

Draft

AIRPORT LAND USE COMPATIBILITY PLAN LAKE TAHOE AIRPORT Initial Study

Prepared for
City of South Lake Tahoe

May 2019



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CHAPTER 1

Introduction

1.1 Purpose of Document

This Initial Study for the Airport Land Use Compatibility Plan (ALUCP) for the Environs of Lake Tahoe Airport (Airport) has been prepared by the City of South Lake Tahoe Airport Land Use Commission (ALUC) as required under the State Aeronautics Act (Pub. Util. Code, § 21670 *et seq.*). The intent of the Initial Study is to determine, pursuant to the California Environmental Quality Act (CEQA),¹ if the adoption of the updated ALUCP for Lake Tahoe Airport will result in any significant effects on the environment.

The purpose of the ALUCP is to protect the public health, safety and welfare “by ensuring the orderly expansion of the Airport and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards” within the immediate environs of Lake Tahoe Airport.² The ALUCP aims to discourage the development of incompatible land uses around the Airport by establishing policies to limit the introduction or expansion of new incompatible land uses.

The Lake Tahoe ALUCP is the key to implementation of the ALUC’s policies related to proposed development in the vicinity of the Airport. The ALUCP provides the policies on which the compatibility of proposed local land use policy actions are determined. The ALUCP also introduces the noise, safety, airspace protection, and overflight notification zones that in combination establish the planning boundaries around Lake Tahoe Airport for purposes of policy implementation, as well as the geographical limits of the ALUC’s authority.

1.2 Document Format

This Initial Study includes seven sections:

Introduction. This section describes the proposed project and its purpose, presents an overview of the City of South Lake Tahoe’s role as the South Lake Tahoe ALUC and provides a discussion regarding the CEQA process.

¹ Pub. Res. Code § 21000 *et seq.*

² Id at 21670(a)(2).

Environmental Setting. This section describes the project’s regional setting along with a description of the Airport and the surrounding areas and land uses.

Project Description. This section summarizes the proposed update to the ALUCP.

Analysis of Potentially Displaced Development. This section describes the proposed land use compatibility policies and criteria contained in the updated ALUCP for Lake Tahoe Airport and the potential effect of proposed ALUCP policies on future development in the Airport environs. The potential for future development to be displaced to other areas after implementation of the ALUCP is assessed.

Environmental Factors Potentially Affected. This section includes the CEQA environmental analysis checklist and a discussion of environmental factors determined to be potentially affected.

Determination. This section is a placeholder for the ALUC’s official determination regarding the findings of the Initial Study.

List of Preparers. This section lists the individuals responsible for preparing the Initial Study document.

1.3 Statutory Framework

In 1967, the State of California amended the State Aeronautics Act (Pub. Util. Code, § 21670 *et seq.*) by adding a requirement for the establishment of airport land use commissions in counties with one or more airports serving the general public. The declarations in Section 21670 of the Public Utilities Code define the goals of the State Legislature and underscore the parameters and limitations of the statute:

- a) (1) It is in the public interest to provide for the orderly development of each public use airport in this state and the area surrounding these airports so as to promote the overall goals and objectives of the California airport noise standards adopted pursuant to Section 21669 and to prevent the creation of new noise and safety problems.
- (2) It is the purpose of this article to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.
- b) In order to achieve the purposes of this article, every county in which there is located an airport which is served by a scheduled airline shall establish an airport land use commission. Every county, in which there is located an airport which is not served by a scheduled airline, but is operated for the benefit of the general public, shall establish an airport land use commission.

The ALUC’s statutory mandate is intended to provide appropriate prospective land use planning through the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards within areas around public airports, to the extent that such areas do not already

contain incompatible uses. Airport land use commissions, accordingly, are empowered to establish height restrictions for naturally occurring objects (e.g., trees), man-made temporary objects (e.g., cranes), and structures (e.g., buildings); specify future land uses that are compatible with airport operations; and determine future building standards, including sound attenuation standards in the environs of airports. However, airport land use commissions have no authority over existing land uses or the operation of airports (see Pub. Util. Code §§ 21674 (a) and (e)).

1.4 Lake Tahoe Airport Land Use Commission Overview

Pursuant to Section 21670.1 of the Public Utility Code, the City of South Lake Tahoe has designated the City's Planning Commission, augmented with two members with aviation expertise, as the ALUC for Lake Tahoe Airport.

ALUCs are charged with assisting local agencies in ensuring compatible land uses in the vicinity of all new airports or heliports and existing airports or heliports to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses (Pub. Util. Code, § 21674). They are also charged with coordinating "planning at the state, regional and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety, and welfare" (Pub. Util. Code, § 21674(b)); to prepare and adopt airport land use plans; and to review and make recommendations concerning specified plans, regulations and other actions of local agencies and airport operators.

There are three important limits to an ALUC's authority:

1. ALUCs have no authority over existing land uses regardless of whether such uses are incompatible with airport activities (Pub. Util. Code, § 21670 (a)(2) and § 21674(a));
2. ALUCs have no jurisdiction over the "operation of airports" (Pub. Util. Code, § 21674(e))(please note that non-aviation related development of airport property is subject to ALUC authority); and,
3. ALUCs have no jurisdiction over federal lands, such as military bases and lands controlled by the U.S. Forest Service, U.S. Bureau of Land Management, or lands under the authority of American Indian tribes and bands (Pub. Util. Code, § 21675(b)).

The law emphasizes that local general plans are the primary mechanism for implementing the compatibility policies of an ALUC's compatibility plan. Thus, each local agency with jurisdiction over land located within an airport Influence area (AIA) is required to make its general plan consistent with the ALUCP, or to take special steps to overrule all or part of an ALUCP. The power to overrule all or part of an ALUCP represent a fourth quasi-limit on ALUC authority. Statute allows the local agency's governing body to overrule the ALUC by a two-thirds vote, if it makes specific findings that the project is consistent with the purpose of Article 3.5 of the State Aeronautics Act (see Pub. Util. Code, §§ 21675.1(d), 21676, 21676.5(a)).

As adopted by the City of South Lake Tahoe, the policies provided in the ALUCP provide the foundation through which the ALUC can execute its duty to review land use development in areas around the Airport. The Draft ALUCP replaces the Lake Tahoe Airport Comprehensive Land Use Plan (CLUP), adopted by the Lake Tahoe ALUC in July 1990 (last revised May 2007).

1.5 CEQA Process

One of CEQA's primary goals is to disclose to decision makers and the general public any potential environmental effects of proposed projects. CEQA requires that potential environmental impacts of proposed projects be evaluated before project implementation may begin. Local government land use planning policy documents, including ALUCPs, are considered "proposed projects" under CEQA (see *Muzzy Ranch Co. v. Solano County Airport Land Use Commission*, 41 Cal. 4th 372; 160 P.3d 116; 60 Cal. Rptr. 3d 247; 2007 Cal. LEXIS 6508; 37 ELR 20150). This Initial Study considers potential environmental impacts resulting from the adoption of the Draft ALUCP for Lake Tahoe Airport.

According to CEQA, the public agency with primary project approval authority is designated the Lead Agency. The CEQA Lead agency for the ALUCP is the City of South Lake Tahoe. This CEQA-compliant Initial Study has been prepared under the direction of the City of South Lake Tahoe. The information contained herein will be considered by the City of South Lake Tahoe when making a determination of whether to approve the Draft ALUCP.

This Initial Study was prepared in accordance with Section 15063 of the CEQA Guidelines (14 Cal. Code Regs. § 15063), which describes the required contents of an Initial Study, including a project description; identification of the environmental setting; a checklist identifying potential environmental effects; a discussion of any necessary mitigation measures; an evaluation of consistency with existing zoning, plans and other land use controls as well as a list of all persons associated with the preparation of the initial study. This Initial Study has been written to meet the CEQA content requirements.

Pursuant to Section 15073 of the CEQA Guidelines (id at § 15073), this Initial Study must be submitted for a period of public review of no less than 20 days. The public review period for this Initial Study is 30 days, beginning on May 24, 2019 and ending on June 24, 2019.

During the public review period, interested parties may submit written comments regarding the information contained in this Initial Study. The public comments along with written responses will be included in the public record and considered by the Lake Tahoe ALUC during the project approval process.

Written comments must be received by mail or email no later than 5:00 p.m. on June 24, 2019.
Please direct all comments to:

Ms. Hilary Roverud, AICP
Deputy Director of Development Services
City of South Lake Tahoe
1052 Tata Lane
South Lake Tahoe, CA 96150
Email: hroverud@cityofslt.us

Copies of the Initial Study, negative declaration, and all documents incorporated by reference therein, will be available during normal business hours (8:00 a.m. to 4:00 p.m., Monday through Friday) at the City of South Lake Tahoe's offices, located at 1052 Tata Lane, South Lake Tahoe, CA 96150. These documents will be available online at <http://www.cityofslt.us/975/Airport-Land-Use-Compatibility-Plan-Upda>.

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CHAPTER 2

Environmental Setting

2.1 Airport Location and Administration

Lake Tahoe Airport (the Airport) is primarily located within the City of South Lake Tahoe, approximately 1.5 miles south of the intersection of Highway 50 and Highway 89. The Airport is located at an elevation of 6,269 feet above Mean Sea Level (MSL) and covers 348 acres. To the northwest, north, east, and south, the Airport property boundary is contiguous with the South Lake Tahoe city limits. To the southwest, between Highway 50 and the airfield, an approximate 15-acre wedge-shaped portion of Airport property extends beyond City of South Lake Tahoe into unincorporated El Dorado County. The Airport is accessible from Airport Road, which connects directly with Highway 50 to the north and south of the terminal building. **Figure 2-1** depicts the location of the Airport.

