

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION

The project listed below was reviewed for environmental impact by the Placer County Environmental Review Committee and was determined to have no significant effect upon the environment. A proposed Mitigated Negative Declaration has been prepared for this project and has been filed with the County Clerk's office.

PROJECT: Lakeside Redevelopment (PLN17-00047)

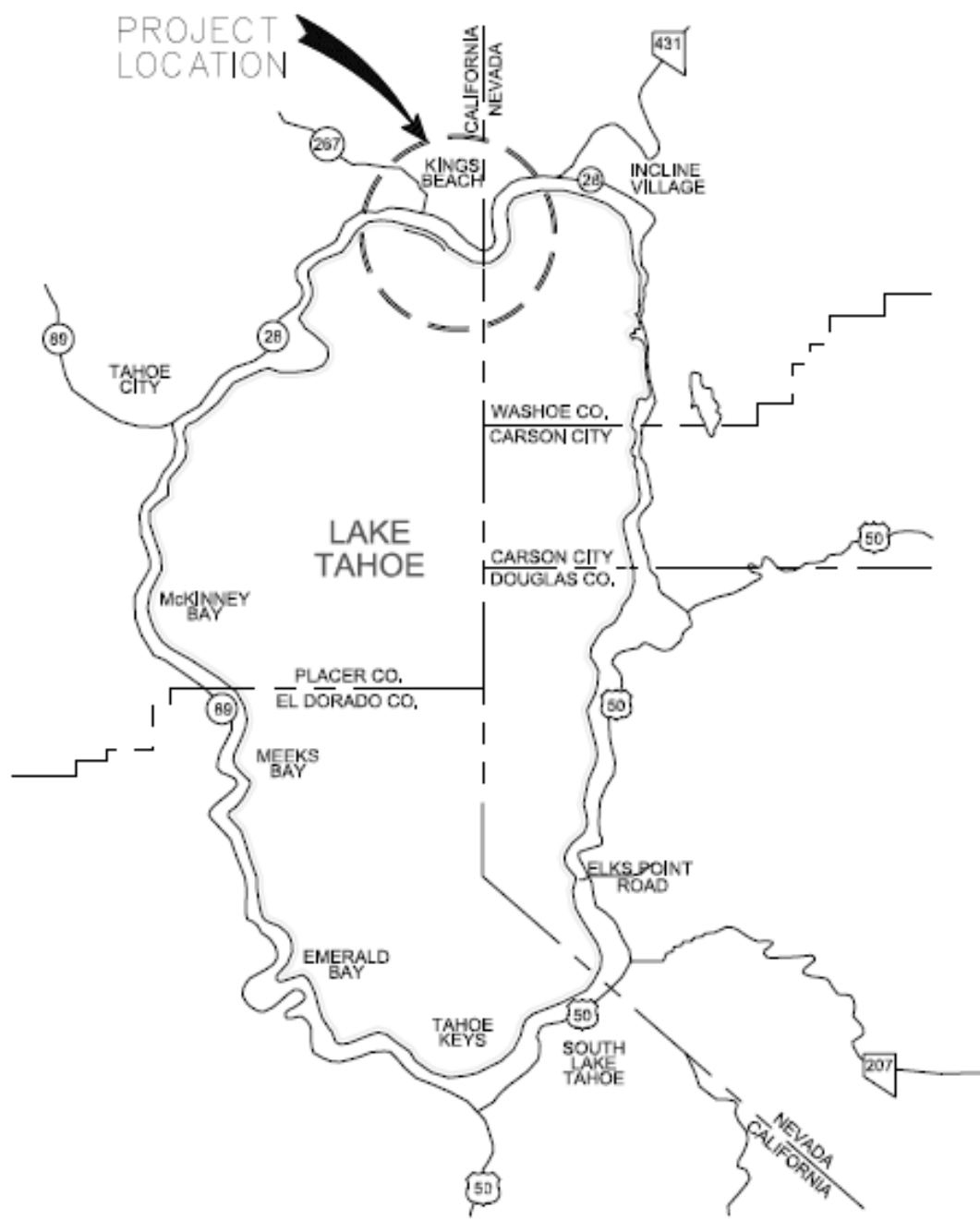
PROJECT DESCRIPTION: Redevelopment proposal for ten residential units (two duplex buildings and six detached single-family dwellings) with a private 2,123 square foot homeowner's amenity building (second story of the proposed restaurant building), three commercial buildings including up to two 755 square foot one story retail buildings and a 2,135 square foot commercial restaurant with approximately 295 square feet of outdoor patio dining.

PROJECT LOCATION: 8194-8258 North Lake Boulevard (State Highway 28) and 8178-8246 Brockway Vista Avenue, Kings Beach, Placer County

APPLICANT: Brian Helm, Paradigm8

The comment period for this document closes on June 14, 2019. A copy of the Mitigated Negative Declaration is available for public review at the County's web site <http://www.placer.ca.gov/Departments/CommunityDevelopment/EnvCoordSvcs/NegDec.aspx> Community Development Resource Agency public counter, and at the Kings Beach Public Library. Property owners within 300 feet of the subject site shall be notified by mail of the upcoming hearing before the Planning Commission. Additional information may be obtained by contacting the Environmental Coordination Services, at (530)745-3132, between the hours of 8:00 am and 5:00 pm. Comments may be sent to cdraecs@placer.ca.gov or 3091 County Center Drive, Suite 190, Auburn, CA 95603.

Delivered to 300' Property Owners on May 14, 2019



MITIGATED NEGATIVE DECLARATION

In accordance with Placer County ordinances regarding implementation of the California Environmental Quality Act, Placer County has conducted an Initial Study to determine whether the following project may have a significant adverse effect on the environment, and on the basis of that study hereby finds:

- ☐ The proposed project will not have a significant adverse effect on the environment; therefore, it does not require the preparation of an Environmental Impact Report and this **Negative Declaration** has been prepared.
- ☒ Although the proposed project could have a significant adverse effect on the environment, there will not be a significant adverse effect in this case because the project has incorporated specific provisions to reduce impacts to a less than significant level and/or the mitigation measures described herein have been added to the project. A **Mitigated Negative Declaration** has thus been prepared.

The environmental documents, which constitute the Initial Study and provide the basis and reasons for this determination are attached and/or referenced herein and are hereby made a part of this document.

PROJECT INFORMATION

Title: Lakeside Redevelopment	Project # PLN17-00247
Description: Redevelopment proposal for ten residential units (two duplex buildings and six detached single-family dwellings) with a private 2,123 square foot homeowner's amenity building (second story of the proposed restaurant building), three commercial buildings including up to two 755 square foot one story retail buildings and a 2,135 square foot commercial restaurant with approximately 295 square feet of outdoor patio dining.	
Location: 8194-8258 North Lake Boulevard (State Highway 28) and 8178-8246 Brockway Vista Avenue, Kings Beach, Placer County	
Project Owner: Laulima Kings Beach, LLC	
Project Applicant: Brian Helm, Paradigm	
County Contact Person: Shirlee I. Herrington	530-745-3132

PUBLIC NOTICE

The comment period for this document closes on **June 14, 2019**. A copy of the Mitigated Negative Declaration is available for public review at the County's web site (<http://www.placer.ca.gov/Departments/CommunityDevelopment/EnvCoordSvc/NegDec.aspx>), Community Development Resource Agency public counter, and at the Kings Beach Public Library. Property owners within 300 feet of the subject site shall be notified by mail of the upcoming meeting before the **Planning Commission**. Additional information may be obtained by contacting the Environmental Coordination Services, at (530)745-3132 between the hours of 8:00 am and 5:00 pm at 3091 County Center Drive, Auburn, CA 95603. For Tahoe projects, the document will also be available in our Tahoe Division office, 775 North Lake Blvd., Tahoe City, CA 96145.

If you wish to appeal the appropriateness or adequacy of this document, address your written comments to our finding that the project will not have a significant adverse effect on the environment: (1) identify the environmental effect(s), why they would occur, and why they would be significant, and (2) suggest any mitigation measures which you believe would eliminate or reduce the effect to an acceptable level. Regarding item (1) above, explain the basis for your comments and submit any supporting data or references. Refer to Section 18.32 of the Placer County Code for important information regarding the timely filing of appeals.

SHEET INDEX	
SHEET	DESCRIPTION
1	TITLE SHEET
2	OVERALL SITE BOUNDARY
3	NORTH SIDE VIEW
4	SOUTH SIDE VIEW
5	OFF-SITE ROAD IMPROVEMENTS
6	NOTES, DETAILS, &COVERAGE CALCULATIONS

NOTE:
THIS MAP ALSO IS TO REFERENCE THE CIVIL SHEETS (C1-C9.5)

PROJECT ADDRESS

8178, 8200, 8246 BROCKWAY VISTA AVENUE
8194, 8200-8226, 8258 N. LAKE BLVD.
KINGS BEACH, CA 96143

CONTACT INFORMATION

OWNER/APPLICANT:

LAULIMA KINGS BEACH, LLC
DAVID BOUQUILLON
111 PINE STREET, SUITE 1315
SAN FRANCISCO, CA 96143

REPRESENTATIVE:

PARADIGM8 PARTNERS, LLC
BRIAN HELM
40165 TRUCKEE AIRPORT ROAD, SUITE 301C
TRUCKEE, CA 96161
(775) 313-6903

WATER/SEWER:

NORTH TAHOE PUBLIC UTILITY DISTRICT
875 NATIONAL AVENUE
TAHOE VISTA, CA 96148
(530) 546-4212

GAS:

SOUTHWEST GAS
10682 PIONEER TRAIL
TRUCKEE, CA 9616
(530) 582-7228

ELECTRICITY:

LIBERTY UTILITIES
701 NATIONAL AVENUE
TAHOE VISTA, CA 96148
(800) 782-2506

FIRE:

NORTH TAHOE FIRE PROTECTION DISTRICT
222 FAIRWAY DRIVE
TAHOE CITY, CA 96145
(530) 583-6911

TELEPHONE:

AT&T
288 GROVE STREET
TAHOE CITY, CA 96145
(530) 886-2365

SCHOOLS:

TAHOE TRUCKEE UNIFIED SCHOOL DISTRICT
11639 DONNER PASS RD.
TRUCKEE, CA 96161
(530) 582-7600

BASIS OF ELEVATION

THE BASIS OF ELEVATION FOR THIS SURVEY WAS TAKEN FROM A VERTICAL BENCH MARK NGS DATA SHEET REQUESTED 01-16-2018, DESIGNATION 181, PIDKS0325, PLACER, CA USGS QAUD KINGS BEACH 1992. POSITION 39°14'18.29036(N) -120°01'57.18735(W) NAVD 88 HEIGHT 1904.2 METERS OR 6247. FEET GPS OBSERVED

BASIS OF BEARING

THE BASIS OF BEARINGS OF THIS SURVEY IS BASED ON NORTHERN RIGHT OF WAY OF BROCKWAY VISTA AVE. FOUND TO BE M N75°00'00"W THAT CERTAIN RECORD OF SURVEY NO. 1307, BOOK 11 PAGE 45, DATED DEC. 15, 1988, OFFICIAL RECORDS OF PLACER COUNTY, CALIFORNIA.

LEGAL DESCRIPTION

FIRST AMERICAN TITLE COMMITMENT NO. NCS-850213-ONT1, DATED JANUARY 24, 2018

APN 090-072-009-000: LOTS NUMBERED 92 AND 93 OF BLOCK LETTERED "B" BROCKWAY VISTA SUBDIVISION AS SHOWN ON THE MAP THEREOF FILED IN BOOK "D" OF MAPS, AT PAGE 16, ET SEQ., PLACER COUNTY RECORDS. EXCEPTING ANY AND ALL RIGHT, TITLE AND INTEREST IN THE BED AND SHORE OF LAKE TAHOE. (PARCEL NINE)

APN 090-072-027-000: LOTS NUMBERED 94, 95 AND 96 OF BLOCK LETTERED "B" BROCKWAY VISTA SUBDIVISION AS SHOWN ON THE MAP THEREOF FILED IN BOOK "D" OF MAPS, AT PAGE 16, ET. SEQ., PLACER COUNTY RECORDS. EXCEPTING ANY AND ALL RIGHT, TITLE AND INTEREST IN THE BED AND SHORE OF LAKE TAHOE. (PARCEL TEN)

APN 090-073-006-000: LOTS 17, 18 AND 19 IN BLOCK "A" AS SHOWN ON THAT CERTAIN MAP ENTITLED "MAP OF BROCKWAY VISTA SUBDIVISION", FILED IN THE OFFICE OF THE COUNTY RECORDER OF PLACER COUNTY, CALIFORNIA, APRIL 6, 1926, IN BOOK "D" OF MAPS, PAGE 16. (PARCEL ELEVEN)

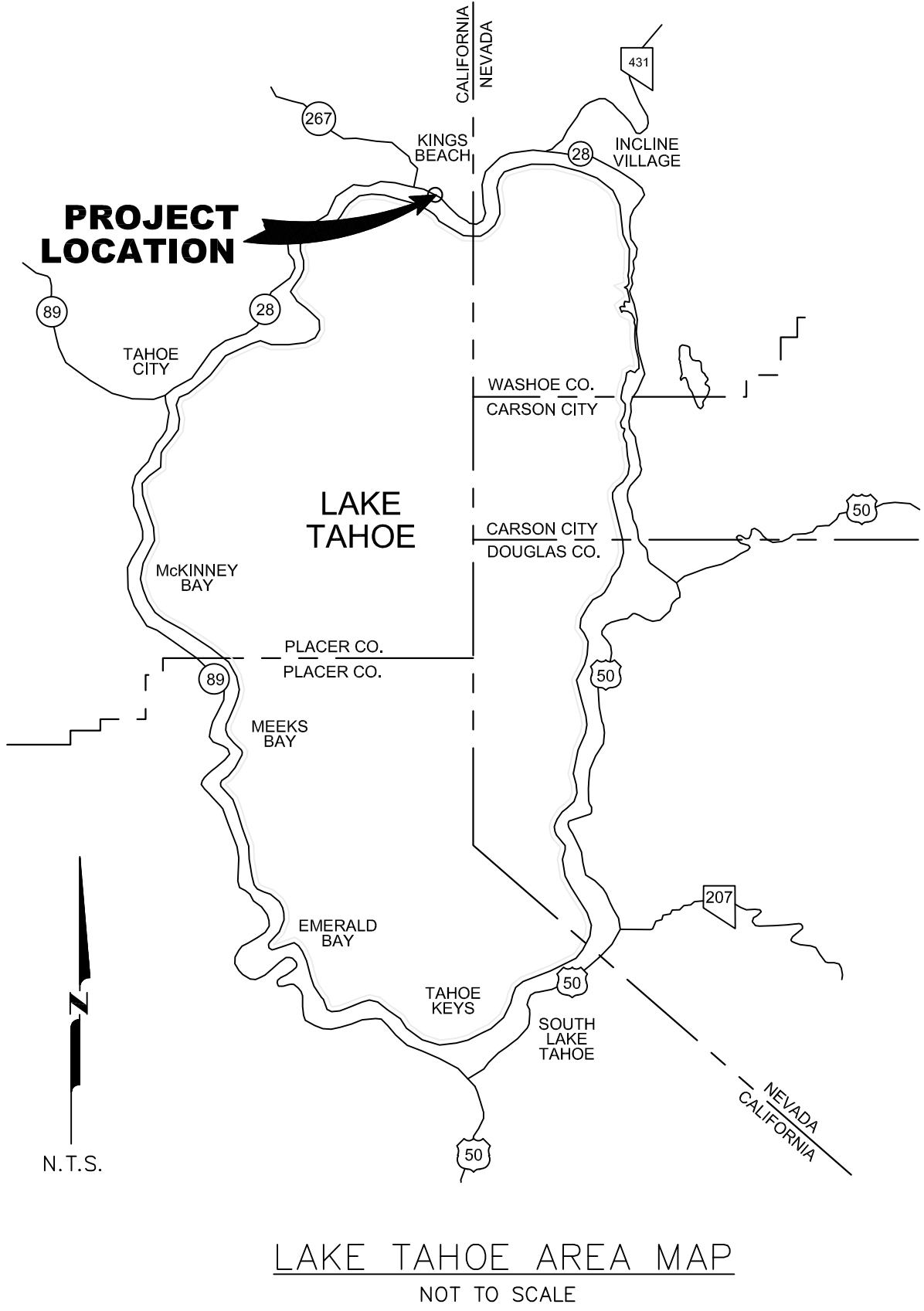
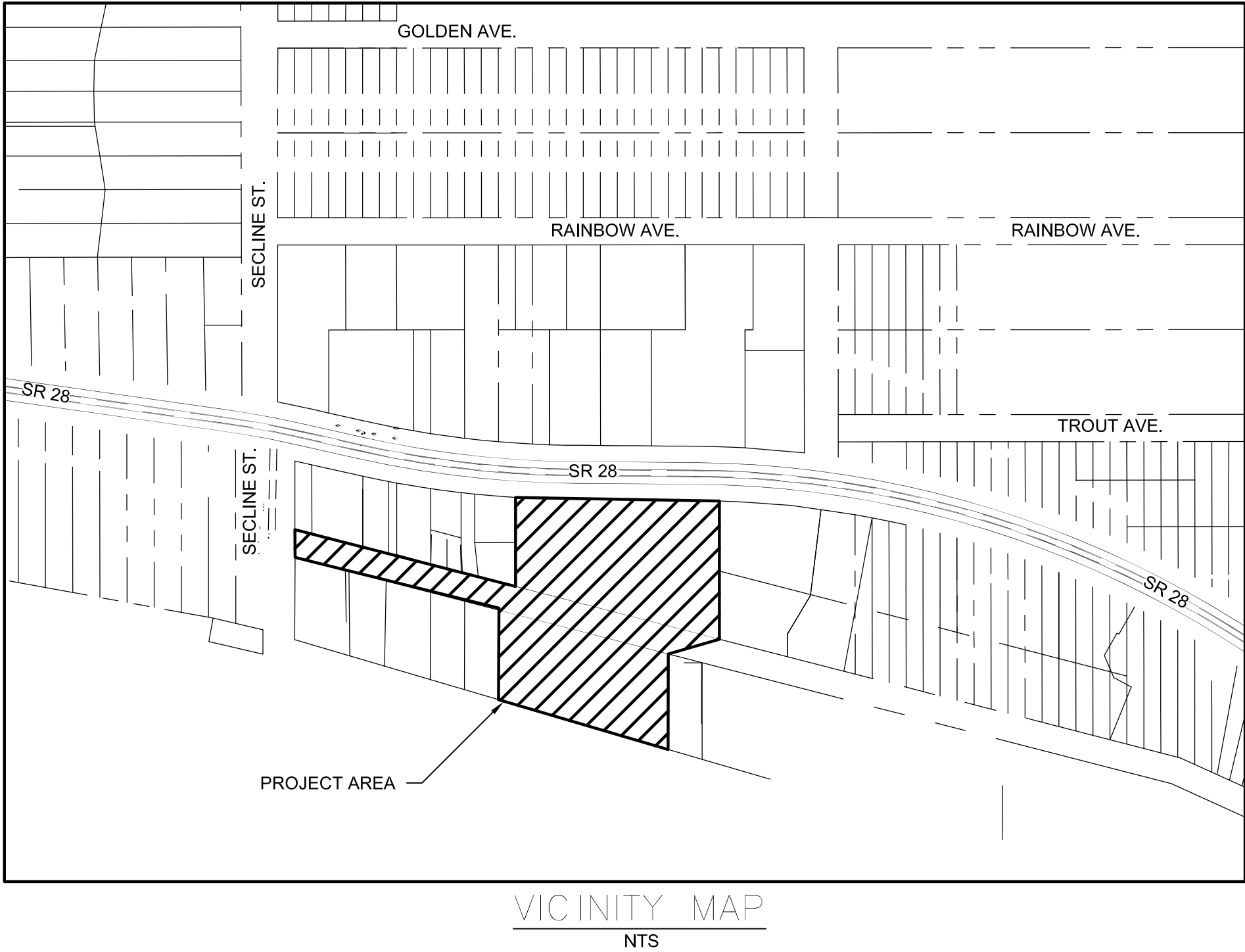
APN 090-073-007-000: LOTS 20, 21 AND 22, BLOCK "A" AS SAID LOTS AND BLOCK ARE SHOWN UPON THAT CERTAIN MAP ENTITLED BROCKWAY VISTA SUBDIVISION, FILED APRIL 6, 1926 IN BOOK D OF MAPS, AT PAGE 16, PLACER COUNTY RECORDS. (PARCEL TWELVE)

