathways with landscaping on both sides. On street bicycle paths shall be included adjacent to travel lanes through the downtown area.</i>	Alt 1: Consistent Alt 2: Consistent Alt 3: Consistent Alt 4: Consistent Alt 5: Not Applicable Alt 6: Consistent Alt 6a: Consistent	The network of recreation trails shown conceptually on Figure 4 of the Tahoe City Community Plan have been constructed and are operational. These components are shown on Exhibit 4.13-1 in Section 4.13, Recreation. As described in Impact 4.9-1, the realignment of the existing bicycle path with Alternatives 1, 2, 3, and 4 and the retention of the path in its current location with Alternatives 6 and 6a would maintain the purpose of these facilities. Alternative 5 would be a continuation of existing conditions and, as such, would not affect recreation trail facilities within the Tahoe City Community Plan area.