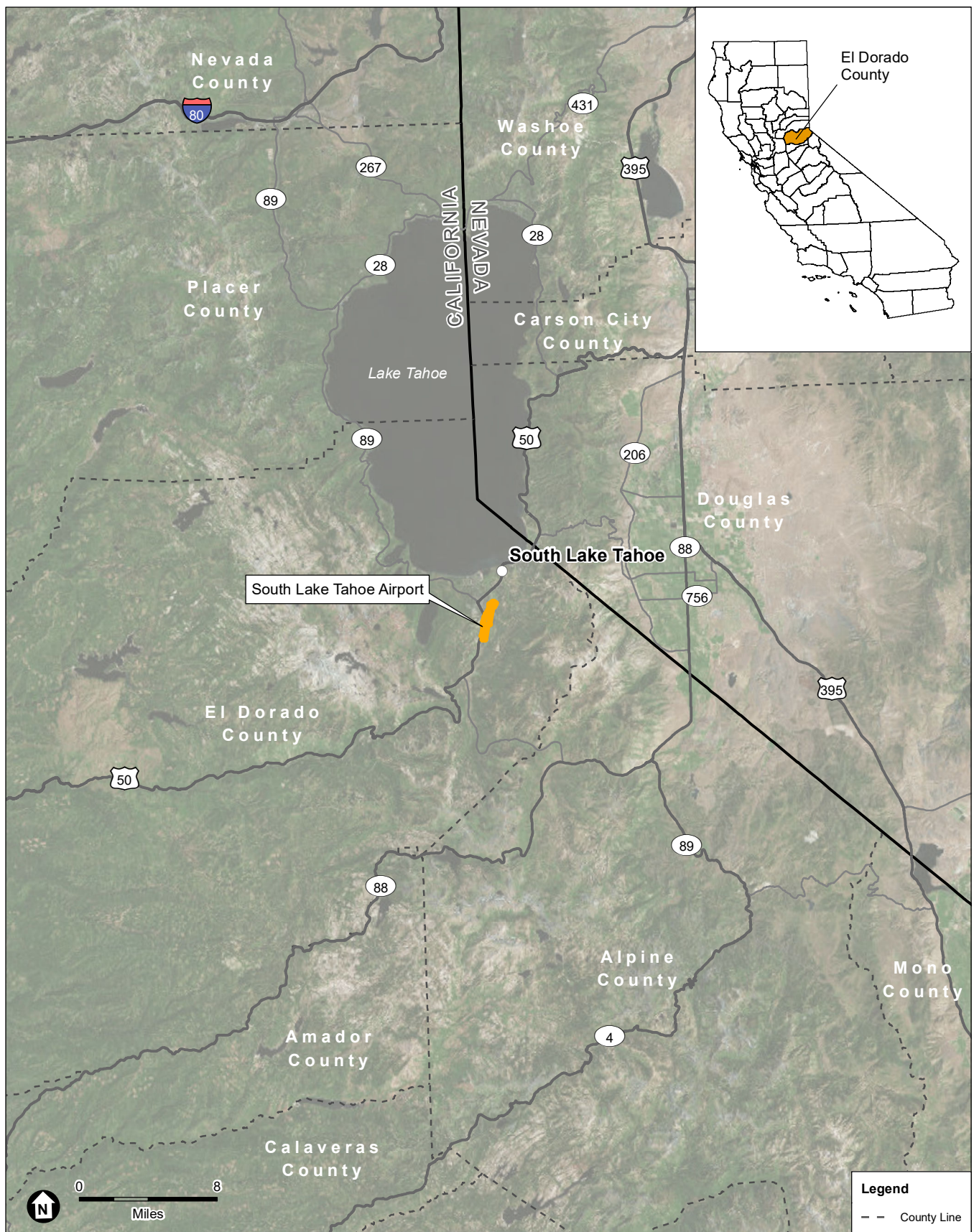
Lake Tahoe Airport is owned and operated by the City of South Lake Tahoe, and is a public-use, general aviation airport. First opened in 1960 in preparation for the Squaw Valley Winter Olympics, the Airport accommodated commercial service until 2001. Although commercial service ended in 2001, the Airport maintained Federal Aviation Regulation (FAR) Part 139 Airport Operating Certification until 2015 when the City of South Lake Tahoe decided to cease maintaining FAR Part 139 certification for the Airport.

Lake Tahoe Airport is designated as a Local Airport in the National Plan of Integrated Airport Systems (NPIAS). Local airports are considered a critical part of the general aviation system as they provide access to regional markets, as well as often accommodate flight training and emergency services. On the state level, Caltrans classifies Lake Tahoe Airport as a Regional General Aviation airport in the General Aviation System Needs Assessment (GASPA) in the California Aviation System Plan (CASP). The CASP is the State's plan for developing and improving publicly owned, public use airports in California.

2.2 Project Site and Surrounding Uses

As previously discussed, Lake Tahoe Airport is located in the City of South Lake Tahoe. A small portion of the Airport property extends into unincorporated El Dorado County. Both the City of South Lake Tahoe and the Airport are located within the greater Lake Tahoe Basin.

Responsibility for land use planning in the AIA for Lake Tahoe Airport is shared by the Tahoe Regional Planning Agency (TRPA), El Dorado County, and the City of South Lake Tahoe. The TRPA is a Congressionally mandated, bi-state agency responsible for protecting the environmental quality of the Lake Tahoe Basin by establishing environmental standards and



SOURCE: ESRI; ESA, 2017

ALUCP for Lake Tahoe Airport. 161008

Figure 2-1
Airport and Surrounding Areas
Lake Tahoe Airport



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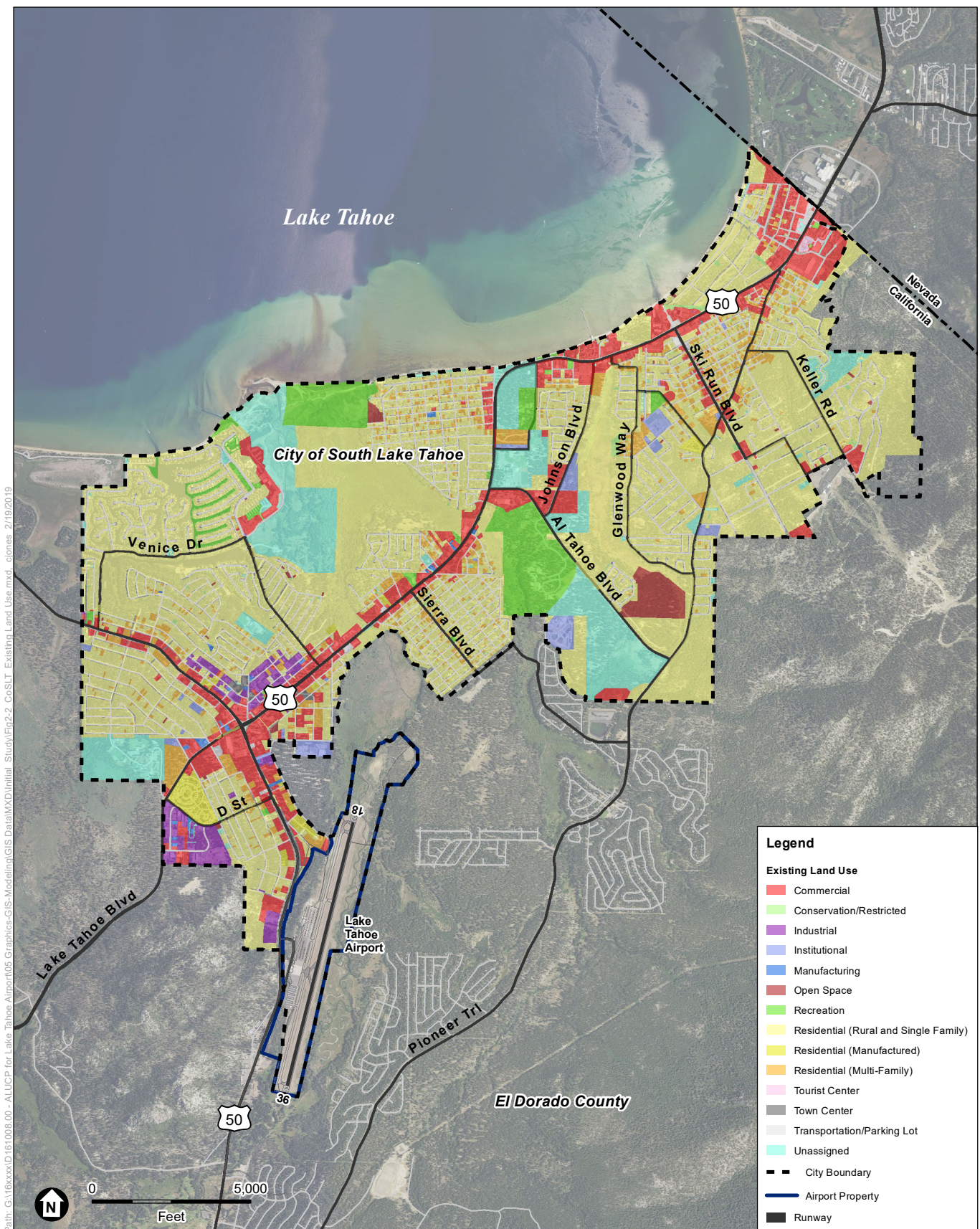
preparing a regional plan that incorporates elements on land use, transportation, conservation, recreation, and public services and facilities. The TRPA has developed a Regional Plan that includes Plan Area Statements, Area Plans and Community Plans for all areas located within its jurisdiction. The City of South Lake Tahoe has adopted the Planning Area Statements, Area Plans and Community Plans as zoning. El Dorado County has designated the Lake Tahoe Basin as (AP) Adopted Plan in its general plan, recognizing TRPA's Regional Plan for the Tahoe Basin and the Plan Area Statements, as the adopted plans for the areas designated AP within the AIA. The El Dorado County zoning ordinance employs the Tahoe Basin (-T) combining zone as overlay for all areas within both the County and the TRPA jurisdiction except the Meyers Community, south of the Airport.

Figure 2-2 depicts existing land use in the City of South Lake Tahoe. **Figure 2-3** depicts planned land use in the City of South Lake Tahoe. **Figure 2-4** depicts planned land use in all areas around the Airport under TRPA jurisdiction, including the City of South Lake Tahoe and Unincorporated El Dorado County.

Areas under TRPA jurisdiction include Lake Tahoe, the adjacent parts of Douglas and Washoe Counties and Carson City in the State of Nevada, and the adjacent parts of the Placer and El Dorado Counties in the State of California. Land use and zoning in areas under TRPA jurisdiction are governed by Plan Area Statements and in some areas by Community Plans and Area Plans that present more refined land use guidance and supersede the Plan Area Statements. The Plan Area Statements and Community Plans were adopted in accordance with the policies of the 1987 Regional Plan. The current Regional Plan, last updated in 2012, calls for preparation of Area Plans that supersede the existing Plan Area Statements and Community Plans.