APN 090-073-005-000 AND 090-072-006-000: LOTS NUMBERED 13, 14, 15 AND 16, IN BLOCK LETTERED "A" AND LOTS NUMBERED 97, 98 AND 99 IN BLOCK LETTERED "B" AS SAID LOTS AND BLOCKS ARE SHOWN UPON THAT CERTAIN MAP ENTITLED "BROCKWAY VISTA SUBDIVISION, FILED APRIL 6, 1926 IN BOOK "D" OF MAPS, AT PAGE 16, ET. SEQ. IN THE OFFICE OF THE PLACER COUNTY RECORDER, STATE OF CALIFORNIA. (PARCEL THIRTEEN)

APN 090-072-028-000: LOTS 88, 89, 90 AND 91, IN BLOCK "B" AS SAID LOTS AND BLOCK ARE SHOWN UPON THAT CERTAIN MAP ENTITLED BROCKWAY VISTA SUBDIVISION, FILED APRIL 6, 1926, IN BOOK D OF MAPS, AT PAGE 16, PLACER COUNTY RECORDS. (PARCEL FOURTEEN)

LAKE SIDE REDEVELOPMENT
VESTING TENTATIVE MAP

A PORTION OF LOTS 2 AND SOUTH 1/2 LOT 4
SECTION 19, T16N, R18E, MD.B.&M.
PLACER COUNTY, CALIFORNIA



NOTES

- THIS MAP ACCURATELY CONFORMS TO SECTION 16.02.040 OF THE "THE LAND DEVELOPMENT MANUAL".
- LOTS CREATED HEREON ARE FOR THE PURPOSES OF FUTURE RESIDENTIAL AND COMMERCIAL DEVELOPMENT.
- THIS MAP IS BEING SUBMITTED AS A "VESTING TENTATIVE MAP" PURSUANT TO SECTIONS 66424.5(b), 66452, AND 66498.9 OF THE GOVERNMENT CODE OF THE STATE OF CALIFORNIA.
- ALL LOCATABLE EASEMENTS LISTED IN THE CURRENT PRELIMINARY TITLE REPORT HAVE BEEN SHOWN HEREON.
- MULTIPLE FINAL MAPS MAY BE FILED ON THIS PROJECT.
- PRIVATE ROADS SHALL INCLUDE: EMERGENCY ACCESS, PUBLIC UTILITY EASEMENTS, PRIVATE ROAD EASEMENT, PUBLIC ACCESS EASEMENT, MULTI PURPOSE EASEMENT, AND PUBLIC SUPPORT EASEMENTS.
- AN IRREVOCABLE OFFER OF DEDICATION TO PLACER COUNTY FOR A HIGHWAY EASEMENT OVER THE PROPOSED NORTH/SOUTH ROAD BETWEEN SR 28 AND BROCKWAY VISTA AVENUE PER THE PLACER COUNTY SUBDIVISION ORDINANCE (SECTION 16.08.040.A.1).
- AREAS LOCATED BETWEEN LAKE TAHOE HIGH WATER AND LOW WATER ARE SUBJECT TO THE STATE OF CALIFORNIA PUBLIC TRUST (PUBLIC USE AREA).
- PER THE CC AND RS EACH LOTS PERSPECTIVE DRIVEWAY SHALL BE AN ACCESS EASEMENT THROUGH ON AND OVER COMMON AREA A OR B

TENTATIVE MAP STATEMENT

I HEREBY STATE THAT THIS TENTATIVE MAP ACCURATELY DEPICTS THE LOCATION, WIDTH, TYPE AND RECORDING INFORMATION OF ALL RECORD EASEMENTS LISTED IN THE PRELIMINARY TITLE REPORT ISSUED BY FIRST AMERICAN TITLE INSURANCE CO, ONTARIO, CALIFORNIA, ORDER NO. NCS-850213-ONT1, DATED JANUARY 24, 2018. ALL EASEMENTS PROPOSED TO BE ABANDONED OR EXTINGUISHED ARE IDENTIFIED. EASEMENTS THAT CANNOT BE LOCATED FROM RECORD INFORMATION ARE LISTED IN THE NOTES.

DAVID L. HAGEN, P.E., P.L.S. DATE



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Reno, Nevada 89502
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PROJECT NAME
LAKESIDE
REDEVELOPMENT

PROJECT ADDRESS
8200 N Lake Blvd
Kings Beach, CA
96143

APN #
APN: 090-072-028-000 APN: 090-073-007-000
APN: 090-072-009-000 APN: 090-073-005-000
APN: 090-072-027-000 APN: 090-073-006-000
APN: 090-072-006-000

CLIENT

JOB NO.
400100

ISSUE:
TENTATIVE MAP

DATE
APRIL 2019

HISTORY
△ DESC. DATE

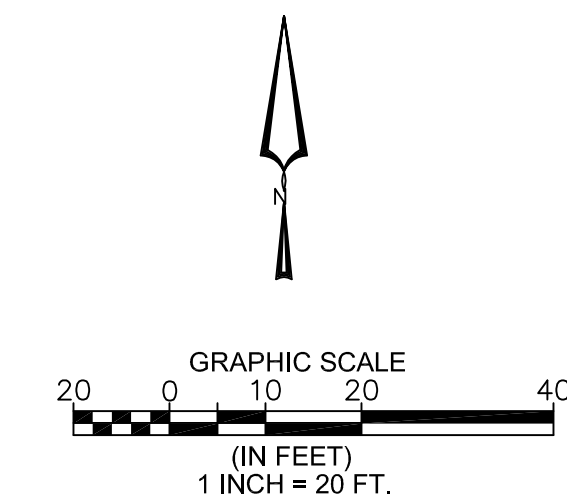
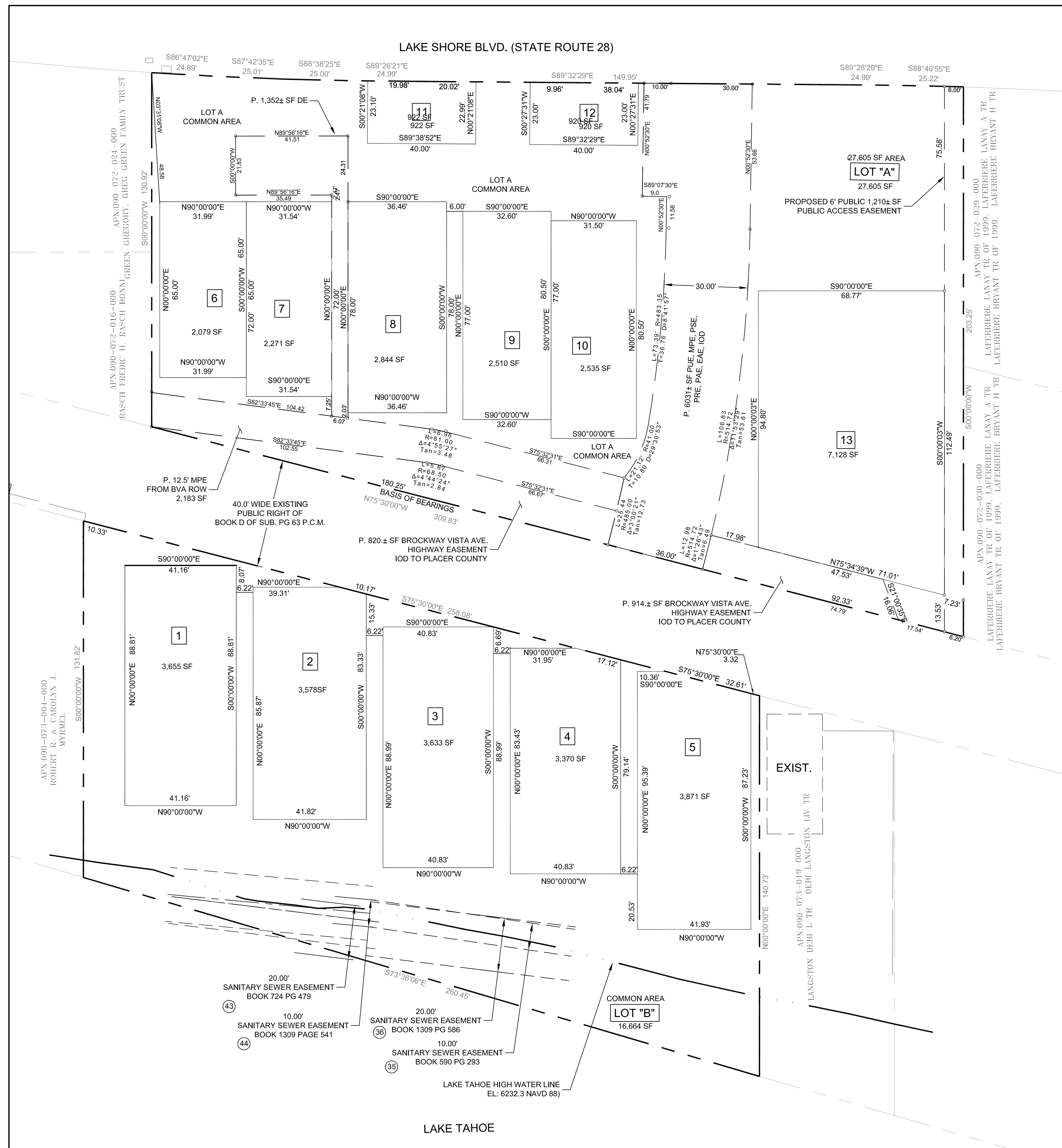
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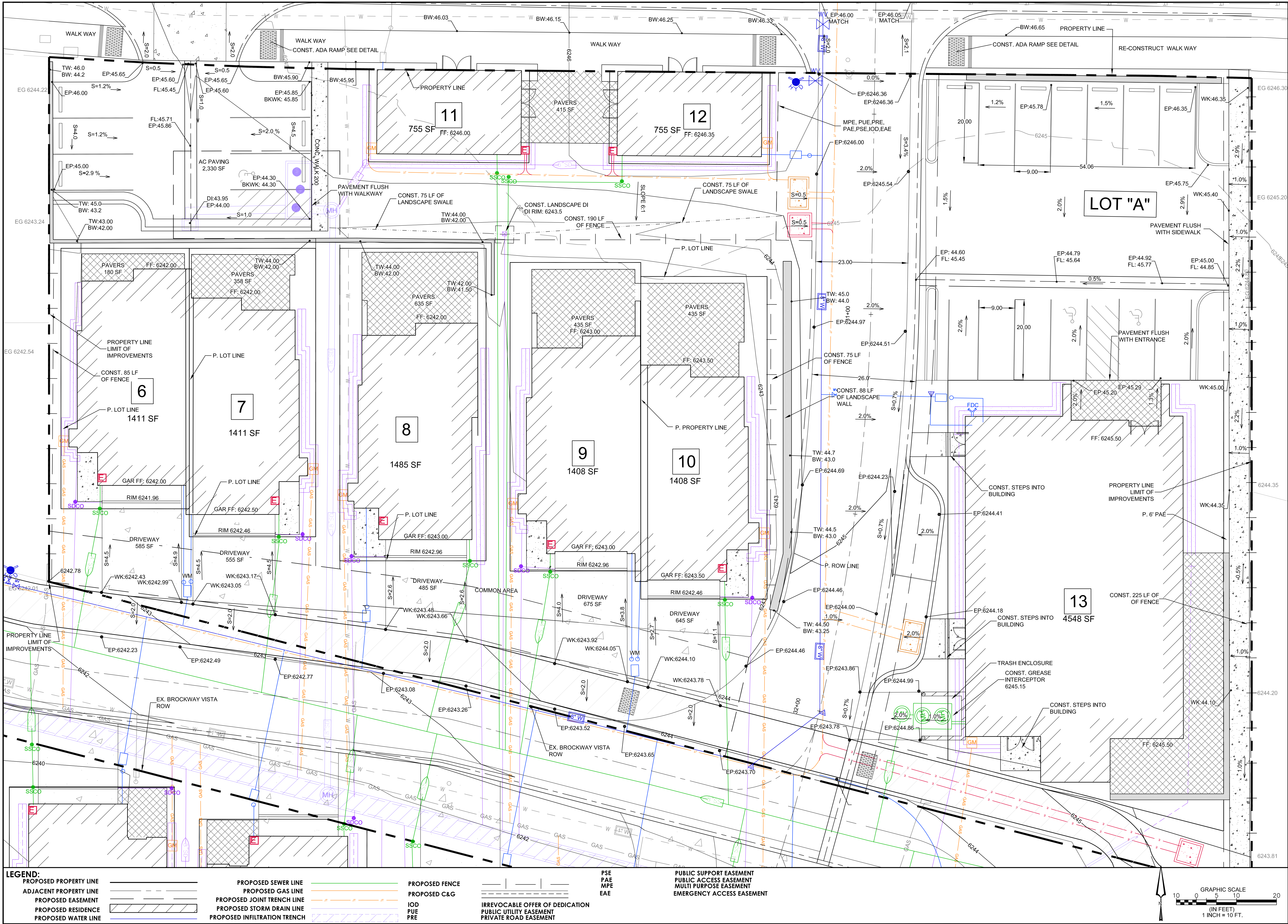
TITLE
SHEET

SHEET

1

OF







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FELDMAN
ARCHITECTURE

PROJECT NAME
**LAKESIDE
REDEVELOPMENT**

PROJECT ADDRESS
**8200 N Lake Blvd
Kings Beach, CA
96143**

APN #
APN: 090-072-028-000 APN: 090-073-007-000
APN: 090-072-009-000 APN: 090-073-005-000
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APN: 090-072-006-000

CLIENT

JOB NO.
400100

ISSUE:
TENTATIVE MAP

DATE
APRIL 2019

HISTORY
△ DESC. DATE

TITLE

**SOUTH SITE
VIEW**

SHEET
4
OF

LEGEND:

PROPOSED PROPERTY LINE

ADJACENT PROPERTY LINE

PROPOSED EASEMENT

PROPOSED RESIDENCE

PROPOSED WATER LINE

PROPOSED SEWER LINE

PROPOSED GAS LINE

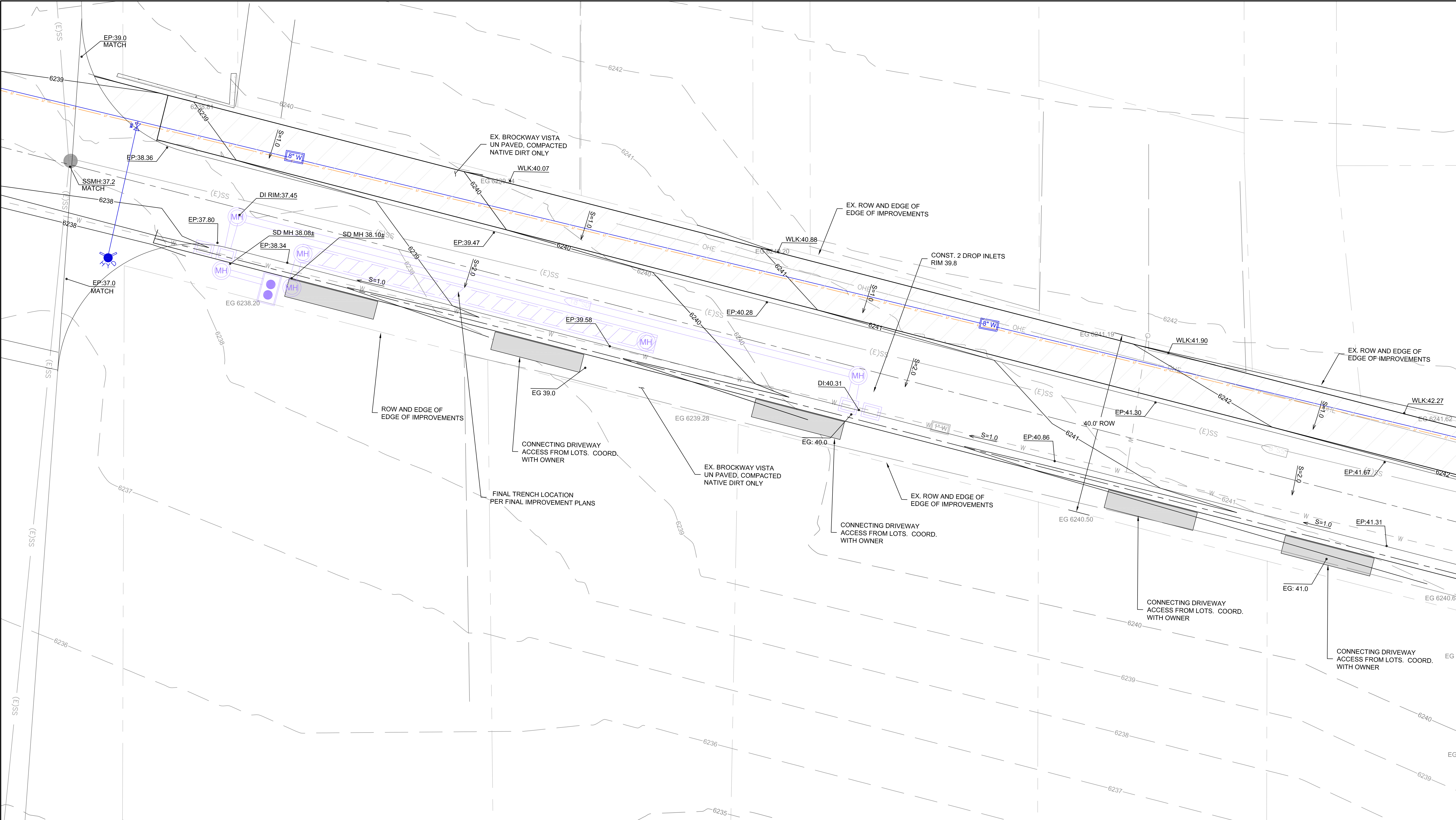
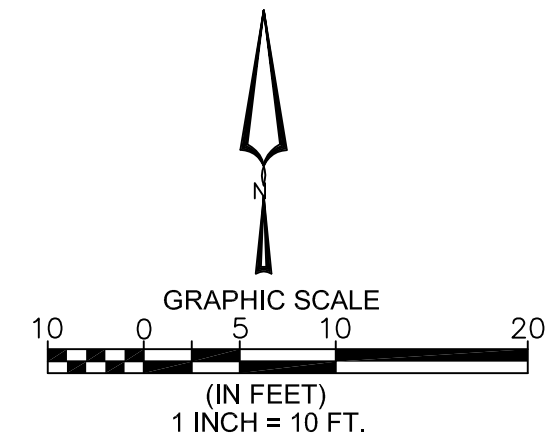
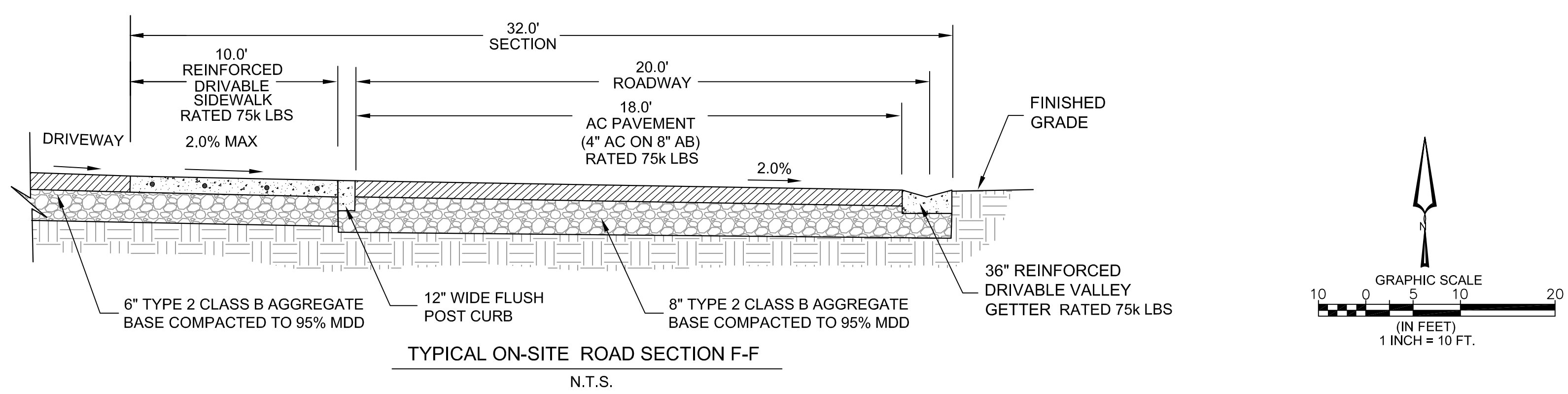
PROPOSED JOINT TRENCH LINE

PROPOSED STORM DRAIN LINE

PROPOSED INFILTRATION TRENCH

PROPOSED FENCE

PROPOSED C&G



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PROJECT NAME
LAKESIDE REDEVELOPMENT

PROJECT ADDRESS
**8200 N Lake Blvd
Kings Beach, CA
96143**

APN #
APN: 090-072-028-000 APN: 090-073-007-000
APN: 090-072-009-000 APN: 090-073-005-000
APN: 090-072-027-000 APN: 090-073-006-000
APN: 090-072-006-000

CLIENT

JOB NO.
400100

ISSUE:
TENTATIVE MAP

DATE
APRIL 2019

HISTORY
△ DESC. DATE

TITLE
OFF-SITE ROAD IMPROVEMENTS

SHEET
5
OF
6

INITIAL STUDY & CHECKLIST

This Initial Study has been prepared to identify and assess the anticipated environmental impacts of the following described project application. The document may rely on previous environmental documents (see Section D) and site-specific studies (see Section J) prepared to address in detail the effects or impacts associated with the project.

This document has been prepared to satisfy the California Environmental Quality Act (CEQA) (Public Resources Code, Section 21000 et seq.) and the State CEQA Guidelines (14 CCR 15000 et seq.). CEQA requires that all state and local government agencies consider the environmental consequences of projects over which they have discretionary authority before acting on those projects.

The Initial Study is a public document used by the decision-making lead agency to determine whether a project may have a significant effect on the environment. If the lead agency finds substantial evidence that any aspect of the project, either individually or cumulatively, may have a significant effect on the environment, regardless of whether the overall effect of the project is adverse or beneficial, the lead agency is required to prepare an Environmental Impact Report (EIR), use a previously-prepared EIR and supplement that EIR, or prepare a Subsequent EIR to analyze the project at hand. If the agency finds no substantial evidence that the project or any of its aspects may cause a significant effect on the environment, a Negative Declaration shall be prepared. If in the course of analysis, the agency recognizes that the project may have a significant impact on the environment, but that by incorporating specific mitigation measures the impact will be reduced to a less than significant effect, a Mitigated Negative Declaration shall be prepared.

Project Title: Lakeside Redevelopment	Project # PLN17-00247
Entitlement(s): Conditional Use Permit, Subdivision, Administrative Review Permit, Design/Site Review	
Site Area: 1.85 acre / 80,543 square feet	APN: 090-072-006, 009, 027, 028 and 090-073-005, 006, and 007
Location: 8194-8258 North Lake Boulevard (State Highway 28) and 8178-8246 Brockway Vista Avenue, Kings Beach, Placer County	

A. BACKGROUND:

Project Description:

The project proposes a Conditional Use Permit (CUP) for a mixed-use project to redevelop seven parcels in the downtown urban core of Kings Beach situated on the southern side of North Lake Boulevard (Highway 28) continuing south across Brockway Vista right-of-way and fronting on the north shore of Lake Tahoe. The CUP would address a Planned Residential Development and Subdivision in order to develop up to ten residential units (two duplex buildings and six detached single-family dwellings) with a private 2,123 square foot homeowner's amenity building (second story of the proposed restaurant building) and associated common open space. The redevelopment would also include commercial development consisting of three commercial buildings including up to two 755 square foot one story retail buildings fronting North Lake Boulevard and a 2,135 square foot commercial restaurant with approximately 295 square feet of outdoor patio dining located on the eastern side of the restaurant. The commercial floor area would total approximately 3,645 square feet. The project proposes on-site vehicle parking with two-car garages for each residential unit, two on-site commercial parking lots accessed off North Lake Boulevard, totaling 19 on-site parking spaces with two additional parallel parking spaces on the new access road adjacent to the proposed restaurant. The westerly commercial parking lot (six parking stalls) would serve the two commercial buildings while the easterly commercial parking lot (13 parking stalls) and two parallel parking spaces would serve the proposed commercial restaurant. Other improvements include new utilities (natural gas, water and sewer lines), permanent water quality improvements (BMPs), replacing street improvements (curb/gutter and resurfacing) between the project and Secline Street (to the west), undergrounding overhead utilities within the Brockway Vista Avenue project right-of-way and constructing a 10-foot-wide paved multi-use public trail spanning 640 linear feet along the northern side and within the Brockway Vista right-of-way from the eastern side of the proposed project, and continuing outside the project area where it terminates to the west at Secline Street. A five-

foot-wide concrete public pedestrian walkway is proposed along the eastern property line to provide pedestrian access between North Lake Boulevard and Brockway Vista Avenue where the walkway would connect to the 10-foot multi-use trail. The proposed project also includes a new improved asphalt access road through the eastern side of the project that would extend Brockway Vista Avenue to North Lake Boulevard. This access road would provide vehicle and pedestrian circulation through the project while connecting vehicle traffic between Brockway Vista Avenue to North Lake Boulevard.

The project proposes phasing the project to first construct a multi-family development before creating the 10 Planned Residential Units with common open space through recordation of a Final Map. The commercial parking lots and structures would remain on one separate parcel.

The project also proposes Variances to the parking facility design standards which require a 20-foot setback between the edge of travel way of the highway/street in order to allow 13-foot setback adjacent to Highway 28 and a 7-foot setback off the proposed access road. The CUP would specify the density of units, residential building envelope locations, common open space, and the multi-use trail. An Administrative Review Permit would authorize the restaurant use to be allowed in the 2,135 square foot commercial building and outdoor patio seating.

The project site is located within the Tahoe Basin Area Plan (TBAP) North Tahoe East Mixed Use District that encourages well-planned and balanced growth with improved pedestrian interconnectivity and a mixture of uses that promote environmental improvements and year-round economic vitality. The proposed project is consistent with the TBAP and is improving the urban core by promoting a diversity of uses from residential to commercial and promoting walkability and social interactions with the new multi-use trail, as well as economic and environmental gains with new utilities, roadways and water quality improvements.

Project Site (Background/Existing Setting):

The project area includes seven parcels comprising 80,543 square feet (1.85 acre) and includes Lots 13 through 22 and 88 through 99, that were recorded in February 17, 1926, as part of the "Brockway Vista Subdivision", Book D of Maps at Page 16 Blocks "A" and "B". The project's seven parcels (22 lots) are currently within the Mixed-Use Lakeside Town Center, North Tahoe East District of the Tahoe Basin Area Plan and include two motel businesses, the "Gold Crest" and the "Ferrari Crown" that are currently operating, as well as the "Falcon Lodge" that suspended operations as a result of substandard building, and cited violations of health and safety codes. The three motel sites have a combined total of 92 motel units (20 with kitchens) and 112 surface parking spaces that are scattered at various locations on the lots and within Brockway Vista right-of-way. The three motels are housed in eight buildings totaling 38,598 square feet and built throughout the late 1950's and early 1960's. Some of the buildings have been renovated over the years but have not been brought up to meet current building code standards. Over all the site is scattered with abandoned or dated buildings that degrade the overall aesthetics of the area. North Lake Boulevard to the north of the project site has recently had new community plan improvements including fire hydrants, sidewalks, landscaping and paving along the right-of-way. The project site has a relatively gentle slope from the highway towards Lake Tahoe with minimal vegetation consisting of sparsely scattered pines and fir trees.

B. ENVIRONMENTAL SETTING:

Location	Zoning	General Plan/Community Plan Designations	Existing Conditions and Improvements
Site	Mixed-Use Lakeside Town Center (MU-LTC)	Tahoe Basin Area Plan North Tahoe East: Mixed Use Districts	Gold Crest, Ferrari Crown and the Falcon Lodge that consisting of 92 motel units (20 with kitchens)
North	Mixed-Use Mountain Town Center (MU-MTC)	Tahoe Basin Area Plan North Tahoe East: Mixed Use Districts	A mixture of commercial uses including Rite-Aid and Little Bear Cottages
South	Mixed-Use Waterfront Recreation (MU-WREC)	Tahoe Basin Area Plan North Tahoe East: Mixed Use Districts	Shore zone of Lake Tahoe
East	Mixed-Use Lakeside Town Center (MU-LTC)	Tahoe Basin Area Plan North Tahoe East: Mixed Use Districts	Commercial and residential uses
West	Mixed-Use Lakeside Town Center (MU-LTC)	Tahoe Basin Area Plan North Tahoe East: Mixed Use Districts	Commercial and residential uses

C. NATIVE AMERICAN TRIBES: Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Pursuant to Assembly Bill 52 (Chapter 532, Statutes of 2014), consultation offers were sent to tribes traditionally and culturally affiliated with the project area on August 28, 2017. No requests to consult were received during the 30-day time frame required by Assembly Bill 52. Copies of the Cultural resources Records Search prepared for the project were sent to the Shingle Springs Rancheria at their request. No further correspondence was received from Shingle Springs Rancheria.

NOTE: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21083.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

D. PREVIOUS ENVIRONMENTAL DOCUMENT:

The County has determined that an Initial Study shall be prepared in order to determine whether the potential exists for unmitigable impacts resulting from the proposed project. Relevant analysis from the County-wide General Plan and Community Plan Certified EIRs, and other project-specific studies and reports that have been generated to date, were used as the database for the Initial Study. The decision to prepare the Initial Study utilizing the analysis contained in the General Plan and Specific Plan Certified EIRs, and project-specific analysis summarized herein, is sustained by Sections 15168 and 15183 of the CEQA Guidelines.

Section 15168 relating to Program EIRs indicates that where subsequent activities involve site-specific operations, the agency would use a written checklist or similar device to document the evaluation of the site and the activity, to determine whether the environmental effects of the operation were covered in the earlier Program EIR. A Program EIR is intended to provide the basis in an Initial Study for determining whether the later activity may have any significant effects. It will also be incorporated by reference to address regional influences, secondary effects, cumulative impacts, broad alternatives, and other factors that apply to the program as a whole.

The following documents serve as Program-level EIRs from which incorporation by reference will occur:

- ➔ Placer County General Plan EIR
- ➔ Placer County Kings Beach Core Project EIR
- ➔ Placer County Tahoe Basin Area Plan EIR
- ➔ State Parks/TRPA Kings Beach Event Center Master Plan DEIR/DEIS

E. EVALUATION OF ENVIRONMENTAL IMPACTS:

The Initial Study checklist recommended by the State of California Environmental Quality Act (CEQA) Guidelines is used to determine potential impacts of the proposed project on the physical environment. The checklist provides a list of questions concerning a comprehensive array of environmental issue areas potentially affected by the project (see CEQA Guidelines, Appendix G). Explanations to answers are provided in a discussion for each section of questions as follows:

- a) A brief explanation is required for all answers including "No Impact" answers.
- b) "Less Than Significant Impact" applies where the project's impacts are insubstantial and do not require any mitigation to reduce impacts.
- c) "Less Than Significant with Mitigation Measures" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The County, as lead agency, must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from earlier analyses may be cross-referenced).

- d) "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- e) All answers must take account of the entire action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts [CEQA Guidelines, Section 15063(a)(1)].
- f) Earlier analyses may be used where, pursuant to the tiering, Program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or Negative Declaration [CEQA Guidelines, Section 15063(c)(3)(D)]. A brief discussion should be attached addressing the following:
 - ➔ **Earlier analyses used** – Identify earlier analyses and state where they are available for review.
 - ➔ **Impacts adequately addressed** – Identify which effects from the above checklist were within the scope of, and adequately analyzed in, an earlier document pursuant to applicable legal standards. Also, state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - ➔ **Mitigation measures** – For effects that are checked as "Less Than Significant with Mitigation Measures," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- g) References to information sources for potential impacts (i.e. General Plans/Community Plans, zoning ordinances) should be incorporated into the checklist. Reference to a previously-prepared or outside document should include a reference to the pages or chapters where the statement is substantiated. A source list should be attached and other sources used, or individuals contacted, should be cited in the discussion.