The City of South Lake Tahoe updated its General Plan in 2011. The document was developed in close coordination with the TRPA, and is consistent with the TRPA's 2012 Regional Plan update. As previously stated, the City of South Lake Tahoe has adopted the TRPA's Plan Area Statements, Area Plans and Community Plans. The city limits of South Lake Tahoe run contiguous with the Airport property boundary to the north, east, and south. To the immediate west of the Airport, east of the Highway 50 corridor, lies the Bonanza Plan Area designated for residential use and zoned for a mix of high density and single-family residential uses. Northwest of this area, along both sides of Highway 50 lies the Tahoe Valley Area Plan Area. The City of South Lake Tahoe General Plan designates this areas Town Center and it includes a mix of uses, including commercial, recreational, tourist, multi- and single-family residential uses. Directly north of the Airport, beyond the areas of the Truckee Marsh that border the Airport property lie Tahoe Sierra, Highland Woods, and Al Tahoe Plan Areas, designated and zoned for residential use. The Sierra Tract-Commercial Plan Area lies along the Highway 50 corridor between the Tahoe Sierra and Highland Woods Plan Areas. The area is primarily designated for commercial and public service uses.

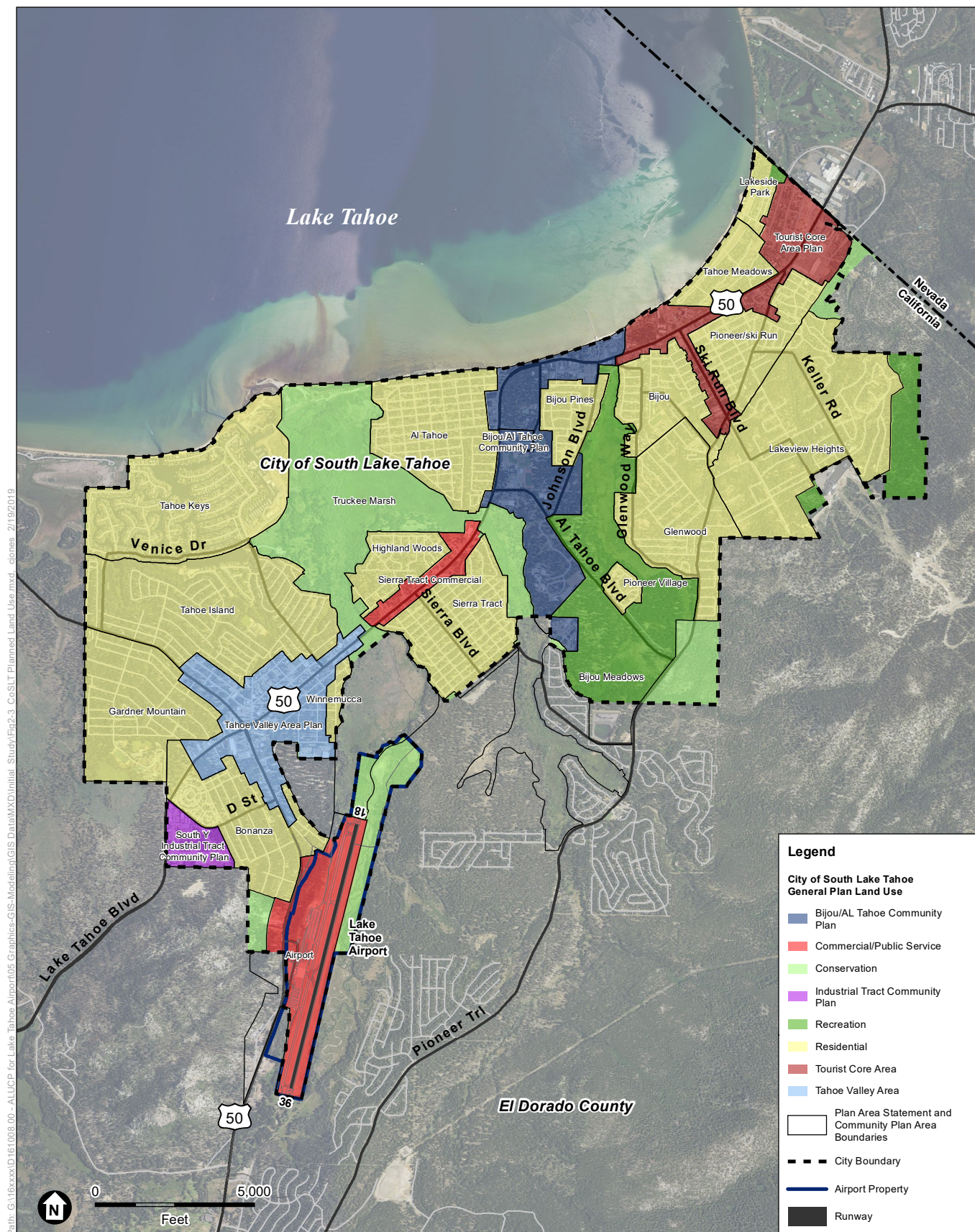
Both the El Dorado County General Plan and zoning ordinance recognize and acknowledge the County's shared responsibility for land use regulation, planning, and permitting with the TRPA. Accordingly, both the general plan and the zoning ordinance are consistent with the 1987 Regional Plan (readopted in 2012). The areas to the immediate north, northeast, east, and south of



SOURCE: ESRI, 2017; City of South Lake Tahoe, 2017; USDA (Aerial); C&S Companies, 2017; ESA, 2019

ALUCP for Lake Tahoe Airport. 161008

Figure 2-2
Existing Land Use - City of South Lake Tahoe
Lake Tahoe Airport



SOURCE: ESRI, 2017; City of South Lake Tahoe, 2017; USDA (Aerial); C&S Companies, 2017; ESA, 2019

ALUCP for Lake Tahoe Airport. 161008

Figure 2-3
Planned Land Use - City of South Lake Tahoe
Lake Tahoe Airport

the Airport property are within unincorporated El Dorado County. Directly north of the Airport lies the Truckee Marsh. This area is primarily identified as a stream environment zone (SEZ) by the TRPA. A SEZ is a unique feature of the Lake Tahoe Basin and defined in the TRPA Code of Ordinances as “(g)enerally an area that owes its biological and physical characteristics to the presence of surface or ground water.” (TRPA Code of Ordinances 90.2). Much of this area lies within the Agricultural Grazing (AG) zoning district. Surrounding areas within the Forest Resource (FR) and Rural Lands (RL) zoning districts.

Immediately east of the Airport lies the Trout/Cold Creek Plan Area. Most of this area is within the Forest Resource (FR) zoning district with land immediately east of Airport property zoned for Rural Lands (RL). The Golden Bear and Montgomery Estates Plan Areas are also located to the east of the Airport. These areas are within the Residential, Single Unit (R) zoning district.

Immediately south, southeast, and southwest of the Airport lie areas within the Country Club Meadow Plan Area. These areas are designated for conservation and are within the Forest Resource (FR) zoning district. Within this area to the southeast, lies the Tahoe Paradise (TP) Washoan Plan Area. This area is designated for residential use and zoned Residential, Single Unit (R).

South of the Airport and the Country Club Meadow Plan Area lie the Tahoe Paradise (TP) Meadowvale, Tahoe Paradise – Mandan, and the Meyers Residential, and Meyers Forest Plan Areas. Areas in the Tahoe Paradise (TP) Meadowvale, Tahoe Paradise – Mandan, and the Meyers Residential Plan Areas are primarily designated for residential and zoned Residential, Single Unit (R). Areas along Highway 50 in the Meyers Forest Plan Area are designated for industrial uses west of the highway and commercial uses immediately east of the highway with conservation uses further east. These areas are zoned for Industrial Light (IL), Commercial, Community (CC), and Forest Resource (FR) respectively.

Areas to the southwest in the Country Club Meadow Plan Area are primarily designated for conservation uses with pockets of residential and recreation uses. These areas are within the Recreational Facilities, Low-Intensity (RF-L), Recreational Facilities, High-Intensity (RF-H), Commercial, Community (CC), and Forest Resource (FR) zoning districts.

Finally, to the west of the Airport lies the Twin Peaks Plan Area, which is designated for conservation and zoned for Forest Resource (FR). Though located in unincorporated El Dorado County, these plan areas fall within the City of South Lake Tahoe’s sphere of influence and planning area. Beyond this area, the majority of land in unincorporated El Dorado County located within the Lake Tahoe Basin is owned and managed by the federal government.

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CHAPTER 3

Project Description

The proposed project that is the subject of this Initial Study is the Lake Tahoe ALUCP. A copy of the Draft ALUCP is being circulated for public review concurrent with the circulation of this Initial Study. Details on where to view a copy of the Draft ALUCP are provided in Section 1.5 of this Initial Study. The Draft ALUCP is incorporated by reference into this Initial Study.

3.1 Project Objectives

The principal objectives of the ALUCP are to:

1. To maintain the sustainability of the Airport by safeguarding it from further encroachment by incompatible land uses that limit its ability to meet its purpose.
2. To safeguard the general welfare of people and property around the Airport by ensuring a development pattern that is compatible with airport operations and limits, to the extent practicable, the surrounding community's exposure to aircraft noise and other potential adverse impacts generated by the operation of the Airport.
3. To prevent development that will adversely affect navigable airspace in the Airport environs.
4. To provide guidance to local land use agencies on compatible land uses in the Airport environs.