I. AESTHETICS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect on a scenic vista? (PLN)			X	
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings, within a state scenic highway? (PLN)			X	
3. Substantially degrade the existing visual character or quality of the site and its surroundings? (PLN)			X	
4. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (PLN)			X	

Discussion Item I-1, 2:

The general visual landscape characteristics surrounding the project area include a high mountain alpine lake community with views of Lake Tahoe, shore zone, mountain slopes and peaks with elevations ranging from lake level (6,228 feet) to the surrounding mountain peaks (9,000 feet). The proposed project is located on the north shore of Lake Tahoe within the community of Kings Beach on North Lake Boulevard (State Highway 28) which is considered a scenic Highway. The project area is heavily impacted with human made features including the residential community of Kings Beach with single-family and multi-family residences to the north of the project, and commercial development along Highway 28 that meanders between the lake shore zone and the Kings Beach residential community. On-site improvements include eight hotel/motel buildings, two swimming pools, and surface parking lots that are in varying degrees of disrepair and deferred maintenance. A majority of the buildings have not been upgraded over time to current building and fire codes, and the buildings are approaching a condition which would render them unfit for use without significant upgrades which could be so costly as to be economically infeasible. One of the hotel complexes, the Falcon Lodge, has been boarded up and the property chain link fenced for a number of years as a result of unsafe building and property conditions. All of the on-site structures and improvements would be demolished and new structures constructed resulting in a change in the visual character of both the site and the surrounding area from existing blight conditions to an arrangement of buildings that are visually pleasing and better blend into the surrounding natural and mountain town environment.

Following demolition of the existing dilapidated structures, the proposed project would construct three commercial buildings, six single-family residences, and two duplexes (totaling 10 residential units) for a total of 13 new structures. The proposed project would require Design/Site Review approval through the Tahoe Design Site Review process which includes reviewing the form, mass, and profile of the building and architectural features to be designed to blend and complement the natural terrain and preserve the character and profile of the site as much as possible. Therefore, the Design/Site Review process would ensure that the proposed development of the project site would result in impacts that are considered less than significant and an improvement over the existing blighted conditions. Overall, the Design/Site Review process implements the current TBAP design standards and guidelines to ensure the proposed structures' materials and colors do not create unnecessary light and glare while improving night sky visibility and enhancing public views around Lake Tahoe. No mitigation measures are required.

Discussion Item I-3:

The project proposes the removal of all existing dilapidated buildings in order to develop 13 new structures scattered in the project area. These site improvements would be consistent with, and complementary to, surrounding commercial and residential development in the immediate vicinity. The project area is included in the Tahoe Basin Area Plan which has a separate Tahoe Design Review process for new residential and commercial projects. Prior to approval of the improvement plans, the proposed project design elements would comply with the TBAP and be subject to review and approval by the Design/Site Review Committee to address the physical conversion of the site. Design/Site Review would include, but not be limited to, a review of onsite landscaping, exterior lighting, parking, circulation and signage.

The Design/Site Review process would ensure that the proposed development of the project site would result in a less than significant impact to the visual character of the site and its surroundings. No mitigation measures are

required.

Discussion Item I-4:

Two out of the three motels, the “Gold Crest” and the “Ferrari Crown” are currently operating and have exterior flood lights that are in noncompliance with the current TBAP lighting standards for night sky. The proposed exterior lighting sources would be screened and directed downward, not outward or upward in compliance with the TBAP Design/Site Review process. This would ensure that there would be no rooftop or flood lighting that could result in substantial sources of light or glare that could affect views in the area. Therefore, project impacts are considered to be less than significant. No mitigation measures are required.

II. AGRICULTURAL & FOREST RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? (PLN)				X
2. Conflict with General Plan or other policies regarding land use buffers for agricultural operations? (PLN)				X
3. Conflict with existing zoning for agricultural use, a Williamson Act contract or a Right-to-Farm Policy? (PLN)				X
4. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? (PLN)				X
5. Involve other changes in the existing environment which, due to their location or nature, could result in the loss or conversion of Farmland (including livestock grazing) or forest land to non-agricultural or non-forest use? (PLN)				X

Discussion Item II-1:

The project site is designated as Other Land as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program and would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance to non-agricultural use. Therefore, there is no impact.

Discussion Item II-2, 3:

The project site does not include any current agricultural uses nor is it subject to a Williamson Act Contract and there are no agricultural uses immediately abutting the project site. Construction and operation of this project would not conflict with General Plan policies or other policies regarding land use buffers for agricultural operations nor with the County's Right-to-Farm policy. Therefore, there is no impact.

Discussion Item II-4, 5:

Construction of a Planned Residential Development and commercial buildings is an allowed use in the Tahoe Basin Area Plan located within the Lake Tahoe Basin and the proposed project would not rezone forest land nor would the proposed project involve other changes in the existing environment that could result in the loss or conversion of Farmland or forest land to non-agricultural or non-forest use. Therefore, there is no impact.

III. AIR QUALITY – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Conflict with or obstruct implementation of the applicable air quality plan? (PLN, Air Quality)			X	
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation? (PLN, Air Quality)			X	
3. Result in a cumulatively considerable net increase of any criteria for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? (PLN, Air Quality)			X	
4. Expose sensitive receptors to substantial pollutant concentrations? (PLN, Air Quality)			X	
5. Create objectionable odors affecting a substantial number of people? (PLN, Air Quality)			X	

Discussion Item III-1, 2:

The proposed project is located within the Lake Tahoe Air Basin (LTAB) portion of Placer County and is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). The LTAB is designated non-attainment for the state ozone (ROG and NO_x) and particulate matter (PM₁₀) standards. The proposed redevelopment project is a mixed-use commercial project on 1.8 acres (parcels #1-6) of lakefront land located within the Kings Beach Community Plan Area. The proposed project would include 2,135 square foot commercial restaurant with approximately 295 square feet of outdoor patio dining, 1,510 square foot of retail, 10 second home residential units, and 21 parking spaces. The existing development is proposed to be demolished, consisting of three motel sites housed in eight buildings totaling 38,598 square feet with a combined total of 92 motel units (20 with kitchens) existing motel units and 112 surface parking stalls. A project would not conflict with or obstruct the implementation of the regional air quality plan, if the project emissions were anticipated within the emission inventory contained in the regional air quality plan, referred to as the State Implementation Plan (SIP), and would not exceed the PCAPCD CEQA thresholds adopted October 13, 2016 as follows:

PCAPCD CEQA THRESHOLDS FOR CRITERIA POLLUTANT EMISSIONS

- 1) Construction Threshold of 82 pounds per day for Reactive Organic Gases (ROG), Oxides of Nitrogen (NO_x), and particulate matter smaller than 10 microns (PM₁₀);
- 2) Operational Threshold of 55 pounds per day for ROG, NO_x and 82 pounds per day for PM₁₀; and
- 3) Cumulative Threshold of 55 pounds per day for ROG, NO_x and 82 pounds per day for PM₁₀.

The daily maximum emission thresholds represent an emission level below which the project's contribution to criteria pollutant emissions would be deemed less than significant. The level of operational emissions would be equivalent to a project size of approximately 617 single-family dwelling units, or a 249,100 square feet commercial building.

During construction, various types of equipment and vehicles would temporarily operate. Construction exhaust emissions would be generated from construction equipment, demolition, vegetation clearing and earth movement activities, construction workers' commute, and construction material hauling. Project construction activities would generate air pollutant emissions of criteria pollutants, including ROG, NO_x, PM₁₀ and Diesel Particulate Matter (DPM).

Table 1
Maximum Unmitigated Project
Short-term Construction & Long-term Criteria Pollutant Emissions

	Short-Term Construction		Long-term Operational	
Pollutant	Project Construction Emissions ¹ (lbs/day)	PCAPCD Thresholds ² (lbs/day)	Project Operational Emissions ¹ (lbs/day)	PCAPCD Thresholds ² (lbs/day)
ROG	24.63	82.0	1.43	55
NOx	26.02	82.0	4.71	55
PM10	7.71	82.0	1.60	82

Source 1: CalEEMod 2016.3.2, Project Analysis (March 26, 2019)

Source 2: PCAPCD CEQA Thresholds (adopted October 13, 2016)

Project related emissions were calculated using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2. CalEEMod is a planning tool for estimating emissions related to land use projects. As shown in the table, the proposed project would result in an increase in regional and local emissions from construction of the proposed project but would be below the PCAPCD's thresholds. To reduce construction-related emissions, the proposed project would be conditioned to list the PCAPCD's Rules and Regulations associated grading/improvement plans. A Dust Control Plan must also be submitted to the PCAPCD prior to the start of earth-disturbing activities.

- Rule 202—Visible Emissions. Requires that opacity emissions from any emission source not exceed 20 percent for more than three minutes in any one hour.
- Rule 217—Cutback and Emulsified Asphalt Paving Materials. Prohibits the use of the following asphalt materials for road paving: rapid cure cutback asphalt; slow cure cutback asphalt; medium cure cutback asphalt; or emulsified asphalt.
- Rule 218—Application of Architectural Coatings. Requires architectural coatings to meet various volatile organic compound (VOC) content limits.
- Rule 228—Fugitive Dust.
 - Visible emissions are not allowed beyond the project boundary line.
 - Visible emissions may not have opacity of greater than 40 percent at any time.
 - Track-out must be minimized from paved public roadways.

With compliance with APCD Rules and Regulations, and with submittal of a Dust Control Plan, impacts related to short-term construction-related emissions would be less than significant. No mitigation measures are required.

Discussion Item III-3:

The project related long-term operational emissions would result from vehicle exhaust from motor vehicle trips; utility usage; fuel combustion from landscape maintenance equipment; natural gas combustion emissions used for space heating, water heating, and cooking; evaporative emissions of ROG associated with the application of architectural coatings and use of consumer products; and water/wastewater conveyance.

A trip generation analysis was prepared for the project. The proposed project would result in the demolition of three existing motel/lodge buildings. The peak hour traffic trips generated from the existing development to be removed are estimated at approximately 55 peak hour trips (27 entering and 28 exiting) and approximately 692 daily trips. The proposed project would entail approximately 1510 square feet of retail, 2,430 square feet of restaurant, and 10 single family residences. The peak hour traffic trips generated from the proposed project are estimated to be approximately 26 peak hour trips (15 entering and 11 exiting) and approximately 308 daily trips. The proposed project would therefore generate fewer peak hour traffic trips than the current peak hour traffic trips from the existing development (a net decrease of approximately 29 peak hour trips (12 entering and 17 exiting) and approximately 384 daily trips). A Vehicle Miles Traveled (VMT) analysis was also prepared. The existing development generates approximately 5,883 VMT while the proposed development generates approximately 903 VMT. The proposed project results in a decrease in VMT by approximately 4,981. The proposed project would also replace the existing outdated buildings with energy efficient buildings as required by the California Green Building Code, resulting in fewer GHG emissions resulting from energy consumption and water usage compared to current conditions. The residential units would include Natural Gas Fireplaces only. No wood burning devices are proposed. All units would utilize a hydronic flooring heat, natural gas on demand hot water heaters and forced air AC units. Impacts are less than significant. No mitigation measures are required.

Discussion Item III-4:

Certain air pollutants are classified by the ARB as toxic air contaminants, or TACs, which are known to increase the risk of cancer and/or other serious health effects. Localized concentrations of Carbon Monoxide (CO) can be a TAC and are typically generated by traffic congestion at intersections. The anticipated traffic resulting from the proposed project would not impact the nearby intersections' ability to operate acceptably and would therefore not result in a substantial concentration of CO emissions at any intersection.

The construction of the proposed project would result in short-term diesel particulate matter (DPM) emissions from heavy-duty onsite equipment and off-road diesel equipment. The California Air Resources Board (ARB) has identified DPM from diesel exhaust as a toxic air contaminant, with both chronic and carcinogenic public health risks.

The ARB, PCAPCD, and Placer County recognize the public health risk reductions that can be realized by idling limitations for on-road and off-road equipment. The proposed project would be required to comply with the following idling restriction (five minute limitation) requirements from ARB and Placer County Code during construction activity, including the use of both on-road and off-road equipment:

- California Air Resources Board (ARB) Section 2449(d)(3) of the ARB's In-use Off-road Diesel regulation: Off-road diesel equipment shall comply with the five-minute idling restriction. Available via the web: www.arb.ca.gov/regact/2007/ordiesl07/froal.pdf
- Placer County, Code Section 10.14. Available via the web: <http://qcode.us/codes/placercounty/>

Portable equipment and engines (i.e., back-up generators) 50 horsepower (hp) or greater, used during construction activities and operation require either a registration certificate issued by ARB, based on the California Statewide Portable Equipment Registration Program (PERP) or a District permit to operate. The proposed project would be conditioned to obtain all necessary permits from ARB and PCAPCD prior to construction. Due to the short-term nature of the construction, and with compliance with State and Local regulations, potential public health impacts would be less than significant. No mitigation measures are required.

Discussion Item III-5:

The occurrence and severity of odor impacts depends on numerous factors, including the nature, frequency, and intensity of the source, wind speed and direction, and the sensitivity of the receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress among the public and often generating citizen complaints to local governments and regulatory agencies. Land uses commonly considered to be potential sources of odorous emissions include wastewater treatment plants, sanitary landfills, food processing facilities, chemical manufacturing plants, rendering plants, paint/coating operations, and agricultural feedlots and dairies.

The proposed project is not expected to produce odor issues, as the proposed project does not include any uses commonly considered to be potential sources. Furthermore, the PCAPCD has a Nuisance Rule (Rule 205) that governs the discharge from any source of emission which causes a nuisance or annoyance to any considerable number of persons or to the public. As a result, this impact is considered less than significant. No mitigation measures are required.

IV. BIOLOGICAL RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies or regulations, or by the California Department of Fish & Game, U.S. Fish & Wildlife Service or National Oceanic and Atmospheric Administration Fisheries? (PLN)				X

2. Substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number of or restrict the range of an endangered, rare, or threatened species? (PLN)				X
3. Have a substantial adverse effect on the environment by converting oak woodlands? (PLN)				X
4. Have a substantial adverse effect on any riparian habitat or other sensitive natural community, including oak woodlands, identified in local or regional plans, policies or regulations, or by the California Department of Fish & Game, U.S. Fish & Wildlife Service, U.S. Army Corps of Engineers or National Oceanic and Atmospheric Administration Fisheries? (PLN)		X		
5. Have a substantial adverse effect on federal or state protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) or as defined by state statute, through direct removal, filling, hydrological interruption, or other means? (PLN)		X		
6. Interfere substantially with the movement of any native resident or migratory wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nesting or breeding sites? (PLN)				X
7. Conflict with any local policies or ordinances that protect biological resources, including oak woodland resources? (PLN)				X
8. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (PLN)				X

Discussion Item IV-1, 2, 6:

The project site is located in the urban town center of Kings Beach that has been developed since the mid-1920's with mapped subdivisions, roads, utilities and multiple residential, commercial and institutional structures. The only vegetation on site includes four pine trees surrounded by buildings and asphalt parking. The project site is surrounded by urban development and lacks suitable habitat to support special status plant or animal species. Project site construction would be short in duration and would not result in substantial physical environmental alteration of the site as the project site is already nearly 100 percent disturbed. The proposed project would not result in adverse effects on special status species or reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number of or restrict the range of an endangered, rare, or threatened species or with the movement of any native resident or migratory wildlife species or interfere with established native resident or migratory wildlife corridors, or substantially impede the use of native wildlife nesting or breeding sites. Therefore, there is no impact.

Discussion Item IV-3:

The project site does not support oak woodland habitat. Therefore, there is no impact.

Discussion Item IV-4, 5:

The project site does not contain any riparian habitat, stream zones or wetlands on-site. However, the project is near the shore zone of Lake Tahoe which is one of the world's largest, deepest, and clearest mountain lakes, 22 miles long, 11 miles wide, and in a 501-square-mile watershed. Improvement plans, specifications, and permits through Tahoe Regional Planning Agency and the Lahontan Regional Water Quality Control Board will require implementation of appropriate erosion and sediment control Best Management Practices (BMPs) to ensure construction activities do not result in sediment entering the lake. Implementation of the following mitigation measures will ensure any impacts are less than significant.

Mitigation Measures Item IV-4, 5:

MM VII.6 and MM VII.7 See Item VII-5, 6 below

Discussion Item IV-7:

Approximately four pines and firs ranging in size between 20 inches and 50 inches in diameter (DBH) exist onsite and within the Brockway Vista right-of-way. The project will remove the trees since they are located along existing building foundations, utility lines and compacted pavement where the root ball is already damaged or would be damaged as a result of the demolition of buildings and utilities. Prior to approval of the improvement plans, the project design elements as stated previously would be subject to review and approval by the Design/Site Review Committee to address the physical conversion of the site. Design/Site Review would include, but not be limited to, a review of onsite landscaping that would blend the project into the surrounding landscaping and street trees.

There are no biological resources associated with the four trees and their removal would not conflict with local policies or protected biological resources. However, the Design/Site Review process would implement a landscape plan to preserve adequate sight distance to buildings and provide visual relief from the proposed buildings. Therefore, there is no impact.

Discussion Item IV-8:

Placer County does not have an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other such approval plans within the Tahoe Basin of Placer County. Therefore, there is no impact.

V. CULTURAL RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Substantially cause adverse change in the significance of a historical resource as defined in CEQA Guidelines, Section 15064.5? (PLN)		X		
2. Substantially cause adverse change in the significance of a unique archaeological resource pursuant to CEQA Guidelines, Section 15064.5? (PLN)		X		
3. Have the potential to cause a physical change, which would affect unique ethnic cultural values? (PLN)		X		
4. Restrict existing religious or sacred uses within the potential impact area? (PLN)		X		
5. Disturb any human remains, including those interred outside of dedicated cemeteries? (PLN)		X		

Discussion Item V-1, 2, 3, 4, 5:

The subject site was developed and constructed in stages between 1955 and 1969 as three independent hotel sites (Goldcrest Motel, Crown Motel, and Falcon Lodge Motel) comprised of eight separate buildings that contained 92 limited-service motel rooms (20 with kitchens), two pools, and 112 paved parking stalls. The project proposes redevelopment by removing the existing improvements, trenching utilities, and Community Plan Improvements along Brockway Vista for undergrounding overhead utilities and constructing a 10-foot wide multi-use trail and constructing 13 buildings. In October of 2006, Geoarch Sciences, Inc. provided a cultural resource report for specific areas of Kings Beach that identifies known sites of significant value. The historical research finds no known cultural resources on the project site. A more recent check by Placer County museums (July 17, 2018) concluded that there are no buildings on site with historic significance.

Although the project area has been subject to archaeological investigations, it is possible that buried or concealed cultural resources could be present and detected during project ground disturbance activities. If cultural resources are discovered during construction, project activities should cease near the find and the project sponsor should consult a qualified archaeologist for recommended procedures. A registered professional archeologist (RPA) should be on-call during project ground-disturbance activities. In the unlikely event that human remains are encountered, all activities should be stopped immediately and the County Coroner's Office should be contacted. Implementation of the following standard mitigation measure would ensure that this impact is less than significant.

Mitigation Measure Item V-1, 2, 3 4, 5:**MM V.1**

If potential tribal cultural resources (TCRs), archaeological resources, other cultural resources, articulated, or disarticulated human remains are discovered during construction activities, all work shall cease within 100 feet of the find (based on the apparent distribution of cultural resources). Examples of potential cultural materials include midden soil, artifacts, chipped stone, exotic (non-native) rock, or unusual amounts of baked clay, shell, or bone.

A qualified cultural resources specialist and, if warranted, a Native American Representative from the traditionally and culturally affiliated Native American Tribe(s) will assess the significance of the find and make recommendations for further evaluation and treatment as necessary. Culturally appropriate treatment that preserves or restores the cultural character and integrity of a Tribal Cultural Resource may be, but is not limited to, processing materials for reburial, minimizing handling of cultural objects, leaving objects in place within the landscape, construction monitoring of further construction activities by Tribal representatives of the traditionally and culturally affiliated Native American Tribe, and/or returning objects to a location within the project area where they will not be subject to future impacts.

If articulated or disarticulated human remains are discovered during construction activities, the County Coroner and Native American Heritage Commission shall be contacted immediately. Upon determination by the County Coroner that the find is Native American in origin, the Native American Heritage Commission will assign the Most Likely Descendant(s) who will work with the project proponent to define appropriate treatment and disposition of the burials.

Following a review of the find and consultation with appropriate experts, the authority to proceed may be accompanied by the addition of development requirements which provide for protection of the site and/or additional measures necessary to address the unique or sensitive nature of the site. The treatment recommendations made by the cultural resource specialist and the Native American Representative will be documented in the project record. Any recommendations made by these experts that are not implemented, must be documented and explained in the project record. Work in the area(s) of the cultural resource discovery may only proceed after authorization is granted by the Placer County Community Development Resource Agency following coordination with cultural resources experts and tribal representatives as appropriate.

VI. ENERGY – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? (PLN)			X	
2. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? (PLN)				X

Discussion Item VI-1:

The main forms of available energy supply are electricity, natural gas, and oil. Energy would be used to construct the project, and once constructed, energy would be used for the lifetime of the homes and the commercial buildings. Construction of the proposed project is required to comply with the California Green Building Standards Code (CBSC, also known as the CALGreen Code) and the 2016 Building Energy Efficient Standards (which is a portion of the CBSC). All construction equipment and operation thereof would be regulated per the California Air Resources Board (CARB) In-Use Off-Road Diesel Vehicle Regulation. The purpose of the CBSC is to improve public health, safety, and general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices. Building Energy Efficient Standards achieve energy reductions through requiring high efficacy lighting, improved water heating system efficiency, and high-performance attics and walls. CARB standards for construction equipment include measures to reduce emissions from vehicles by requiring fleet owners to retrofit their fleet or accelerate replacement/repower requirements and imposing idling limitations on owners, operators, renters, or lessees of off-road diesel vehicles. Project construction would also be required to comply with all applicable PCAPCD (Placer County Air Pollution Control District) rules and regulations.

Energy use associated with operation of the proposed project would be typical of residential uses and commercial uses, requiring electricity and natural gas for interior and exterior building lighting, HVAC, electronic equipment, machinery, refrigeration, appliances, and security systems. In addition, maintenance activities during operations, such as landscape maintenance or vineyard maintenance, would involve the use of electric or gas-powered equipment.

While the proposed project would introduce new operational energy demands to the project area, this demand does not necessarily mean that a project would have an impact related to energy sources. A proposed project would result in an impact if it would result in the inefficient use or waste of energy. The proposed project is required to comply with all applicable standards and regulations regarding energy conservation and fuel efficiency, which would ensure that the future uses would be designed to be energy efficient to the maximum extent practicable. Accordingly, the proposed project would not be considered to result in a wasteful, inefficient, or unnecessary use of energy, and impacts related to construction and operational energy would be considered less than significant. No mitigation measures are required.

Discussion Item VI-2:

Placer County does not currently have an adopted plan for renewable energy or energy efficiency. The County is currently preparing a Sustainability Plan (PCSP) that would provide a strategy to reduce GHG (greenhouse gas) emissions. This Plan would include goals and policies for energy efficiency. In the event the PCSP is adopted prior to the project receiving its entitlements, the project would be required to comply with the PCSP. Therefore, there is no impact.

VII. GEOLOGY & SOILS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Expose people or structures to unstable earth conditions or changes in geologic substructures? (ESD)		X		
2. Result in significant disruptions, displacements, compaction or overcrowding of the soil? (ESD)		X		
3. Result in substantial change in topography or ground surface relief features? (ESD)		X		
4. Result in the destruction, covering or modification of any unique geologic or physical features? (ESD)		X		
5. Result in any significant increase in wind or water erosion of soils, either on or off the site? (ESD)		X		
6. Result in changes in deposition or erosion or changes in siltation which may modify the channel of a river, stream, or lake? (ESD)		X		
7. Result in exposure of people or property to geologic and geomorphological (i.e. Avalanches) hazards such as earthquakes, landslides, mudslides, ground failure, or similar hazards? (PLN, ESD)			X	
8. Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse? (ESD)			X	
9. Be located on expansive soils, as defined in Chapter 18 of the California Building Code, creating substantial risks to life or property? (ESD)		X		

Discussion Item VII-1, 4, 9:

The site is located on the north shore of Lake Tahoe. A preliminary Geotechnical Report was prepared for the

project. Portions of the site are identified as being underlain by Holocene-aged lake sediments that are generally comprised of thin-bedded sand, silt, and clay with aged beach deposits along the south property line adjacent to Lake Tahoe. The beach deposits are characterized as consisting of moderately sorted, fine to coarse sand. Also identified are Holocene-aged older alluvial deposits that are generally comprised of unconsolidated, moderately to poorly sorted sand, silt, and gravel. Site elevations range from approximately 6,228 feet above mean sea level near the south property lines adjacent to Lake Tahoe to about 6,243 feet near the northeast corner adjacent to State Route 28. The site slopes gently in a general north to south direction. Surface water drainage consists of overland flow and is controlled through existing storm drains. The site is developed with existing motel/lodge uses where five structures are located in the north portion of the site and three structures, two swimming pools, a spa, and the beach are located in the south portion of the site. The Geotechnical Report identifies the potential for excessive settlement in that the loose surficial soil and existing fill may not be suitable for the support of the proposed structures. Therefore, the report recommends the soil be removed and replaced with engineered fill. The Report concludes that no highly compressible, potentially expansive, or liquefiable soil conditions are expected at the site. The Report does not identify any unique geologic or physical features for the soil that would be destroyed or modified. The Report does not identify the site as located on a geological unit or soil that is unstable or that would become unstable as a result of the project. Construction of the proposed buildings and associated circulation improvements would not create any significant unstable earth conditions or change any geologic substructure resulting in unstable earth. The project would be constructed in compliance with the California Building Code to address building-related soil issues and would obtain grading permits as necessary to address grading issues. The project's site specific impacts associated with soil disruptions and topography changes can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures Item VII-1, 4, 9:**MM VII.1**

The Improvement Plan submittal shall include a final geotechnical engineering report produced by a California Registered Civil Engineer or Geotechnical Engineer for Engineering and Surveying Division review and approval. The report shall address and make recommendations on the following:

- A) Road, pavement, and parking area design;
- B) Structural foundations, including retaining wall design (if applicable);
- C) Grading practices;
- D) Erosion/winterization;
- E) Special problems discovered on-site, (i.e., groundwater, expansive/unstable soils, etc.)
- F) Slope stability

Once approved by the Engineering and Surveying Division (ESD), two copies of the final report shall be provided to the ESD and one copy to the Building Services Division for their use. It is the responsibility of the developer to provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the report.

If the geotechnical engineering report indicates the presence of critically expansive or other soil problems that, if not corrected, could lead to structural defects, a certification of completion of the requirements of the soils report shall be required for subdivisions, prior to issuance of Building Permits. This certification may be completed on a lot-by-lot basis or on a Tract basis. This shall be so noted on the Improvement Plans, in the Development Notebook (if required), in the Conditions, Covenants and Restrictions (CC&Rs), and on the Informational Sheet filed with the Final Subdivision Map(s). **(ESD)**

Discussion Item VII-2, 3:

The project proposal would result in the construction of a mixed use commercial and residential project with associated infrastructure including site work, roadways, and driveways. To construct the improvements proposed, disruption of soils on-site would occur, including excavation/compaction for the commercial buildings, residential homes, roadway and driveway improvements, and various utilities. The area of disturbance for these improvements would be over the entire site. Any existing unsuitable fill may be re-used on the site after removal of all organic and deleterious material. The earthwork to occur on the site is approximately 1,200 cubic yards and no soil is proposed to be imported or exported. In addition, there are potentially significant impacts that may occur from the proposed changes to the existing topography. The project proposes maximum soil cuts of up to approximately 10 feet as shown on the preliminary grading plan and project description and fill of approximately 4 feet. Maximum slopes of 2:1 (horizontal/vertical) are proposed on the site along with retaining walls. The project's site specific impacts associated with soil disruptions and topography changes can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures Item VII-2, 3:

MM VII.2

The applicant shall prepare and submit Improvement Plans, specifications and cost estimates (per the requirements of Section II of the Land Development Manual (LDM) that are in effect at the time of submittal) to the Engineering and Surveying Division (ESD) for review and approval of each project phase. The plans shall show all physical improvements as required by the conditions for the project as well as pertinent topographical features both on and off site. All existing and proposed utilities and easements, on site and adjacent to the project, which may be affected by planned construction, shall be shown on the plans. All landscaping and irrigation facilities within the public right-of-way (or public easements), or landscaping within sight distance areas at intersections, shall be included in the Improvement Plans. The applicant shall pay plan check and inspection fees with the 1st Improvement Plan submittal. (NOTE: Prior to plan approval, all applicable recording and reproduction costs shall be paid). The cost of the above-noted landscape and irrigation facilities shall be included in the estimates used to determine these fees. It is the applicant's responsibility to obtain all required agency signatures on the plans and to secure department approvals. The Design/Site Review process and/or Development Review Committee (DRC) review is required as a condition of approval for the project, said review process shall be completed prior to submittal of Improvement Plans.

Conceptual landscape plans submitted prior to project approval may require modification during the Improvement Plan process to resolve issues of drainage and traffic safety.

Any Building Permits associated with this project shall not be issued until, at a minimum, the Improvement Plans are approved by the Engineering and Surveying Division.

The Final Subdivision Map(s) shall not be submitted to the Engineering and Surveying Division (ESD) until the Improvement Plans are submitted for the second review. Final technical review of the Final Subdivision Map(s) shall not conclude until after the Improvement Plans are approved by the ESD.

Prior to the County's final acceptance of the project's improvements, submit to the Engineering and Surveying Division one copy of the Record Drawings in digital format (on compact disc or other acceptable media) along with one blackline hardcopy (black print on bond paper) and one PDF copy. The digital format is to allow integration with Placer County's Geographic Information System (GIS). The final approved blackline hardcopy Record Drawings will be the official document of record. **(ESD)**

MM VII.3

The Improvement Plans shall show all proposed grading, drainage improvements, vegetation and tree removal and all work shall conform to provisions of the County Grading Ordinance (Ref. Article 15.48, Placer County Code) and Stormwater Quality Ordinance (Ref. Article 8.28, Placer County Code) that are in effect at the time of submittal. No grading, clearing, or tree disturbance shall occur until the Improvement Plans are approved and all temporary construction fencing has been installed and inspected by a member of the Development Review Committee (DRC). All cut/fill slopes shall be at a maximum of 2:1 (horizontal: vertical) unless a soils report supports a steeper slope and the Engineering and Surveying Division (ESD) concurs with said recommendation.

The applicant shall revegetate all disturbed areas. Revegetation, undertaken from April 1 to October 1, shall include regular watering to ensure adequate growth. A winterization plan shall be provided with project Improvement Plans. It is the applicant's responsibility to ensure proper installation and maintenance of erosion control/winterization before, during, and after project construction. Soil stockpiling or borrow areas, shall have proper erosion control measures applied for the duration of the construction as specified in the Improvement Plans. Provide for erosion control where roadside drainage is off of the pavement, to the satisfaction of the Engineering and Surveying Division (ESD).

The applicant shall submit to the ESD a letter of credit or cash deposit in the amount of 110 percent of an approved engineer's estimate using the County's current Plan Check and Inspection Fee Spreadsheet for winterization and permanent erosion control work prior to Improvement Plan approval to guarantee protection against erosion and improper grading practices. One year after the County's acceptance of improvements as complete, if there are no erosion or runoff issues to be corrected, unused portions of said deposit shall be refunded to the project applicant or authorized agent.

If, at any time during construction, a field review by County personnel indicates a significant deviation from the proposed grading shown on the Improvement Plans, specifically with regard to slope heights, slope ratios, erosion control, winterization, tree disturbance, and/or pad elevations and configurations, the plans shall be reviewed by the

DRC/ESD for a determination of substantial conformance to the project approvals prior to any further work proceeding. Failure of the DRC/ESD to make a determination of substantial conformance may serve as grounds for the revocation/modification of the project approval by the appropriate hearing body. **(ESD)**

MM VII.4

The Improvement Plan(s) shall identify the stockpiling and/or vehicle staging areas with locations as far as practical from existing dwellings and protected resources in the area. **(ESD)**

Discussion Items VII-5, 6:

The disruption of the soil discussed in Item VI-2, 3 above increases the risk of erosion and creates a potential for contamination of storm runoff with disturbed sediment or other pollutants introduced through typical grading practices. In addition, this soil disruption has the potential to modify any existing on site drainageways by transporting sediment from the disturbed area into local drainageways. Discharge of concentrated runoff after construction could also contribute to these impacts in the long-term. Erosion potential and water quality impacts are always present and occur when soils are disturbed and protective vegetative cover is removed. It is primarily the shaping of building pads, grading for transportation systems and construction for utilities that are responsible for accelerating erosion and degrading water quality. The project would increase the potential for erosion impacts without appropriate mitigation measures. The project's site specific impacts associated with erosion can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures VII-5, 6:

MM VII.1, MM VII.2, MM VII.3, MM VII.4

MM VII.5

The Improvement Plans shall show water quality treatment facilities/Best Management Practices (BMPs) designed according to the guidance of the California Stormwater Quality Association Stormwater Best Management Practice Handbooks for Construction, for New Development / Redevelopment, and for Industrial and Commercial (or other similar source as approved by the Engineering and Surveying Division (ESD)).

Storm drainage from on- and off-site impervious surfaces (including roads) shall be collected and routed through specially designed catch basins, vegetated swales, vaults, infiltration basins, water quality basins, filters, etc. for entrapment of sediment, debris and oils/greases or other identified pollutants, as approved by the Engineering and Surveying Division (ESD). BMPs shall be designed in accordance with the East Placer Storm Water Quality Design Manual for sizing of permanent post-construction Best Management Practices for stormwater quality protection. No water quality facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals.

All permanent BMPs shall be maintained as required to ensure effectiveness. The applicant shall provide for the establishment of vegetation, where specified, by means of proper irrigation. Proof of on-going maintenance, such as contractual evidence, shall be provided to ESD upon request. The project owners/permittees shall provide maintenance of these facilities and prepare a certification of completed maintenance and report it annually to the County DPW Stormwater Coordinator, unless, and until, a County Service Area is created and said facilities are accepted by the County for maintenance. Contractual evidence of a monthly parking lot sweeping and vacuuming, and catch basin cleaning program shall be provided to the ESD upon request for the non-residential portion of the project. Failure to do so will be grounds for discretionary permit revocation. Prior to Improvement Plan or Final Subdivision Map approval, easements shall be created and offered for dedication to the County for maintenance and access to these facilities in anticipation of possible County maintenance. **(ESD)**

MM VII.6

Prior to any construction commencing, the applicant shall provide evidence to the Engineering and Surveying Division of a WDID number generated from the State Regional Water Quality Control Board's Stormwater Multiple Application & Reports Tracking System (SMARTS). This serves as the Regional Water Quality Control Board approval or permit under the National Pollutant Discharge Elimination System (NPDES) construction storm water quality permit. **(ESD)**

MM VII.7

This project is located within the permit area covered by Placer County's Small Municipal Separate Storm Sewer System (MS4) Permit (State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES)). Project-related storm water discharges are subject to all applicable requirements of said permit.