3.2 Proposed Airport Land Use Compatibility Plan

The Draft ALUCP replaces the Lake Tahoe Airport CLUP, adopted by the City of South Lake Tahoe ALUC in July 1990 (last revised May 2007). The Draft ALUCP is based on the August 2016 Airport Master Plan and Airport Layout Plan (ALP) for Lake Tahoe Airport. The 2016 Master Plan and ALP reflect the forecasted growth of the Airport through 2034. The ALUCP is the primary document used by an ALUC to help promote compatibility between an airport and the surrounding area. The ALUCP contains land use policies and compatibility criteria for implementation by local agencies and does not propose or entail any new development, construction, or changes to existing land uses or the environment. Similarly, no physical development or construction would result from the adoption of the proposed ALUCP or from subsequent implementation of the ALUCP by local agencies. The Draft ALUCP applies to areas around Lake Tahoe Airport (and on Airport, so much as they are devoted to non-aeronautical

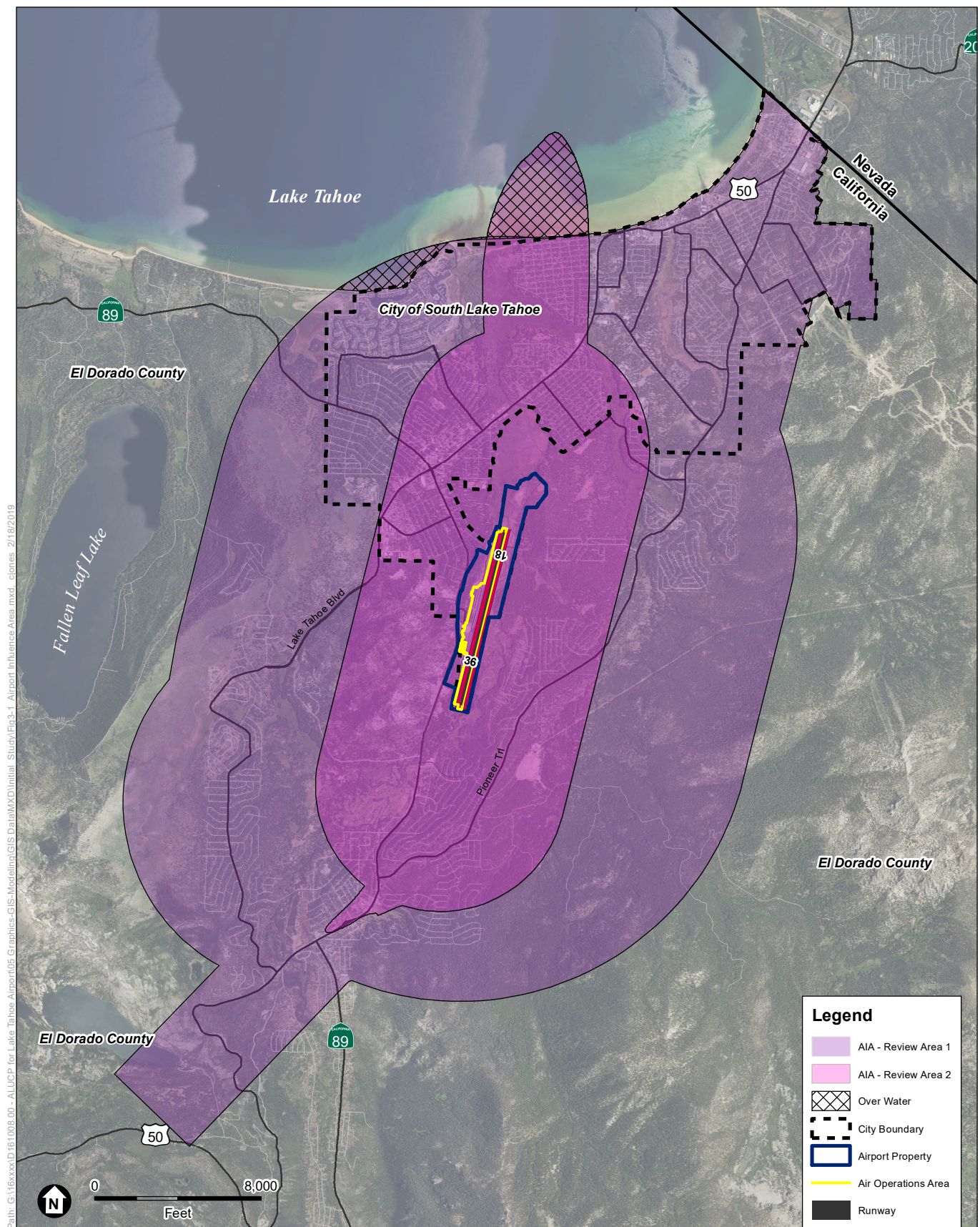
uses), and no change in airport facilities or aircraft or airport operations would result with its implementation.

The authority of the ALUC and the geographical extent to which its policies are applicable is limited to the extent of the AIA. **Figure 3-1** depicts the AIA which covers areas in both the City of South Lake Tahoe and unincorporated El Dorado County. The AIA is introduced in Section 1.4 of the Draft ALUCP and discussed in detail in Policy CP-2, *Geographic Scope*. The AIA consists of two review areas, Review Areas 1 and 2. Review Area 1 consists of the areas contained within the noise contours and safety zones. Review Area 2 consists of the areas within the Airport's airspace surfaces as defined by 14 CFR Part 77, and the overflight notification area. The Draft ALUCP was prepared using the guidance provided by the California Department of Transportation (Caltrans), Division of Aeronautics in the latest version of the *California Airport Land Use Planning Handbook* (California Department of Transportation, Division of Aeronautics, *California Airport Land Use Planning Handbook*, October 2011).

This ALUCP contains both common and specific policies to regulate, and guide its implementation. Both the common and specific policies are to be used by the ALUC, affected local agencies, and others, to implement the relevant provisions of this ALUCP. The specific policies are focused around four compatibility factors. These factors include:

- **Noise** – The aircraft noise policies promote the goals of the California Airport Noise Standards (Cal. Code Regs., tit. 21, § 5000 *et seq.*) and the California Noise Insulation Standards (25 Cal. Admin Code § 1092) by avoiding the establishment of noise-sensitive land uses in areas around the Airport that are exposed to significant levels of aircraft noise.
- **Safety** – The safety policies minimize the potential number of future residents and land use occupants exposed to hazards related to aircraft operations such as aircraft accidents.
- **Airspace Protection** – The airspace projection policies maintain the safe and efficient operation of the airspace around the Airport and avoiding potential hazards to aircraft in flight and protecting the navigable airspace around the Airport consistent with the requirements of 14 CFR Part 77, *Safe, Efficient Use and Preservation of the Navigable Airspace*, FAA Order 8260.3B, *United States Standard for Terminal Instrument Procedures (TERPS)*, and other relevant federal regulations.
- **Overflight Notification** – The overflight notification policies address issues related to aircraft overflights by identifying the area within which flights to and from the Airport occur frequently enough and at a low enough altitude to be noticeable by sensitive residents. Within this area, real estate disclosure notices are required, pursuant to state law (Bus. and Prof. Code, § 11010 and Civ. Code, §§ 1102.6 and 1103.4).

The airport land use compatibility policies and criteria in the ALUCP apply only to new development. Under state law, the ALUC has no jurisdiction over existing development, except for nonconforming uses that are proposed for expansion or redevelopment.



SOURCE: ESRI; ESA, 2018

ALUCP for Lake Tahoe Airport. 161008

Figure 3-1
Airport Influence Area
Lake Tahoe Airport



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CHAPTER 4

Analysis of Potentially Displaced Development

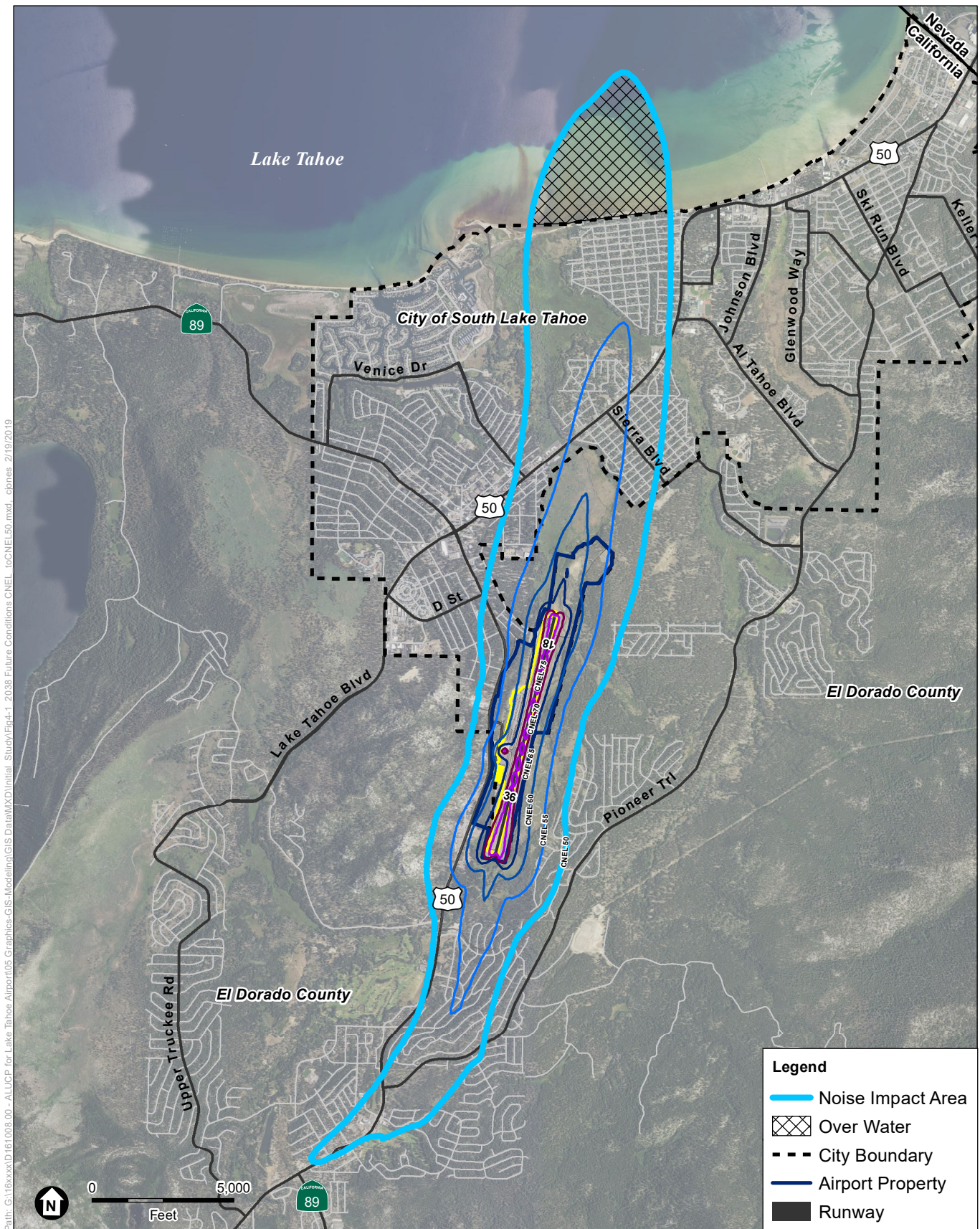
4.1 Development Displacement Analysis

Adoption of the Lake Tahoe ALUCP has the potential to cause the inadvertent displacement of future land uses within parts of the AIA. As discussed in Section 3.2, the Draft ALUCP for Lake Tahoe Airport includes policies focused on noise, safety, airspace protection, and overflight notification. These four “compatibility factors” guide the policy framework of the Draft ALUCP. Both the noise and safety compatibility factors (Review Area 1) include compatibility criteria that identify specific land uses as “compatible”, “conditionally compatible”, or “incompatible” in areas located within the CNEL contours and safety zones. The noise contours are depicted on **Figure 4-1** and the safety zones are depicted on **Figure 4-2**.