The project shall implement permanent and operational source control measures as applicable. Source control

measures shall be designed for pollutant-generating activities or sources consistent with recommendations from the California Stormwater Quality Association (CASQA) Stormwater BMP Handbook for New Development and Redevelopment, or equivalent manual, and shall be shown on the Improvement Plans.

The project is also required to implement Low Impact Development (LID) standards designed to reduce runoff, treat storm water, and provide baseline hydromodification management as outlined in the East Placer Storm Water Quality Design Manual. **(ESD)**

Discussion Item VII-7, 8:

According to the preliminary Geotechnical Report prepared for the project and review of mapped faults; the project area is located in a potentially active seismic area. Several active and potentially active faults are located near the project site. The site is not located within an Alquist-Priolo active fault zone. The Report concluded that based on the site soil profile, the site has a low potential for liquefaction, lateral spreading, and slope instability. The Report identifies that large sea waves (tsunamis) and free standing wave oscillations of surface water in an enclosed basin (seiches) have the potential to occur; however, the recurrence interval of large seismic events causing seiches-induced waves or tsunamis are hundreds to thousands of years making the likelihood of this type of event low during the life of the proposed structures. There is a potential for the site to be subjected to at least moderate earthquake shaking during the useful life of any future buildings. The project would be constructed in compliance with the California Building Code, which includes seismic design standards. Therefore, these impacts are less than significant. No mitigation measures are required.

VIII. GREENHOUSE GAS EMISSIONS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant and/or cumulative impact on the environment? (PLN, Air Quality)			X	
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? (PLN, Air Quality)		X		

Discussion Item VIII-1:

The California Global Warming Solutions Act (AB32) signed into law in September 2006, requires statewide GHG emissions to be reduced to 1990 levels by 2020. AB32 established regulatory, reporting, and market mechanisms to achieve this goal and provide guidance to help attain quantifiable reductions in emissions efficiently, without limiting population and economic growth. In September of 2016, Senate Bill (SB) 32 was signed by Governor, to establish a California GHG reduction target of 40 percent below 1990 levels by 2030.

As previously stated, proposed project is located within the LTAB portion of Placer County and is under the jurisdiction of the Placer County Air Pollution Control District (PCAPCD). On October 13, 2016, the PCAPCD adopted CEQA significance thresholds for GHG emissions as shown below. The Bright-line Threshold of 10,000 metric tons (MT) CO₂e/yr threshold for construction and operational phases, and the De Minimis level of 1,100 MT CO₂e/yr for operational were used to determine significance. GHG emissions from projects that exceed 10,000 MT CO₂e/yr would be deemed to have a cumulatively considerable contribution to global climate change.

Greenhouse gas (GHG) emissions of primary concern from land use projects include carbon dioxide (CO₂), methane (CH₄), and nitrous oxide (N₂O). Construction-related activities would result from demolition activity, fuel combustion for heavy-duty diesel and gasoline-powered equipment, portable auxiliary equipment, material delivery trucks, and worker commuter trips. The GHG emissions from the proposed project's onsite and offsite activities were calculated using the California Emissions Estimator Model (CalEEMod), Version 2016.3.2. The estimated GHG emissions resulting from construction activity are approximately 235.76 MT CO₂e/yr during the first year of construction, and 63.54 MT/CO₂e for the second year of construction activity for a total of 299 MT/CO₂.

	Maximum Unmitigated Project Short-term Construction GHG Emissions	
Pollutant	Project Construction Emissions ¹ (MT/year)	PCAPCD Thresholds ² (MT/year)
CO ₂ e	235.76 (2019) 63.54 (2020)	10,000
<i>Source 1: CalEEMod 2016.3.2, Project Analysis (March 26, 2019)</i> <i>Source 2: PCAPCD CEQA Thresholds (adopted October 13, 2016)</i>		

Operational GHG emissions would result from motor vehicle trips generated by the residents, employees, and visitors, as well as on-site fuel combustion for landscape maintenance equipment. A trip generation analysis was prepared for the project. The proposed project would result in the demolition of three existing motel/lodge buildings. The peak hour traffic trips generated from the existing development to be removed are estimated at approximately 55 peak hour trips (27 entering and 28 exiting) and approximately 692 daily trips. The proposed project would entail approximately 1510 square feet of retail, 2,430 square feet of restaurant, and ten single family residences. The peak hour traffic trips generated from the proposed project are estimated to be approximately 26 peak hour trips (15 entering and 11 exiting) and approximately 308 daily trips. Therefore, the proposed project generates fewer peak hour traffic trips than the current peak hour traffic trips from the existing development (a net decrease of approximately 29 peak hour trips [12 entering and 17 exiting] and approximately 384 daily trips). A Vehicle Miles Traveled (VMT) analysis was also prepared. The existing development generates approximately 5,883 VMT while the proposed development generates approximately 903 VMT. The proposed project results in a decrease in VMT by approximately 4,981. The proposed project would also replace the existing outdated buildings with energy efficient buildings as required by the California Green Building Code, resulting in fewer GHG emissions resulting from energy consumption and water usage compared to current conditions.

The construction and operational emission levels do not exceed the PCAPCD Bright-line Threshold, or De Minimis level, and therefore would not substantially hinder the State's ability to attain the goals identified in SB 32. Thus, the construction and operation of the project would not generate substantial greenhouse gas emissions, either directly or indirectly, which may be considered to have a significant impact on the environment, nor conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases and is therefore considered to have a less than significant impact. No mitigation measures are required.

Discussion Item VIII-2:

The proposed project is located within the Tahoe Basin Area Plan (TBAP) and is subject to the TBAP and Implementing Regulations as adopted by the Tahoe Regional Planning Agency (TRPA) on January 25, 2017. An Errata to the certified EIR/EIS was prepared to further refine and clarify the requirements of Mitigation Measure 12-1: Implement all feasible greenhouse gas reduction measures to achieve no net increase in emissions.

In order to reduce construction related GHG emissions to achieve a no net increase, the following mitigation measures will be implemented to reduce potential impacts to a less-than-significant level. With implementation of the following feasible mitigation measures, the project-related construction emissions would not conflict with the TBAP.

Mitigation Measures Item VIII-2:

MM VIII.1

- Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to no more than 3 minutes (5 minute limit is required by the state airborne toxics control measure [Title 13, sections 2449(d)(3) and 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.
- Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determined to be running in proper condition before it is operated.
- Train equipment operators in proper use of equipment.

- Use the proper size of equipment for the job.
- Use equipment with new technologies (repowered engines, electric drive trains).
- Use an ARB approved low carbon fuel for construction equipment.
- Use alternative fuels for generators at construction sites such as propane or solar, or use electrical power.
- Perform on-site material hauling with trucks equipped with on-road engines (if determined to be less emissive than the off-road engines).
- Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight).
- Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials). Wood products utilized should be certified through a sustainable forestry program.
- Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.
- Implement an offsite mitigation program to offset the project's remaining GHG emissions of 299 MT/CO₂. The offsite program shall comply with approved protocols from California Air Pollution Control Officers Association's (CAPCOA) GHG Rx program or California Air Resource Board's Cap & Trade Offset protocols. Alternatively, the applicant can purchase local or California-only GHG mitigation credits through the CAPCOA GHG Rx program or ARB accredited offset project registry. Purchased emission reduction credits shall be from permanent, verifiable reduction projects located in California. The current average rate for carbon offsets ranges from \$8 to \$35 per metric ton of CO₂e. The estimated payment for an offset of 299 MTCO₂e, based on \$12 per metric ton equals \$3,588. This condition shall be satisfied prior to the issuance of the first grading/improvement plans.

As stated above, the operational emissions resulting from energy consumption and vehicle trips would be reduced below the current conditions. Additional GHG reductions would also be achieved through implementation of measures identified as MM12-1 in the TBAP, and as shown below. During design review, the applicant shall implement the following feasible measures in order to achieve a no net increase in GHG emissions. Additional measures may be selected from the ARB's Scoping Plan. With the implementation of the following mitigation, the project-related long-term operational emissions will not interfere with the implementation of the TBAP and would therefore have a less-than-significant impact.

MM VIII.2

- Install tank-less or energy-efficiency water heaters
- Install solar water heaters
- Install energy-efficient roofing
- Require Energy Star-rated appliances in new construction
- Pre-plumb new construction for Solar Energy and design for load
- Install low-flow water fixtures
- Use reclaimed water for irrigation
- Provide bus shelters and lanes and provide bike parking
- Plant drought tolerant plants
- Prohibit gas-powered landscaping equipment
- Achieve Zero Net Energy (ZNE) or equivalent level of energy efficiency, renewable energy generation, or GHG emission savings
- Require new developments to demonstrate that each new residence be equipped with a minimum of one single-port electric vehicle charging station that achieves similar or better functionality as a Level 2 charging station (referring to the voltage that the electric vehicle charger uses)
- Require residential projects to contribute to a fund to subsidize purchase of zero emission vehicles
- Require applicants for commercial projects to demonstrate that parking areas will be equipped with electric vehicle charging stations for an appropriate percentage of parking spaces
- Install ground source heat pumps (GSHPs) to reduce the need for natural gas in winter
- Implement an offsite mitigation program to offset the project's remaining operational GHG emissions. The offsite program shall comply with approved protocols from California Air Pollution Control Officers Association's (CAPCOA) GHG Rx program or California Air Resource Board's Cap & Trade Offset protocols. Alternatively, the applicant can purchase local or California-only GHG mitigation credits through the CAPCOA GHG Rx program or ARB accredited offset project registry. This condition shall be satisfied prior to the approval of design review.
- Additional Reduction Measures to Help Individual Projects Achieve a Net Zero Increase in Greenhouse Gas Emissions are provided in the full text for MM12:1 in the Errata to the EIR for the TBAP, as well as in the Air Resource Board's Scoping Plan.

IX. HAZARDS & HAZARDOUS MATERIALS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Create a significant hazard to the public or the environment through the routine handling, transport, use, or disposal of hazardous or acutely hazardous materials? (EHS)			X	
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (EHS)			X	
3. Emit hazardous emissions, substances, or waste within one-quarter mile of an existing or proposed school? (PLN, Air Quality)			X	
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? (EHS)				X
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (PLN)				X
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing in the project area? (PLN)				X
7. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (PLN)			X	
8. Create any health hazard or potential health hazard? (EHS)				X
9. Expose people to existing sources of potential health hazards? (EHS)				X

Discussion Item IX-1, 2:

The use of hazardous substances during normal construction and commercial/residential activities is expected to be limited in nature, and would be subject to standard handling and storage requirements. Accordingly, impacts related to the release of hazardous substances are considered less than significant. No mitigation measures are proposed.

Discussion Item IX-3:

The proposed project includes grading operations which would result in short-term diesel exhaust emissions from on-site heavy-duty equipment and would generate diesel particulate matter (DPM) emissions from the use of off-road diesel equipment required for site grading. The nearest school site, Kings Beach Elementary, is located less than 965 feet from the northern boundary of the project site. Portable equipment and engines (i.e., back-up generators) 50 horsepower (hp) or greater, used during construction activities and operation require either a registration certificate issued by ARB, based on the California Statewide Portable Equipment Registration Program (PERP) or a Authority to Construct (ATC) permit from the PCAPCD to operate. The proposed project would be conditioned to obtain all necessary permits from ARB and PCAPCD prior to construction. Due to the short-term nature of the construction, and with compliance with State and Local regulations, potential public health impacts would be less than significant. No mitigation measures are required.

Operation of the project does not propose a use that involves activities that would emit hazardous substances or waste that would affect a substantial number of people and is therefore considered to have a less than significant

impact. No mitigation measures are required.

Discussion Item IX-4, 9:

The project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and would not create a significant hazard to the public or the environment. Therefore, there is no impact.

Discussion Item IX-5, 6:

The closest airport or airstrip to the project site is the Truckee Tahoe Airport, approximately 10 miles north of the project site and no safety hazard would occur as a result of the proposed project. Therefore, there is no impact.

Discussion Item IX-7:

The proposed project would develop a 10 residential units (two duplex buildings and six detached single-family dwellings) with a private 2,123 square foot amenity building with three commercial structures totally 3,645 square feet in an urban area of Kings Beach area that contains the potential for wildfire danger. The California Department of Fire and Forestry Protection (2007) designates the project site as being located in the Very High Fire Hazard Severity Zone of the State Responsibility Area (SRA). The project would be required to conform to the current fire safe building codes, including the Placer County Fire Safe ordinance and section 4290 of the California Public Resource Code and a "will serve" letter from the North Tahoe Fire Protection District would be required. As the new structures would be constructed to be consistent with Fire and Building Code, the potential risk from wild land fires would be reduced to less than significant levels. No mitigation measures are required.

Discussion Item IX-8:

The project would not create a health hazard or potential health hazard. Therefore, there is no impact.

X. HYDROLOGY & WATER QUALITY – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Violate any federal, state or county potable water quality standards? (EHS)				X
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lessening of local groundwater supplies (i.e. the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? (EHS)			X	
3. Substantially alter the existing drainage pattern of the site or area? (ESD)			X	
4. Increase the rate or amount of surface runoff? (ESD)		X		
5. Create or contribute runoff water which would include substantial additional sources of polluted water? (ESD)		X		
6. Otherwise substantially degrade surface water quality?(ESD)		X		
7. Otherwise substantially degrade ground water quality? (EHS)			X	
8. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard boundary or Flood Insurance Rate Map or other flood hazard delineation map? (ESD)			X	
9. Place within a 100-year flood hazard area improvements which would impede or redirect flood flows? (ESD)			X	

10. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam? (ESD)			X	
11. Alter the direction or rate of flow of groundwater? (EHS)				X
12. Impact the watershed of important surface water resources, including but not limited to Lake Tahoe, Folsom Lake, Hell Hole Reservoir, Rock Creek Reservoir, Sugar Pine Reservoir, French Meadows Reservoir, Combie Lake, and Rollins Lake? (EHS, ESD)		X		

Discussion Item X-1:

This project would not rely on groundwater wells as a potable water source. Potable water for this project would be treated water from the North Tahoe Public Utility District. The project would not violate water quality standards with respect to potable water. Therefore, there is no impact.

Discussion Item X-2:

This project would not utilize groundwater, and would not impact groundwater recharge. Therefore, the project would not substantially deplete groundwater supplies or interfere with groundwater recharge. No mitigation measures are required.

Discussion Item X-3:

A preliminary drainage report was prepared by the applicant's engineer. The existing approximate 1.85-acre site is currently developed with motel and parking lot uses. The existing development is accessed from three driveways off of State Route 28 and Brockway Vista Avenue. SR 28 includes drainage facilities along the existing road. The existing site drainage consists of approximately 88,000 square feet of impervious area. The site has an average slope of approximately 2 percent to the southwest and drains by sheet flow towards Lake Tahoe with limited to no permanent water quality facilities in place. The offsite Brockway Vista Avenue area consists of compacted dirt road with no stormwater management. There is an existing swale along Secline Street between Brockway Vista Avenue and the lake.

The project would be required to obtain an Encroachment Permit for the construction of the proposed encroachments onto SR 28. Any improvements within the Caltrans right-of-way impacting the existing drainage facilities would be constructed to Caltrans standards.

The proposed project has analyzed a drainage system that would change the onsite drainage patterns due to the construction of the proposed improvements. The project would remove all site improvements and reconstruct the proposed project consisting of approximately 63,000 square feet of impervious surfaces. The surface drainage improvements would include treatment, storage, and infiltration. Improvements to the offsite area of the proposed paved Brockway Vista Avenue include collecting the runoff along the south edge of the road and discharging to the existing drainage path along Secline Street to the lake. The change in direction from existing on site surface runoff is less than significant as the overall onsite watershed runoff continues to be conveyed to both the existing onsite drainageways and ultimately into Lake Tahoe. Therefore, the impact of altering the existing drainage patterns of the site is less than significant. No mitigation measures are required.

Discussion Item X-4:

The proposed project has the potential to increase the stormwater runoff amount and volume. The potential for increases in stormwater runoff have the potential to result in downstream impacts. A preliminary drainage report was prepared for the project. The existing approximate 1.85-acre site is currently developed with a motel and parking lot use.

The project is proposing to mitigate any increases in peak stormwater flows and/or volume with the construction of onsite stormwater facilities that would reduce the post-development runoff to pre-development levels or less.