Once adopted by the ALUC, local agencies must make their land use plans consistent with the ALUCP. Once these plans are made consistent, some land uses currently considered compatible may become incompatible under the ALUCP policies. Accordingly, it is necessary to identify land uses that could be displaced due to the ALUCP policies. By restricting development in some areas of the AIA, there is the potential for increased growth pressure in other areas. If this “displaced” development were to occur, it might lead to potential environmental impacts, including localized increases in traffic volumes, noise, and air pollution.

An analysis was completed to identify the potential for displacement of future land use in the AIA due to the policies in the Draft ALUCP. The *Lake Tahoe Airport Land Use Compatibility Plan Development Displacement Analysis* technical report is provided in **Appendix A**. This chapter provides a summary of the analysis results. In total, 115 vacant parcels in areas within the noise contours and safety zones for Lake Tahoe Airport were evaluated for potential displacement of future land uses. Of these 115 vacant parcels, 67 are located in unincorporated El Dorado County and 48 are located in the city of South Lake Tahoe. **Figures 4-3** and **4-4** identify the location of these parcels. The development displacement analysis supports the evaluation of environmental factors potentially affected by the ALUCP update provided in Chapter 5 of this Initial Study.

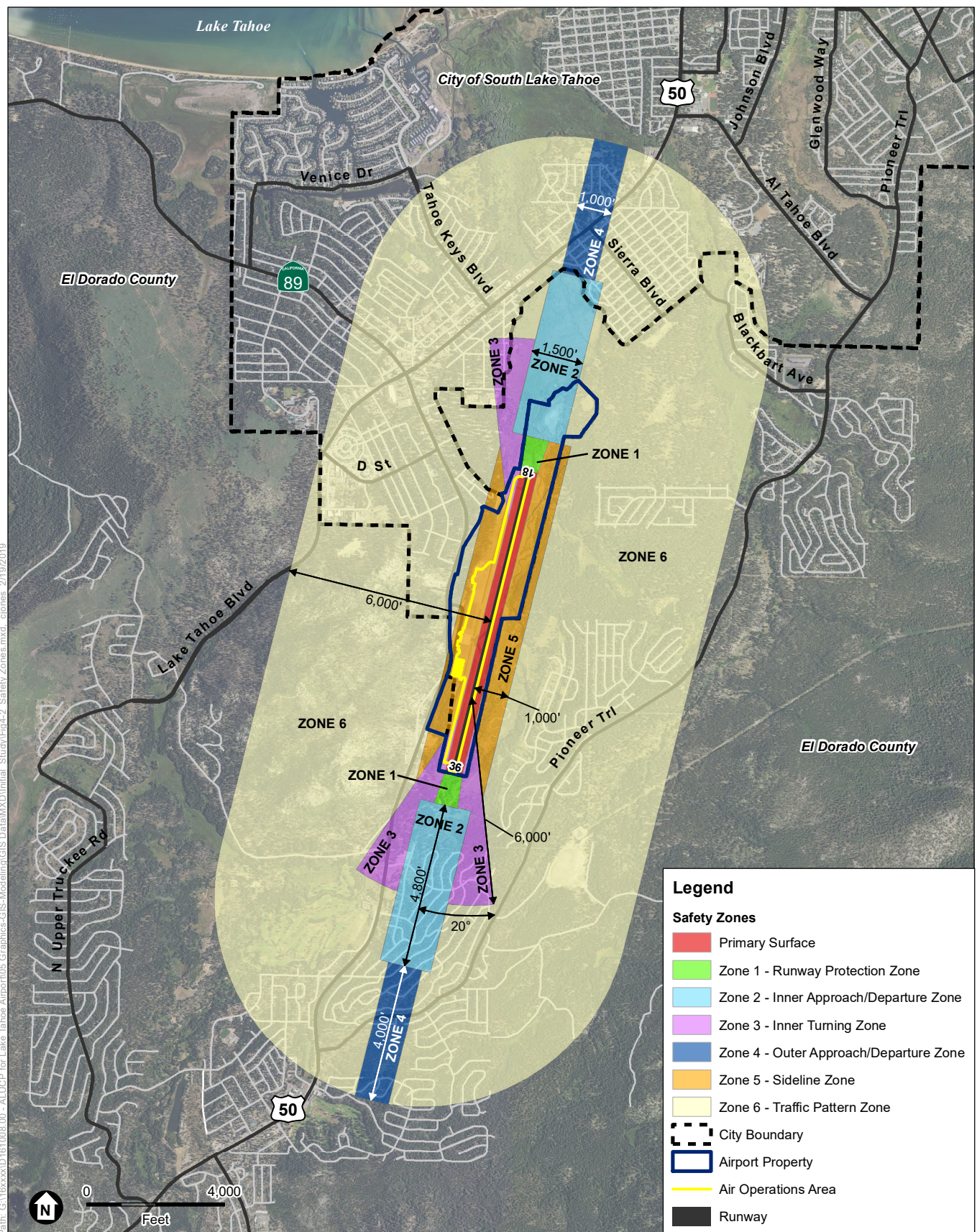
It is important to note that the policies and compatibility criteria in the ALUCP do not apply to land uses that already exist at the time the ALUCP is adopted. Therefore, there is no potential for displacement of existing development. This also applies to future land use development that although not started or completed has already been entitled or approved for development by the responsible local agency. Draft ALUCP Policies CP-5, *Applicability of Policies to Existing Land Uses*, address the applicability of the ALUCP policies to existing land uses.



SOURCE: AEDT 2d; ESRI, 2017; CoSLT, 2017;
TRPA, 1987; USDA (Aerial); ESA, 2017

ALUCP for Lake Tahoe Airport. 161008

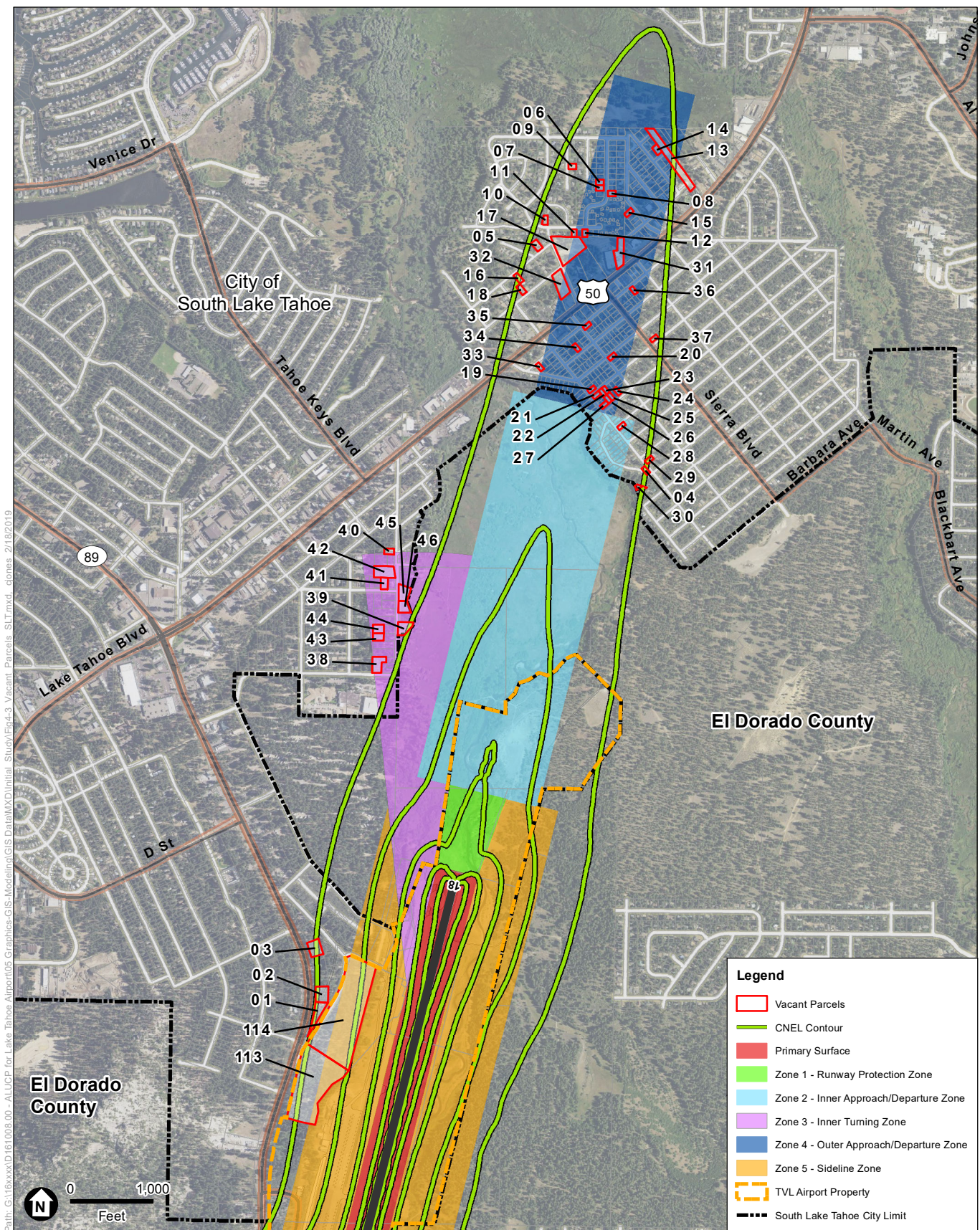
Figure 4-1
Future Conditions (2038) CNEL Contours
Lake Tahoe Airport



SOURCE: USDA (Aerial); ESRI, 2017; ESA, 2017

ALUCP for Lake Tahoe Airport. 161008

Figure 4-2
Lake Tahoe Airport Safety Zones

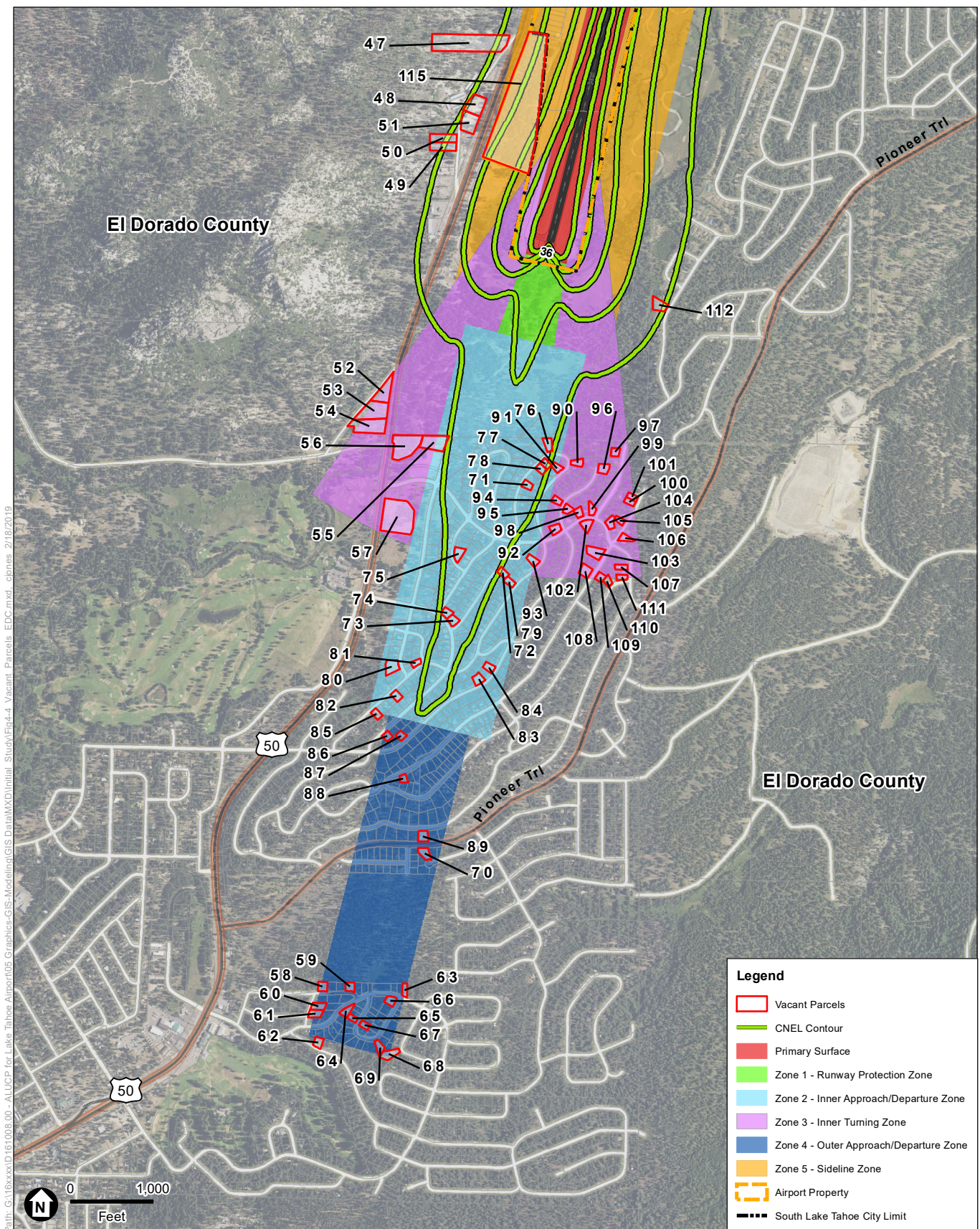


SOURCE: ESRI, 2017; TRPA, 1987; USDA (Aerial);
 C&S Companies, 2017; ESA, 2017

Lake Tahoe Draft ALUCP Development Displacement Analysis.161008



DRAFT FOR DELIBERATIVE PURPOSES ONLY



SOURCE: ESRI, 2017; TRPA, 1987; USDA (Aerial);
C&S Companies, 2017; ESA, 2017

Lake Tahoe Draft ALUCP Development Displacement Analysis.161008

Figure 4-4
Parcels Retained for Further Analysis
El Dorado County

The development displacement analysis identified potential displacement in terms of loss of residential dwelling units and total square foot area of commercial/industrial space. **Table 4-1** provides the results of the development displacement analysis for residential land uses. In the city of South Lake Tahoe, there is potential for displacement of 48 dwelling units on 113 and 114. In unincorporated El Dorado County, there is potential for displacement of 21 dwelling units on Parcel 115. In total, there is potential for displacement of 69 residential units on three parcels within the AIA for Lake Tahoe Airport.

TABLE 4-1
SUMMARY OF POTENTIAL RESIDENTIAL DISPLACEMENT- LAKE TAHOE AIRPORT

Jurisdiction	Number of Vacant Parcels	Number of Vacant Parcels		Parcels with Potential Displacement	Number of Dwelling Units, Potentially Displaced
City of South Lake Tahoe	48	Safety	36	113, 114	48
		Noise	40	0	0
El Dorado County	67	Safety	61	115	21
		Noise	16	0	0
Total Number of Dwelling Units Potentially Displaced					69

Table 4-2 provide the results of the development displacement analysis for non-residential land uses. The results of the analysis indicate that there would be no displacement of non-residential land uses associated with the noise policies in the Draft ALUCP in either the city of South Lake Tahoe or unincorporated El Dorado County.

Under the safety policies in the Draft ALUCP, there is potential for displacement of one or more land uses on 11 parcels in the city of South Lake Tahoe: nine parcels in Safety Zone 3 and two parcels in Safety Zone 5. Non-residential land uses considered incompatible in Safety Zone 3 on eight of the parcels (Parcels 38, 39, 40, 41, 42, 43, 44, 45, and 46) are public utility centers and day care centers/pre-schools. These uses would be potentially displaced from a combined approximate area of 40,018 square feet. On Parcel 38, incompatible uses would include hotel, motel, and other transient dwelling units, schools - business and vocational, airfields, landing strips & heliports, daycare centers/preschool, and hospitals. These uses would be potentially displaced from an estimated 7,449 square feet of area on Parcel 38 within Safety Zone 3.

Numerous land uses are considered incompatible in Safety Zone 5 (see Table 4-6 in Appendix A). These uses would be displaced from an estimated 138,352 square feet of area on Parcels 113 and 114 within Safety Zone 5.

In unincorporated El Dorado County, there is potential for displacement on four parcels in the Tahoe Paradise – Meadowvale Plan Area located in in Safety Zone 2. Under the policies in the Draft ALUCP, public utility centers and day care centers/pre-schools are incompatible in Safety Zone 2 (see Table 4-9 in Appendix A). These uses are currently allowed in the Tahoe Paradise –

Meadowvale Plan Area Statement. Accordingly, these uses would be potentially displaced from an estimated 10,600 square feet of area on Parcels 77, 80, 82, and 93 in Safety Zone 2.

Public utility centers and day care centers/pre-schools are also considered incompatible in Safety Zone 3 under the policies in the Draft ALUCP (see Table 4-10 in Appendix A). Accordingly, an estimated 43,593 square feet of space on 19 parcels in the Tahoe Paradise – Meadowvale Plan Area would be potentially displaced in Safety Zone 3. Similarly, public utility centers are an allowed land use in the Country Club Meadow Plan Area, but under the Draft ALUCP are considered incompatible in Safety Zone 3. Consequently, there is potential for displacement of these uses from an estimated 10,977 square feet of area on four parcels (Parcels 52, 53, 54, and 57) in the Country Club Meadow Plan Area.

Similar to Safety Zones 2 and 3, public utility centers and day care centers/pre-schools are allowed land uses in the Tahoe Paradise – Mandan and Tahoe Paradise (TP) – Meadowvale Plan Areas but are considered incompatible in Safety Zone 4 under the Draft ALUCP (see table 4-11 in Appendix A). Accordingly there is potential for displacement of these uses from an estimated 33,100 square feet of area on 12 parcels in the Tahoe Paradise – Mandan Plan Area and 7,411 square feet of area on three parcels in the Tahoe Paradise (TP) – Meadowvale Plan Area.

Finally, numerous land uses allowable in the Airport Plan Area are considered incompatible in Safety Zone 5 under the Draft ALUCP (see table 4-12). One parcel, Parcel 115, is located in Safety Zone 5 and these uses would be potentially displaced from an estimated 59,776 square feet of space on this parcel in Safety Zone 5.

TABLE 4-2
SUMMARY OF POTENTIAL NON-RESIDENTIAL DISPLACEMENT- LAKE TAHOE AIRPORT

Jurisdiction	Total Number of Vacant Parcels	Number of Vacant Parcels by Compatibility Factor		Parcels with Potential Displacement	Area Potentially Displaced (Square Feet)
City of South Lake Tahoe	48	Safety Zone 2	1	None	0
		Safety Zone 3	9	38, 39, 40, 41, 42, 43, 44, 45, and 46	47,467
		Safety Zone 4	24	None	0
		Safety Zone 5	2	113 and 114	138,352
		Noise	38	None	0
El Dorado County	67	Safety Zone 2	17	77, 80, 82, and 93	10,600

TABLE 4-2
SUMMARY OF POTENTIAL NON-RESIDENTIAL DISPLACEMENT- LAKE TAHOE AIRPORT

Jurisdiction	Total Number of Vacant Parcels	Number of Vacant Parcels by Compatibility Factor		Parcels with Potential Displacement	Area Potentially Displaced (Square Feet)
		Safety Zone 3	26	52, 53, 54, 57, 92, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, and 111	54,570
		Safety Zone 4	17	58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 87, 88, and 89	40,511
		Safety Zone 5	1	115	59,776
		Noise	14	0	0
Total Area of Potential Displacement (Square Feet)					351,276

More detail on the process used to identify the parcels selected for analysis can be found in the *Lake Tahoe Airport Land Use Compatibility Plan Development Displacement Analysis* technical report (see Appendix A).

CHAPTER 5

Environmental Factors Potentially Affected

The ALUCP establishes land use policies and criteria for implementation by local agencies and does not propose or entail any new development, construction or changes to existing land uses or the environment. The ALUCP proposes limits on the type of future uses to be developed in proximity to Lake Tahoe Airport, to prevent the creation of noise and safety compatibility conflicts with ongoing airport activities. No physical construction would result from the adoption of the proposed ALUCP or from subsequent implementation of the land use restrictions and policies. Similarly, no change in aircraft or airport operations would result from adoption of the ALUCP.

5.1 Environmental Analysis Checklist

The following Environmental Analysis Checklist is based on the CEQA Guidelines, Appendix G, Environmental Checklist Form. A narrative description of the analysis undertaken in support of the impact determinations follows each checklist topic.

The following instructions are quoted from the checklist in the CEQA guidelines.