A final drainage report would be prepared and submitted with the site improvement plans for County review and approval in order to monitor the preliminary report drainage calculations and results. The proposed project's impacts associated with increases in peak flow and volumetric runoff can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures Item X-4:MM VII.2, MM VII.3MM X.1

As part of the Improvement Plan submittal process, the preliminary Drainage Report provided during environmental review shall be submitted in final format. The final Drainage Report may require more detail than that provided in the preliminary report, and will be reviewed in concert with the Improvement Plans to confirm conformity between the two. The report shall be prepared by a Registered Civil Engineer and shall, at a minimum, include: A written text addressing existing conditions, the effects of the proposed improvements, all appropriate calculations, watershed maps, changes in flows and patterns, and proposed on- and off-site improvements and drainage easements to accommodate flows from this project. The report shall identify water quality protection features and methods to be used during construction, as well as long-term post-construction water quality measures. The final Drainage Report shall be prepared in conformance with the requirements of Section 5 of the Land Development Manual and the Placer County Stormwater Management Manual that are in effect at the time of Improvement Plan submittal. **(ESD)**

MM X.2

The Improvement Plan submittal and final Drainage Report shall provide details showing that storm water run-off peak flows and volumes shall be reduced to pre-project conditions through the installation of detention/retention facilities. Detention/retention facilities shall be designed in accordance with the requirements of the Placer County Stormwater Management Manual that are in effect at the time of submittal, and to the satisfaction of the Engineering and Surveying Division (ESD) and shall be shown on the Improvement Plans. The ESD may, after review of the project's final Drainage Report, delete this requirement if it is determined that drainage conditions do not warrant installation of this type of facility. Maintenance of detention/retention facilities by the homeowner's association, property owner's association, property owner, or entity responsible for project maintenance shall be required. No detention/retention facility construction shall be permitted within any identified wetlands area, floodplain, or right-of-way, except as authorized by project approvals. **(ESD)**

Discussion Items X-5, 6:

The construction of the proposed improvements has the potential to degrade water quality. Stormwater runoff naturally contains numerous constituents; however, urbanization and urban activities including development and redevelopment typically increase constituent concentrations to levels that potentially impact water quality. Pollutants associated with stormwater include (but are not limited to) sediment, nutrients, oils/greases, etc. The proposed urban type development has the potential to result in the generation of new dry-weather runoff containing said pollutants and also has the potential to increase the concentration and/or total load of said pollutants in wet weather stormwater runoff. The existing development has very little water quality facilities on the site while the proposed project will be constructing new water quality facilities that will treat the runoff prior to leaving the site. The proposed project's impacts associated with water quality can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures Item X-5, 6:MM VII.1, MM VII.2, MM VII.3, MM VII.5, MM VII.6, MM VII.7, and MM X.1MM X.3

The Improvement Plans shall include the message details, placement, and locations showing that all storm drain inlets and catch basins within the project area shall be permanently marked/embossed with prohibitive language such as "No Dumping! Flows to Lake." or other language /graphical icons to discourage illegal dumping as approved by the Engineering and Surveying Division (ESD). The Property Owner or Property Owners' association is responsible for maintaining the legibility of stamped messages and signs. **(ESD)**

MM X.4

Per the State of California NPDES Phase II MS4 Permit, this project is a Regulated Project that creates and/or replaces 5,000 square feet or more of impervious surface. A final Storm Water Quality Plan (SWQP) shall be submitted, either within the final Drainage Report or as a separate document that identifies how this project will meet the Phase II MS4 permit obligations. Site design measures, source control measures, and Low Impact Development (LID) standards, as necessary, shall be incorporated into the design and shown on the Improvement Plans. In addition, per the Phase II MS4 permit, projects creating and/or replacing one acre or more of impervious surface (excepting projects that do not increase impervious surface area over the pre-project condition) are also required to demonstrate hydromodification management of storm water such that post-project runoff is maintained to equal or below pre-project flow rates for the 2 year, 24-hour storm event, generally by way of infiltration, rooftop and impervious area disconnection, bioretention, and other LID measures that result in post-project flows that mimic pre-project conditions. **(ESD)**

MM X.5

The Improvement Plans shall show that all storm water runoff shall be diverted around trash storage areas to minimize contact with pollutants. Trash container areas shall be screened or walled to prevent off-site transport of trash by the forces of water or wind. Trash containers shall not be allowed to leak and must remain covered when not in use. **(ESD)**

Discussion Item X-7:

The project could result in urban stormwater runoff. Standard Best Management Practices (BMPs) would be used and as such, the potential for this project to violate any water quality standards is considered to be less than significant. No mitigation measures are required.

Discussion Item X-8, 9, 10:

The main project development area is not located within a 100-year flood hazard area as defined and mapped by the Federal Emergency Management Agency (FEMA). The project onsite improvements are not proposed within a local 100-year flood hazard area and no flood flows would be redirected after construction of the improvements. The high and low water levels are shown for Lake Tahoe and the proposed project does not impact these areas. The project development area is not located within any levee or dam failure inundation area. The proposed project does not place any housing within a 100-year flood hazard area. There is an identified 100 year floodplain along Secline Street between SR 28 and the lake. The proposed offsite road and utility improvements would be approximately at existing grade (or below grade) and would not significantly impede or redirect flood flows. Therefore, these impacts are less than significant. No mitigation measures are required.

Discussion Item X-11:

The project would not alter the direction or rate of flow of groundwater as the project does not use a groundwater source for drinking water. Therefore, there is no impact.

Discussion Item X-12:

The project has the potential to increase water quality impacts to local drainageways, and therefore, local watersheds, including Lake Tahoe. The proposed project's impacts associated with impacts to surface water quality within this watershed can be mitigated to a less than significant level by implementing the following mitigation measures:

Mitigation Measures Item X-12:

MM VII.1, MM VII.2, MM VII.3, MM VII.5, MM VII.6, MM VII.7, MM X.1, MM X.3, MM X.4, and MM X.5.

XI. LAND USE & PLANNING – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Physically divide an established community? (PLN)				X
2. Conflict with General Plan/Community Plan/Specific Plan designations or zoning, or Plan policies adopted for the purpose of avoiding or mitigating an environmental effect? (EHS, ESD, PLN)			X	
3. Conflict with any applicable habitat conservation plan or natural community conservation plan or other County policies, plans, or regulations adopted for purposes of avoiding or mitigating environmental effects? (PLN)				X
4. Result in the development of incompatible uses and/or the creation of land use conflicts? (PLN)				X
5. Affect agricultural and timber resources or operations (i.e. impacts to soils or farmlands and timber harvest plans, or impacts from incompatible land uses)? (PLN)				X

6. Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)? (PLN)				X
7. Result in a substantial alteration of the present or planned land use of an area? (PLN)			X	
8. Cause economic or social changes that would result in significant adverse physical changes to the environment such as urban decay or deterioration? (PLN)				X

Discussion Item XI-1, 6, 8:

The project site is within the Tahoe Basin Area Plan, North Tahoe East, Mixed-Uses Subdistricts, Lakeside Town Center (MU-LTC). The MU-LTC Subdistrict allows single-family residential development (Planned Residential Development) away and not fronting North Lake Boulevard, but residential development is permitted facing Lake Tahoe. The proposed project is consistent with surrounding land uses and designations and would not disrupt or divide a community or cause an economic or social change that would result in significant adverse physical changes to the environment such as urban decay. This is an infill redevelopment project that would improve the visual condition of the site by removing blighted and substandard structures while providing additional residential opportunities for the North Tahoe East area along with modern commercial facilities. Kings Beach presents land use patterns of both centrally focused community and a linear strip model. The proposed project is located between the beach of Lake Tahoe and Highway 28 which can pose a lineal one type of land-use development. However, the proposed mixed-use project, consistent with TBAP guidelines, ties in existing land uses by transitioning from the residential neighborhood on the west, to commercial on the east and adding a public multi-purpose trail to connect the two land uses together and make a more practical way to walk and bicycle throughout the community. Therefore, there is no physical divide or physical arrangement of land uses that would cause a significant impact.

Discussion Item XI-2, 7:

The Community Plan and Land Use Ordinance Land Use Designation for the project site is "North Tahoe East Zoning District, Subdistrict Mixed-Use, Lakeside Town Center (MU-LTC)." The proposed construction of a Planned Residential Development of up to ten units with common open space is consistent with the North Tahoe East land use designation identified in the Tahoe Basin Area Plan. As described, the project requests a Conditional Use Permit, Major Subdivision, Planned Residential Development, and Administrative Review Permit to a restaurant use. These entitlements would be considered by the Planning Commission. The development of the site as proposed does not conflict with the land use policies or designations of the Tahoe Basin Area Plan, and Land Use Ordinance and does not represent an alteration of the present or planned land use of the area. The project is located on State Highway 28 and within the North Tahoe East Community Plan area. Community Plan Improvements (undergrounding overhead utilities, curb, gutter, and sidewalk) along State Highway 28 right-of-way are required and have been completed as part of the Kings Beach Core Project. The proposed project design does not significantly conflict with General Plan/Community Plan/Specific Plan policies related to grading, drainage, and transportation. In fact the TBAP standards and guidelines for this project include improved pedestrian oriented travel ways and visual quality development that creates a unified distinctive and attractive character within Kings Beach. The project will meet these standards and guidelines, and provide a mixed use project with modern retail buildings, a restaurant and additional residential housing stock with easy access to Lake Tahoe with a multi-purpose trail that the community in general can enjoy. Project impacts are considered less than significant. No mitigation measures are required.

Discussion Item XI-3:

The project site is not located within any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, or other approved conservation plan area. Therefore, there is no impact.

Discussion Item XI-4:

As described, the proposed project is an infill redevelopment project that proposes to improve the area by consisting of 10 residential units (two duplex buildings and six detached single-family dwellings) with a private 2,123 square foot amenity building with three commercial structures totally 3,645 square feet, a multi-purpose trail, and the installation of permanent water quality measures. The project would not result in the development of incompatible uses and/or the creation of land use conflicts. The proposed residential buildings are consistent with surrounding land uses and with the Plan Area. Therefore, there is no impact.

Discussion Item XI-5:

There are no agricultural or lumber resources on the project site and the project does not propose any such activities. Therefore, there is no impact.

XII. MINERAL RESOURCES – Would the project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. The loss of availability of a known mineral resource that would be of value to the region and the residents of the state? (PLN)				X
2. The loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? (PLN)				X

Discussion Item XII-1, 2:

There are no known mineral resources of state or local significance at this site. Therefore, there is no impact.

XIII. NOISE – Would the project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Exposure of persons to or generation of noise levels in excess of standards established in the local General Plan, Community Plan or noise ordinance, or applicable standards of other agencies? (PLN)			X	
2. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? (PLN)			X	
3. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? (PLN)		X		
4. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? (PLN)				X
5. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? (PLN)X				X

Discussion Item XIII-1, 2:

Sound is energy transmitted by pressure waves in a compressible medium such as air. Noise can be defined as unwanted sound and can be characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). In particular, the sound pressure level is the most common descriptor used to characterize the loudness of an ambient sound level. The decibel (dB) scale is used to quantify sound intensity. Because sound pressure can vary enormously within the range of human hearing, a logarithmic loudness scale is used to keep sound intensity numbers at a convenient and manageable level. The human ear is not equally sensitive to frequencies in the entire spectrum, so noise measurements are weighted more heavily for frequencies to which humans are sensitive in a process called A-weighting, which is written "dBA". In general, human sound perception is such that a change in sound level of three dB is just noticeable; a change of five dB is clearly noticeable; and a change of ten dB is perceived as doubling or halving sound level.

The proposed project would result in the addition of a new residential use of ten residential units and three commercial buildings totaling 3,645 square feet of commercial floor area which includes a restaurant that is surrounded by properties with commercial, hotel/motels, institutional, and residential uses. The only sensitive receptors (i.e. residences) that exist in the vicinity are the residents and motel units that are found immediately on North Lake Boulevard and along Brockway Vista Avenue. The site is designed to have the parking near the highway facing the northern perimeter of the property which would concentrate a majority of the vehicle noise near the highway. The residential project portion would not generate noise during normal business hours and would not generate noise that could exceed any County standards after hours, when the sound thresholds are lower. The proposed commercial portion of the project is zoned "Mixed-Use Lakeside Town Center" (MU-LTC) which has adopted Tahoe Basin Area Plan (TBAP) noise standards to include a Maximum Community Noise Equivalent (CNEL) of 65 and for stationary projects, such as the proposed restaurant and outdoor dining, to maintain daytime (7 a.m.-7 p.m.) hourly dB of 55 and nighttime (7 p.m.-7 a.m.) hourly dB of 45. The project does not propose live bands or special events at the restaurant. Any future noise generating uses would be allowed if the volume does not exceed the adopted noise standards and the use is otherwise compliant with adopted codes or regulations. There is a proposed trash enclosure near the restaurant and near Brockway Vista Avenue. The trash enclosure noise of dumping trash and truck collections is an exempt sound source associated with property maintenance provided such activities take place between the hours of 7:00 a.m. and 9:00 p.m. (Placer County Code. 9.36.030.A.2)

At present, the most significant contributor to ambient noise in the vicinity is the highway traffic on North Lake Boulevard. The development of ten residential units with associated traffic would have a negligible effect on ambient noise levels in the vicinity. Future residences at the project site shall be required to adhere to the County noise ordinance standards for land uses.

The proposed residences, through the building permit phase, would be designed with sound buffering windows and insulation (per Uniformed Building Code) to make any existing noise less than significant. No mitigation measures are required.

Discussion Item XIII-3:

The noise generated by construction activities associated with the proposed project may result in a temporary increase in ambient noise levels in the area. The movement of construction equipment, site excavation, concrete work, wood framing and other normal building construction activities would create noise levels that may exceed the Placer County Noise Ordinance standards. Although these activities would be temporary in nature, they represent a potentially significant impact on the surrounding area.

The following mitigation measures would be incorporated into the project in order to reduce these impacts to less than significant:

Mitigation Measures Item XIII-3:MM XII.1

In order to mitigate the impacts of construction noise noted above, construction noise emanating from any construction activities for which a building permit or grading permit is required is prohibited on Sundays and Federal Holiday and shall only occur:

1. Monday through Friday, 6:00 am to 8:00 pm (during daylight savings)
2. Monday through Friday, 7:00 am to 8:00 pm (during standard time)
3. Saturdays, 8:00 am to 6:00 pm

Essentially, quiet activities which do not involve heavy equipment or machinery, or interior work on an enclosed structure (i.e., roof and siding completed) may occur at other times beyond those noted above.

Discussion Item XIII-4, 5:

The proposed project is not located within the vicinity of a public or private airport. Therefore, there is no impact.

XIV. PALEONTOLOGICAL RESOURCES – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (PLN)		X		

Discussion Item XIV-1:

No paleontological resources are known or suspected and no unique geological features exist on the project site. There is trenching and grading required for project construction and it is possible that buried or concealed paleontological resources could be present and detected during project ground disturbance activities. If paleontological resources are discovered during construction, project activities should cease near the find and the project sponsor should consult a qualified paleontologist for recommended procedures.

Mitigation Measure Item XIV-1:

MM V.1 See item V-1, 2, 3, 4, 5 for the text of this mitigation measure.

XV. POPULATION & HOUSING – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Induce substantial population growth in an area, either directly (i.e. by proposing new homes and businesses) or indirectly (i.e. through extension of roads or other infrastructure)? (PLN)			X	
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (PLN)				X

Discussion Item XV-1:

The Placer County General Plan provides goals and policies related to population, housing, and employment that establishes workforce housing requirements consistent with the Placer County General Plan's Housing Element and Section 2.A.18 of the Placer County General Plan. The employee housing requirement for projects in the Sierra Nevada and Lake Tahoe area is to provide employee housing equal to 50 percent of the housing demand to new full time employees

The three existing hotel/motel properties have a total of 92 units (Crown 39, Gold Crest 26, and Falcon 27) that generate a total of 15.18 Full Time Equal Employees (FTEE) and the proposed new project of ten residential units with amenities and commercial square footage of 3,940 square feet generates 10.30 FTEE. Therefore the proposed project does not increase the new employee population and in fact decreases the number of employees relative to the baseline number of FTEE generated by the existing uses.

This impact is less than significant. No mitigation measures are required.

Discussion Item XV-2:

The proposed project site is currently existing hotel/motel parcels and there are no existing residences on the project site, and therefore, neither housing units nor people would be displaced, and therefore the proposed project would not necessitate the construction of replacement housing. Therefore, there is no impact.

XVI. PUBLIC SERVICES – Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental services and/or facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Fire protection? (ESD, PLN)				X
2. Sheriff protection? (ESD, PLN)				X
3. Schools? (ESD, PLN)				X
4. Maintenance of public facilities, including roads? (ESD, PLN)			X	
5. Other governmental services? (ESD, PLN)				X

Discussion Item XVI-1, 2, 3, 5:

The proposed project would result in the development of a Planned Residential Development with ten residential units and three commercial buildings located within several established service districts including the North Tahoe Fire Protection District and North Tahoe Public Service District, Placer County Sheriff Office, Tahoe-Truckee School District as well as other governmental services that currently serve the project site and surrounding area. As a condition of approval for the project, "Will-serve" letters would be required from the appropriate public services providers indicating they have the services needed to construct the project. Therefore, there is no impact.

Discussion Item XVI-4:

The project site originally had 92 hotel/motel units. The project would remove the existing hotel/motel units and replace them with thirteen buildings which would not generate the need for more maintenance of public facilities than what was anticipated with the buildout of the Tahoe Basin Area Plan and Land Use Ordinance. The project proposes removing the existing substandard water, sewer, and gas lines and replacing them within the project area and upgrading off-site lines to accommodate the replacement of the on-site upgraded water and sewer lines required by the public service. The proposed lines would be located in approximately the same location as the existing lines. There are no new impacts related to maintenance of public facilities, including roads. No mitigation measures are required.

XVII. RECREATION – Would the project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? (PLN)				X
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? (PLN)				X

Discussion Item XVII-1, 2:

The proposed project would result in the development of 11 buildings with up to 10 residential units and common open space. Since the project is proposing to provide on-site housing near Lake Tahoe with existing recreational

amenities, there would be no significant increase in demand on neighborhood or regional parks or other recreational facilities. As a standard condition of approval for the project, the applicant will pay for any necessary park fees at building permit issuance for each residential structure. Therefore, there is no impact.