Environmental Analysis Checklist General Instructions

- A. All answers must take account of the whole action involved, including off-site as well as onsite, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- B. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by information sources cited by the lead agency, the City of South Lake Tahoe. (See “No Impact” portion of Response Column Heading Definition section below.)
- C. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
- D. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
- E. The explanation of each issue should identify:
 - The basis/rationale for the stated significance determination; and

- The mitigation measure identified, if any, to reduce the impact to less than significant.
- F. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

Response Column Heading Definitions

- A. “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.
- B. “Less Than Significant with Mitigation Incorporated” applies where the implementation of mitigation measures would reduce an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency the City of South Lake Tahoe must describe the mitigation measure(s), and briefly explain how they reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).
- C. “Less Than Significant Impact” applies where the project creates no significant impacts.
- D. “No Impact” applies where a project does not create an impact in that category. “No Impact” answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency which show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project specific screening analysis).

5.2 Environmental Factors Potentially Affected

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology/Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

Aesthetics

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
I. AESTHETICS — Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) - e) The Draft ALUCP is a policy document focused on future land uses within the AIA for Lake Tahoe Airport. It does not affect existing land uses, nor does it include physical activities that would directly affect the environment within the AIA. Accordingly, the Draft ALUCP would not adversely affect scenic vistas in the AIA nor create a new source of substantial light or glare which would adversely affect daytime or nighttime views. Furthermore, the Draft ALUCP would not result in a substantial degradation of the existing visual character or quality of public views within the AIA, nor would it conflict with applicable zoning and/or other regulations governing scenic quality within the AIA. Finally, while Routes 50 and 89, both designated as scenic highways by the State of California, pass through the AIA, the Draft ALUCP does not affect existing land uses, nor does it include physical activities that would directly affect the environment within the AIA. Accordingly, the Draft ALUCP would not damage scenic resources within a state scenic highway.

Future land use development within the AIA may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. While unlikely, this may include limiting development in some areas while fostering it in others. It is not possible to identify the effects of potential future development because the specific details are uncertain or unknown at this time. It is anticipated that future projects indirectly affected by the ALUCP policies will be subject to project-level environmental review under CEQA when each project arises.

References

California Scenic Highway Mapping System,

<http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm>, accessed, January 2019.

Agriculture and Forestry Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
II. AGRICULTURE AND FORESTRY RESOURCES — In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.				
Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) – e) The Draft ALUCP is a policy document focused on future land uses within the AIA for Lake Tahoe Airport. It does not affect existing land uses, nor does it include physical activities that would directly affect the environment within the AIA. Accordingly, the Draft ALUCP would not a) convert Prime Farmlands, Unique Farmlands, or Farmlands of Statewide Importance in the AIA for Lake Tahoe Airport to non-agricultural uses (farmlands with these designations are not present within the AIA); b) conflict with existing zoning for agricultural use, or a Williamson Act contract, c) conflict with existing zoning for or cause rezoning of forest land, timberland, or timberland zoned Timberland Production; d) result in the loss of forest land or conversion of forest land to

non-forest use; or, e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use.

Future land use development within the AIA may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. While unlikely, this may include limiting development in some areas while fostering it in others. It is not possible to identify the effects of potential future development because the specific details are uncertain or unknown at this time. It is anticipated that future projects indirectly affected by the ALUCP policies will be subject to project-level environmental review under CEQA when each project arises.

References

California Department of Conservation, California Important Farmland Finder, <<https://maps.conservation.ca.gov/DLRP/CIFF/>>, accessed January 2019.

Air Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
III. AIR QUALITY —				
Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations.				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) – d) The Draft ALUCP is a policy document focused on future land uses within the AIA for Lake Tahoe Airport. It does not affect existing land uses, nor does it include physical activities that would directly affect the environment within the AIA. Accordingly, the Draft ALUCP would not a) conflict with or obstruct implementation of the applicable air quality plan; b) result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under federal or state ambient air quality standards; c) expose sensitive receptors to substantial pollutant concentrations; or, d) result in other emissions that would affect a substantial number of people.

Future land use development within the AIA may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. While unlikely, this may include limiting development in some areas while fostering it in others. It is not possible to identify the effects of potential future development because the specific details are uncertain or unknown at this time. It is anticipated that future projects indirectly affected by the ALUCP policies will be subject to project-level environmental review under CEQA when each project arises.

Biological Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
IV. BIOLOGICAL RESOURCES — Would the project:				
a) 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 and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) – f) The Draft ALUCP is a policy document focused on future land uses within the AIA for Lake Tahoe Airport. It does not affect existing land uses, nor does it include physical activities that would directly affect the environment within the AIA. Accordingly, the Draft ALUCP would not a) have a substantial adverse effect on any State or federally listed species; b) have a substantial adverse effect on any riparian habitat or other

sensitive natural community; c) have a substantial adverse effect on state or federally protected wetlands; d) interfere substantially with the movement of any fish or wildlife species, wildlife corridors, or wildlife nursery sites; e) conflict with any policies or ordinances protecting biological resources; or, f) conflict with the provisions of an adopted habitat conservation plan.

Future land use development within the AIA may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. While unlikely, this may include limiting development in some areas while fostering it in others. It is not possible to identify the effects of potential future development because the specific details are uncertain or unknown at this time. It is anticipated that future projects indirectly affected by the ALUCP policies will be subject to project-level environmental review under CEQA when each project arises.

Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
V. CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) – c) The Draft ALUCP is a policy document focused on future land uses within the AIA for Lake Tahoe Airport. It does not affect existing land uses, nor does it include physical activities that would directly affect the environment within the AIA. Accordingly, the Draft ALUCP would not a) cause a substantial adverse change in the significance of a historical resource; b) cause a substantial adverse change in the significance of an archaeological resource; or, c) disturb any human remains.

Future land use development within the AIA may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. While unlikely, this may include limiting development in some areas while fostering it in others. It is not possible to identify the effects of potential future development because the specific details are uncertain or unknown at this time. It is anticipated that future projects indirectly affected by the ALUCP policies will be subject to project-level environmental review under CEQA when each project arises.

Energy

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VI. ENERGY — Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) – b) The Draft ALUCP is a policy document focused on future land uses within the AIA for Lake Tahoe Airport. It does not affect existing land uses, nor does it include physical activities that would directly affect the environment within the AIA. Accordingly, the Draft ALUCP would not a) result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources; or, b) conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Future land use development within the AIA may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. While unlikely, this may include limiting development in some areas while fostering it in others. It is not possible to identify the effects of potential future development because the specific details are uncertain or unknown at this time. It is anticipated that future projects indirectly affected by the ALUCP policies will be subject to project-level environmental review under CEQA when each project arises.

Geology and Soils

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VII. GEOLOGY AND SOILS — Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? (Refer to Division of Mines and Geology Special Publication 42.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) – f) The Draft ALUCP is a policy document focused on future land uses within the AIA for Lake Tahoe Airport. It does not affect existing land uses, nor does it include physical activities that would directly affect the environment within the AIA. Accordingly, the Draft ALUCP would not a) directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, or landslides. In addition, the Draft ALUCP would not b) result in substantial soil erosion or the loss of topsoil; c) be located on a geologic unit or soil that is unstable; d) be located on expansive soil; e) have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems; or, f) directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Future land use development within the AIA may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. While unlikely, this may include limiting development in some areas while fostering it in others. It is not possible to identify the effects of potential future development because the specific details are uncertain or unknown at this time. It is anticipated that future projects indirectly affected by the ALUCP policies will be subject to project-level environmental review under CEQA when each project arises.

Greenhouse Gas Emissions

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
VIII. GREENHOUSE GAS EMISSIONS — Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) – b) The Draft ALUCP is a policy document focused on future land uses within the AIA for Lake Tahoe Airport. It does not affect existing land uses, nor does it include physical activities that would directly affect the environment within the AIA. Accordingly, the Draft ALUCP would not a) generate greenhouse gas emissions; or, b) conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Future land use development within the AIA may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. While unlikely, this may include limiting development in some areas while fostering it in others. It is not possible to identify the effects of potential future development because the specific details are uncertain or unknown at this time. It is anticipated that future projects indirectly affected by the ALUCP policies will be subject to project-level environmental review under CEQA when each project arises.

Hazards and Hazardous Materials

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
IX. HAZARDS AND HAZARDOUS MATERIALS — Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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 or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) – d), The Draft ALUCP is a policy document focused on future land uses within the AIA for Lake Tahoe Airport. It does not affect existing land uses, nor does it include physical activities that would directly affect the environment within the AIA. Accordingly, the Draft ALUCP would not a) create a significant hazard through the routine transport, use, or disposal of hazardous materials; b) create a significant hazard through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; c) emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste; d) be located on a site which is included on a list of hazardous materials sites; f) impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; or, g) expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.
- e) The Draft ALUCP includes policies that would decrease safety hazards and reduce future exposure to excessive noise by identifying what land uses are compatible and incompatible in the AIA for Lake Tahoe Airport. Accordingly, the Draft ALUCP would not result in a safety hazard or excessive noise for people residing or working in the AIA.

Future land use development within the AIA may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. While unlikely, this may include limiting development in some areas while fostering it in others. It is not possible to identify the effects of potential future development because the specific details are uncertain or unknown at this time. It is anticipated that future projects indirectly affected by the ALUCP policies will be subject to project-level environmental review under CEQA when each project arises.

Hydrology and Water Quality

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
X. HYDROLOGY AND WATER QUALITY — Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) result in substantial erosion or siltation on- or off-site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk or release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) – e) The Draft ALUCP is a policy document focused on future land uses within the AIA for Lake Tahoe Airport. It does not affect existing land uses, nor does it include physical activities that would directly affect the environment within the AIA. Accordingly, the Draft ALUCP would not a) violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality; b) substantially decrease groundwater supplies or interfere substantially with groundwater recharge; c) alter existing drainage patterns in the AIA; d) risk release of pollutants in flood hazard, tsunami, or seiche zones; or, e) conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Future land use development within the AIA may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. While unlikely, this may include limiting development in some areas while fostering it in others. It is not possible to identify the effects of potential future development because the specific details are uncertain or unknown at this time. It is anticipated that future projects indirectly affected

by the ALUCP policies will be subject to project-level environmental review under CEQA when each project arises.

Land Use and Planning

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XI. LAND USE AND PLANNING — Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) The Draft ALUCP is a policy document focused on future land uses within the AIA for Lake Tahoe Airport. It does not affect existing land uses, nor does it include physical activities that would directly affect the environment within the AIA. Accordingly, the Draft ALUCP would not physically divide an established community.