XVIII. TRANSPORTATION & TRAFFIC – Would the project result in:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. An increase in traffic which may be substantial in relation to the existing and/or planned future year traffic load and capacity of the roadway system (i.e. result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)? (ESD)				X
2. Exceeding, either individually or cumulatively, a level of service standard established by the County General Plan and/or Community Plan for roads affected by project traffic? (ESD)				X
3. Increased impacts to vehicle safety due to roadway design features (i.e. sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? (ESD)			X	
4. Inadequate emergency access or access to nearby uses? (ESD)			X	
5. Insufficient parking capacity on-site or off-site? (ESD, PLN)		X		
6. Hazards or barriers for pedestrians or bicyclists? (ESD)			X	
7. Conflicts with adopted policies, plans, or programs supporting alternative transportation (i.e. bus turnouts, bicycle lanes, bicycle racks, public transit, pedestrian facilities, etc.) or otherwise decrease the performance or safety of such facilities? (ESD)			X	
8. Change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? (PLN)				X

Discussion Item XVIII-1, 2:

A trip generation analysis was prepared for the project. The proposed project would result in the demolition of the existing motel/lodge use and the site improvements. The peak hour traffic trips generated from the existing development to be removed are estimated at approximately 55 peak hour trips (27 entering and 28 exiting) and approximately 692 daily trips. The proposed project would result in the construction of approximately 1510 square feet of retail, 2,430 square feet of restaurant, and 10 single family residences. The peak hour traffic trips generated from the proposed project are estimated to be approximately 26 peak hour trips (15 entering and 11 exiting) and approximately 308 daily trips. Therefore, the proposed project generates fewer peak hour traffic trips than the current peak hour traffic trips from the existing development (a net decrease of approximately 29 peak hour trips (12 entering and 17 exiting) and approximately 384 daily trips). A Vehicle Miles Traveled (VMT) analysis was also prepared. The existing development generates approximately 5,883 VMT while the proposed development generates approximately 903 VMT. The proposed project results in a decrease in VMT by approximately 4,981. Therefore, there is no impact.

Discussion Item XVIII-3:

The project proposes two encroachments onto SR 28 where there are three existing encroachments. The California Department of Transportation (Caltrans) has reviewed and commented on the proposed project. The project would be required to obtain an Encroachment Permit from Caltrans for the construction of the proposed encroachments. The proposed encroachments would be designed to meet the vehicle safety standards of Caltrans.

The proposed project also includes the construction of a new paved on and offsite segment of Brockway Vista Avenue from Secline Street to a proposed onsite north/south roadway segment running between the existing SR 28 and the proposed paved onsite Brockway Vista Avenue. The Brockway Vista Avenue road section includes 18 feet of pavement with a 12 inch wide flush curb on the north side and a 3 foot wide valley gutter that can support a 75,000 pound emergency vehicle load. The road section includes a 10 foot wide sidewalk along the north side that can support a 75,000 pound emergency vehicle load. The offsite road segment would include paved driveway aprons to the existing driveways along the southern side of the road. The north/south roadway segment between SR 28 and Brockway Vista Avenue includes a road section of 23 feet of pavement with a 3-foot-wide valley gutter that can be driven on. Secline Street would also be improved to a minimum paved width of 20 to 24 feet from SR 28 to Brockway Vista Avenue.

The County, in consultation with the servicing fire district, has determined that the proposed road section and alignment is adequate for the proposed development.

The proposed project has included driveways for each residential unit that meet the County's requirement of a minimum driveway length of 20 feet as measured from the edge of roadway pavement or back of sidewalk.

Therefore, the project impacts to vehicle safety and design are less than significant. No mitigation measures are required.

Discussion Item XVIII-4:

The servicing fire district has reviewed the proposed project and has not identified any significant impacts to emergency access.

Public access would be maintained along Brockway Vista Avenue from Secline Street to the proposed north/south onsite road and along the north/south onsite road to SR 28. Public pedestrian access would be maintained along Brockway Vista Avenue from Secline Street to the east boundary of the project site with the construction of a 10 foot wide sidewalk as well as from SR 28 to Brockway Vista Avenue along the eastern property line with the construction of a 5 foot wide sidewalk. Both sidewalks connect to the public beach of Lake Tahoe.

Vehicular access has been maintained to the offsite APN 090-073-019 with an extension of Brockway Vista Avenue pavement from the north/south onsite road to the offsite parcel.

Therefore, this is a less than significant impact. No mitigation measures are required.

Discussion Item XVIII-5:

The project proposes parking design exceptions from the town center 20-foot setback standard between edge of travel lane of the adjacent right-of-way to the first parking space (TBAP 3.07.9.i). The project is requesting two Variances to the parking lot space design of 20-foot setback standard. This entitlement would be considered by the Planning Commission. No mitigation measures are required.

The TBAP section 3.07.A.4 allows Placer County to review a parking analysis to help determine parking demands and development standards for a new project within the Kings Beach urban core area. The applicant submitted a Trip Generation, VMT and Parking Analysis prepared by LSC Transportation Consultants, Inc. on December 4, 2017 which concluded a considerable portion of retail and restaurant customers would arrive to the site via non-automotive modes (transit, pedestrian, bicycle) and surrounding surveys recorded that 30-percent parking reduction should be applied to the proposed retail and restaurant uses. The parking analysis concluded that two parking spaces are required for each residential unit (Project proposes two-car garages for each unit), and 21 parking spaces for the non-residential uses (proposed project of commercial floor area totally 3,645 square feet of area) within the proposed two parking lots and two parallel parking spaces near the westerly side of the restaurant.

Although the commercial uses have on-site parking and sidewalks along Highway 28, the land uses could represent a potentially significant impact on parking around the surrounding area unless there are more non-automotive modes of transportation in and around the project.

The following mitigation measures would be incorporated into the project to reduce these impacts to less than significant:

Mitigation Measures Item XVIII-5:**MM XVIII.1**

The Improvement Plans shall show the construction of a 10-foot wide sidewalk along the northern side of Brockway Vista Avenue (pedestrian/bicycle) from the eastern property line of the project to Secline Street which is approximately 660 feet in length. The trail is to promote use of non-auto modes of transportation as required by the Placer County Tahoe Basin Area Plan.

Discussion Item XVIII-6:

The proposed project would be constructing site improvements (roadway improvements, encroachments, and sidewalks) that do not create any hazards or barriers for pedestrians or bicyclists. Therefore, this impact is less than significant. No mitigation measures are required.

Discussion Item XVIII-7:

The proposed project would not conflict with any existing policies or preclude anticipated future policies, plans, or programs supporting alternative transportation. The proposed design does not preclude the installation of bus turnouts or bicycle racks. Therefore, this impact is less than significant. No mitigation measures are required.

Discussion Item XVIII-8:

The project construction and related site improvements would not change air traffic patterns or increase traffic levels that result in substantial safety risks. Therefore, there is no impact.

XIX. TRIBAL CULTURAL RESOURCES – Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or		X		
2. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.		X		

Discussion Item XIX-1, 2:

Per the provisions of Assembly Bill (AB) 52, a Native American Heritage Commission letter dated August 28, 2017 showed a records search of the Native Heritage Commission (NAHC) was completed for the project area with negative results. Therefore, there are no known historical resources as defined in Public Resources Code.

At the time of preparation of this Initial Study, Shingle Springs Rancheria had requested copies of project-related records searches and surveys (which have been provided). County staff conducted a good-faith effort in offering consultation and no consultation requests were received from any tribes. For this reason, impacts to tribal cultural resources are considered less than significant. However, the following mitigation measure is included in the event that inadvertent discoveries are made during the construction phase:

Mitigation Measures Item XIX-1, 2:

MM V.1 See item V-1, 2, 3, 4, 5 for the text of this mitigation measure.

XX. UTILITIES & SERVICE SYSTEMS – Would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (ESD)			X	
2. Require or result in the construction of new water or wastewater delivery, collection or treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (EHS, ESD)			X	
3. Require or result in the construction of new on-site sewage systems? (EHS)				X
4. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (ESD)			X	
5. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (EHS)			X	
6. Require sewer service that may not be available by the area's waste water treatment provider? (EHS, ESD)			X	
7. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs in compliance with all applicable laws? (EHS)				X

Discussion Item XX-1, 2, 6:

The proposed project is located within the North Tahoe Public Utility District (NTPUD) for water and sewer service. The NTPUD and the Tahoe-Truckee Sanitation Agency have reviewed the project. The project proposes the construction of a new water line from SR 28 south along Secline Street to Brockway Vista Avenue; east along Brockway Vista Avenue to the north/south onsite road; and north along the north/south onsite road to SR 28.

The project proposes to reconstruct the existing on and offsite sewer line under the proposed Brockway Vista Avenue road segment from near the eastern property boundary to Secline Street with a new sewer line and the potential impacts from this construction has been evaluated.

Therefore, the sewer and water impacts are less than significant. No mitigation measures are required.

Discussion Item XX-3:

The project would not result in the construction of new on-site sewage systems. Therefore, there is no impact.

Discussion Item XX-4:

Storm water would be collected and conveyed in new surface runoff drainage facilities and discharge to existing facilities. The existing system has the capacity to accept flows from the proposed project. No new significant storm water drainage facilities or expansion of existing facilities is required. Therefore, this impact is less than significant. No mitigation measures are required.

Discussion Item XX-5:

The agencies charged with providing treated water, sewer services, and refuse disposal have indicated their requirements to serve the project. These requirements are routine in nature and do not represent significant impacts. The project would not result in the construction of new treatment facilities or create an expansion of an existing facility. Typical project conditions of approval require submission of "will-serve" letters from each agency. Impacts are considered less than significant. No mitigation measures are required.

Discussion Item XX-7:

The proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's

solid waste disposal needs. Therefore, there is no impact.

XXI. WILDFIRE – If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

Environmental Issue	Potentially Significant Impact	Less Than Significant with Mitigation Measures	Less Than Significant Impact	No Impact
1. Substantially impair an adopted emergency response plan or emergency evacuation plan? (PLN)				X
2. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? (PLN)			X	
3. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? (PLN)			X	
4. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? (PLN)				X

North Tahoe Fire Protection District (NTFPD) provides fire prevention, fire suppression, and life safety services to the Kings Beach area of unincorporated Placer County. As stated in section IX-7, the proposed project site is located in an area that is classified as “Very-High” severity risk for wildland fires, adopted 2007 CalFire fire hazard severity zones. Fires can result from either human made or natural causes, an area’s topography, type, and amount of fuel, climate, and the availability of water for firefighting are the primary factors influencing the degree of fire risk. Under dry, windy conditions, such fires can spread rapidly unless immediately addressed by fire services. The proposed development will replace existing hotel uses and structures; therefore the risk of fire as a result of the redevelopment would be similar to existing conditions. Direct fire vehicle access to the site would be available via North Lake Boulevard and Brockway Vista Boulevard and adjacent developed properties. Most wildland fires are caused by human activities involving motor vehicles, equipment, arson, and burning of debris. The proposed project involves construction of new residences which include fire sprinklers to be installed as part of their building permit. The amount of impervious surface cover on the site from the new parking areas and other proposed improvements may in fact help reduce the potential fire risk.

Discussion Item XXI-1:

The proposed project would not substantially impair an adopted emergency response plan or emergency evacuation plan. Therefore there is no impact.

Discussion Item XXI-2, 3:

The proposed project is within a Very-High fire severity zone and is surrounded by properties with the same designation. The site is relatively flat within an urban area adjacent to Lake Tahoe with very sparse tree cover. The project is required to install new fire hydrants and comply with Public Resources Code 4291 for creating Defensible Space.

Construction of the roadway improvements and upgrading the existing infrastructure would help reduce wildfire risk. The project is proposing to underground the utility lines that run east to west along Brockway Vista which would also reduce the potential for overhead powerline fires. Therefore, the impact would be less than significant. No mitigation measures are required.

Discussion Item XXI-4:

The project site is relatively flat in an urban area with no downslope or downstream flooding or landslides that would result of runoff, post-fire slope instability, or drainage changes. Therefore, there is no impact

F. MANDATORY FINDINGS OF SIGNIFICANCE:

Environmental Issue	Yes	No
1. Does the project have the potential to degrade the quality of the environment, substantially impact biological resources, or eliminate important examples of the major periods of California history or prehistory?		X
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)		X
3. Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?		X

G. OTHER RESPONSIBLE AND TRUSTEE AGENCIES whose approval is required:


<input type="checkbox"/> California Department of Fish and Wildlife	<input type="checkbox"/> Local Agency Formation Commission (LAFCO)
<input type="checkbox"/> California Department of Forestry	<input type="checkbox"/> National Marine Fisheries Service
<input type="checkbox"/> California Department of Health Services	<input checked="" type="checkbox"/> Tahoe Regional Planning Agency
<input type="checkbox"/> California Department of Toxic Substances	<input type="checkbox"/> U.S. Army Corps of Engineers
<input checked="" type="checkbox"/> California Department of Transportation	<input type="checkbox"/> U.S. Fish and Wildlife Service
<input type="checkbox"/> California Integrated Waste Management Board	<input type="checkbox"/> _____
<input checked="" type="checkbox"/> California Regional Water Quality Control Board	<input type="checkbox"/> _____

H. DETERMINATION – The Environmental Review Committee finds that:

<input checked="" type="checkbox"/>	Although the proposed project COULD have a significant effect on the environment, there WILL NOT be a significant effect in this case because the mitigation measures described herein have been added to the project. A MITIGATED NEGATIVE DECLARATION will be prepared.
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I. ENVIRONMENTAL REVIEW COMMITTEE (Persons/Departments consulted):

Planning Services Division, Allen Breuch, Chairperson
 Planning Services Division-Air Quality, Angel Green
 Engineering and Surveying Division, Phil Frantz
 Department of Public Works and Facilities-Transportation, Rebeca Solomon
 DPWF-Environmental Engineering Division, Huey Nham
 DPWF-Flood Control and Water Conservation District, Brad Brewer
 DPWF-Facility Services-Parks Division, Ted Rel
 HHS-Environmental Health Services, Joey Scarbrough
 Placer County Fire Planning/CDF, Ryan Woessner

Signature  Date May 14, 2019
 Leigh Chavez, Environmental Coordinator

J. SUPPORTING INFORMATION SOURCES: The following public documents were utilized and site-specific studies prepared to evaluate in detail the effects or impacts associated with the project. This information is available for public review, Monday through Friday, 8am to 5pm, at the Placer County Community Development Resource Agency, Environmental Coordination Services, 3091 County Center Drive, Auburn, CA 95603.

County Documents	<input checked="" type="checkbox"/> Air Pollution Control District Rules & Regulations	
	<input checked="" type="checkbox"/> Community Plan	
	<input checked="" type="checkbox"/> Environmental Review Ordinance	
	<input checked="" type="checkbox"/> General Plan	
	<input checked="" type="checkbox"/> Grading Ordinance	
	<input checked="" type="checkbox"/> Land Development Manual	
	<input checked="" type="checkbox"/> Land Division Ordinance	
	<input checked="" type="checkbox"/> Stormwater Management Manual	
	<input type="checkbox"/> Tree Ordinance	
	<input type="checkbox"/>	
Trustee Agency Documents	<input type="checkbox"/> Department of Toxic Substances Control	
	<input type="checkbox"/>	
Site-Specific Studies	Planning Services Division	<input type="checkbox"/> Biological Study
		<input checked="" type="checkbox"/> Cultural Resources Pedestrian Survey
		<input checked="" type="checkbox"/> Cultural Resources Records Search
		<input type="checkbox"/> Lighting & Photometric Plan
		<input type="checkbox"/> Paleontological Survey
		<input type="checkbox"/> Tree Survey & Arborist Report
		<input checked="" type="checkbox"/> Visual Impact Analysis
		<input type="checkbox"/> Wetland Delineation
		<input type="checkbox"/> Acoustical Analysis
		<input type="checkbox"/> Mineral Resources Letter
	Engineering & Surveying Division, Flood Control District	<input type="checkbox"/> Phasing Plan
		<input checked="" type="checkbox"/> Preliminary Grading Plan
		<input checked="" type="checkbox"/> Preliminary Geotechnical Report
		<input type="checkbox"/> Preliminary Drainage Report
		<input type="checkbox"/> Stormwater & Surface Water Quality BMP Plan
		<input type="checkbox"/> Traffic Study
		<input type="checkbox"/> Sewer Pipeline Capacity Analysis
		<input type="checkbox"/> Placer County Commercial/Industrial Waste Survey (where public sewer is available)
		<input type="checkbox"/> Sewer Master Plan
		<input checked="" type="checkbox"/> Utility Plan
		<input checked="" type="checkbox"/> Tentative Map
		<input checked="" type="checkbox"/> Sight Distance Exhibits
	Environmental Health Services	<input type="checkbox"/> Groundwater Contamination Report
		<input type="checkbox"/> Hydro-Geological Study
		<input checked="" type="checkbox"/> Phase I Environmental Site Assessment
		<input type="checkbox"/> Soils Screening
		<input type="checkbox"/> Preliminary Endangerment Assessment
		<input type="checkbox"/>
	Planning	<input type="checkbox"/> CALINE4 Carbon Monoxide Analysis

	Services Division, Air Quality	<input type="checkbox"/> Construction Emission & Dust Control Plan
		<input type="checkbox"/> Geotechnical Report (for naturally occurring asbestos)
		<input type="checkbox"/> Health Risk Assessment
		<input checked="" type="checkbox"/> CalEEMod Model Output
		<input type="checkbox"/>
	Fire Department	<input type="checkbox"/> Emergency Response and/or Evacuation Plan
		<input type="checkbox"/> Traffic & Circulation Plan
		<input type="checkbox"/>