Future land use development within the AIA may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. While unlikely, this may include limiting development in some areas while fostering it in others. It is not possible to identify the effects of potential future development because the specific details are uncertain or unknown at this time. It is anticipated that future projects indirectly affected by the ALUCP policies will be subject to project-level environmental review under CEQA when each project arises.

- b) The Draft ALUCP does not directly or indirectly conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. However, any conflict between the ALUCP and land use plans, policies, or regulations not adopted for the purpose of avoiding or mitigating an environmental effect, would be ameliorated by either an amendment to the applicable land use plans to make them consistent with the ALUCP or an overrule of the ALUCP by the local government. Section 65302.3 of the Government Code, requires local agencies to amend their general plans and specific plans to be consistent with the ALUCP within 180 days. Alternatively, if a local agency does not concur with any provision of the ALUCP, it may adopt findings supporting an overrule of the ALUC pursuant to Section 21676 of the Public Utilities Code.

The development displacement analysis prepared in support of this document identifies areas within the AIA where the policies of the Draft ALUCP may prohibit or conditionally limit the development of certain land uses that are permissible under current

planning documents. These areas are located within the noise contours and safety zones in the Draft ALUCP. The following sections discuss potential conflicts in these areas between the policies in the Draft ALUCP and local land use plans, policies, or regulations.

Noise

The Future Conditions (2038) CNEL Contours encompasses lands within the city of South Lake Tahoe and a portion of unincorporated El Dorado County. Table 4-1 in the Draft ALUCP (see Table 4-1 in this Initial Study) is tailored to include the land use categories provided in the TRPA Plan Area Statements that cover areas within the contours.

Future Conditions (2038) CNEL 50 - 55 dB contour. All land uses identified in Table 4-1 in areas exposed to CNEL 50 – 55 dB are considered compatible in areas exposed to CNEL 50-55 dB.

Future Conditions (2038) CNEL 55 -60 dB contour. All land uses identified in Table 4-1 are considered compatible in areas exposed to CNEL 55-60 dB with the exception of single-family dwellings, secondary residences, mobile home dwellings, schools (kindergarten through secondary, college), day care centers/pre-schools, hospitals, nursing and personal care, residential care, cultural facilities (libraries, museums), and threshold related research facilities. These uses are considered compatible on the condition that outdoor activities are minimal and construction features which provide sufficient noise attenuation (i.e., reduce interior noise levels to 45 dB) are used.

The Future Conditions (2038) CNEL 60 - 65 dB contour. In addition to the land uses identified as conditionally compatible in areas exposed to CNEL 55 – 60 dB, the following uses are considered conditionally compatible in areas exposed to CNEL 60 – 65 dB:

- multiple-family dwelling,
- multi-person dwelling,
- hotel, motel, and other transient dwelling units,
- bed and breakfast facilities,
- time sharing (hotel/motel design),
- time sharing (residential design),
- employee housing,
- retail trade establishments,
- professional offices,
- eating and drinking places,
- business and vocational schools,
- broadcasting studios,
- religious assembly,
- local assembly and entertainment (≤ 300 people),
- public owned assembly and entertainment (> 300 people),
- social service organizations,
- public health and safety facilities,
- membership organizations,
- government offices,
- privately owned assembly and entertainment (>300 people),
- sport assembly,
- recreation centers, and
- visitor information centers.

Again, these uses are considered compatible on the condition that outdoor activities are minimal and construction features which provide sufficient noise attenuation (i.e., reduce interior noise levels to 45 dB) are used.

The Future Conditions (2038) CNEL 65 - 70 dB contour. As shown in Table 4-1 in the Draft ALUCP, all residential land uses, tourist accommodation land uses, public service land uses (excluding cemeteries, power generating, collection stations, recycling and scrap, and public utility centers), and indoor recreation uses are considered incompatible in areas exposed to CNEL 65 – 70 dB. All Commercial – Retail – Services – Wholesale/Storage, Commercial - Light Industrial, and Outdoor recreational uses are considered compatible on the condition that outdoor activities are minimal and construction features which provide sufficient noise attenuation (i.e., reduce interior noise levels to 45 dB) are used.

The Future Conditions (2038) CNEL 70+ dB contours. All areas exposed to CNEL 70+ dB contours are limited to Airport property.

City of South Lake Tahoe

The City of South Lake Tahoe updated its General Plan in 2011. The General Plan was developed in close coordination with the TRPA, and is consistent with the TRPA's 2012 Regional Plan update. As stated previously, the City of South Lake Tahoe has adopted the TRPA's Plan Area Statements, Area Plans and Community Plans as zoning.

The city limits of South Lake Tahoe run contiguous with the Airport property boundary to the north, east, and south. Excluding a small area to the southwest, the Airport property is located entirely within city boundaries. Per the City's General Plan most of the Airport property itself is designated as a "Special District" with areas to the northwest, north, northeast, and east of the runway designated for conservation uses. The Plan Area Statements identify these same areas as designated for conservation commercial uses.

Under the Draft ALUCP all land uses in areas exposed to CNEL 50-55dB are considered compatible. Accordingly, the noise policies and criteria contained in the updated ALUCP do not conflict with the City of South Lake Tahoe's General Plan.

The majority of areas in the city of South Lake Tahoe exposed to CNEL 55-60 dB fall beyond Airport property. The City's General Plan designates these areas for low- and high-density residential uses. These areas are designated for commercial and residential uses in the applicable Plan Area Statements. These land uses are considered compatible or conditionally compatible with the noise policies and compatibility criteria included in the Draft ALUCP. Accordingly, there is no conflict with the City's land use plans, policies, or regulations.

Within the city of South Lake Tahoe, all areas exposed to CNEL 60 dB or higher are located on Airport property, excluding a small area of existing residential use west of the

Runway 18 end. As the Draft ALUCP does not apply to existing land uses, there is no conflict with the City's land use plans, policies, or regulations.

El Dorado County

Excluding areas to the west of the Airport, all areas beyond the Airport boundaries are located in unincorporated El Dorado County. El Dorado County last updated its General Plan in July 2004. The Land Use Element was amended in 2018. Both the El Dorado County General Plan and zoning ordinance recognize and acknowledge the County's shared responsibility for land use regulation, planning, and permitting with the TRPA. Accordingly, both the General Plan and the zoning ordinance are consistent with the 2012 Regional Plan. El Dorado County's General Plan designates the entire portion of the Tahoe Basin within County boundaries as (AP) Adopted Plan, acknowledging the Regional Plan for the Tahoe Basin and the Plan Area Statements as the land use plans for this area.

Areas beyond the Airport to the west, southwest, north, and east exposed to CNEL 55 - 60 dB are designated for conservation and some commercial uses along the Highway 50 corridor. Areas to the south and southeast are designated for recreation and residential uses. These uses are compatible with the noise policies and criteria included in the Draft ALUCP. As such, the noise policies and criteria contained in the updated ALUCP do not conflict with Eldorado County's General Plan.

Areas beyond the Airport to the north and northwest exposed to CNEL 60 - 65 dB are almost entirely designated for conservation and recreation uses. The designated land uses to the south are planned for recreation uses. Again, the noise policies and criteria contained in the updated ALUCP do not conflict with Eldorado County's General Plan.

Safety

The safety zones provided in the Draft ALUCP encompass lands within the City of South Lake Tahoe as well as unincorporated El Dorado County. Table 4-2 in the Draft ALUCP (see Table 4-2 in this Initial Study) is tailored to include the land use categories provided in the TRPA Plan Area Statements that cover areas within the contours.

Safety Zone 1 - Runway Protection Zone. Excluding certain resource management uses, no uses are considered compatible in Safety Zone 1. Some resource management uses area considered compatible in Safety Zone 1 on the condition that that no buildings, structures, fences, above ground transmission lines, or storage of flammable or explosive material above ground are allowed, and uses resulting in a gathering of more than one (1) persons per acre at any one time are prohibited. Furthermore, these land uses are compatible only if they do not result in a possibility of creating ground fog-type conditions or result in a bird hazard.

Safety Zone 2 – Inner Approach / Departure Zone. Uses that include fuel storage or usage, concentrations of large numbers of people, and uses dedicated to children, the elderly, or other people with compromised mobility, are typically considered

incompatible in Safety Zone 2. This includes nursing and personal care, residential care, tourist accommodation, service stations and fuel and ice dealers, assembly uses, schools and day care centers, hospitals, and power generation. Most other uses are considered compatible on the condition that the use does not result in concentrations of people greater than 60 people per acre. Health care services are considered compatible if building occupancy is restricted to standard business hours (e.g., 8:00 a.m. to 6:00 p.m.).

Safety Zone 3 – Inter Turning Zone. Cemeteries, collection stations, transportation routes, resource management uses, specifically timber management uses, service stations, privately owned assembly/entertainment uses, auto repair/service, sales lots, schools for business/vocational uses, fuel/ice dealer uses, power generating uses, public utility centers, day care centers/preschools, hospitals, public owned assembly/entertainment, and schools for kindergarten through secondary education are considered incompatible in Safety Zone 3 under the Draft ALUCP. Residential uses such as single-family dwellings, secondary residences, multiple-family dwellings, and domestic animal raising uses are considered compatible on the condition they meet the conditions of applicable safety policies. Commercial retail and entertainment uses and public service uses are all considered compatible on the condition that the use does not result in concentrations of people greater than 100 people per acre.

Safety Zone 4 – Outer Approach/Departure Zone. Nursing and personal care, residential care, tourist accommodation, privately owned assembly/entertainment uses, schools for business/vocational uses, fuel/ice dealers, power generating uses, public utility centers, day care centers/preschools, hospitals, public owned assembly/entertainment, and schools for kindergarten through secondary education uses are all considered incompatible in Safety Zone 4 under the Draft ALUCP. Residential uses other than nursing and personal care and residential care are considered compatible on the condition they meet the conditions of applicable safety policies. Similarly, most commercial and public service uses are considered compatible on the condition that the use does not result in concentrations of people greater than 150 people per acre. Excluding certain timber management uses, most resource management uses are considered compatible on the condition they do not result in a possibility of creating ground fog-type conditions or result in a bird hazard.

Safety Zone 5 – Sideline Zone. Safety compatibility criteria for Safety Zone 5 in the Draft ALUCP indicates that residential, tourist accommodation, retail, entertainment, commercial services, and commercial light industrial land uses are considered incompatible uses. Public service uses such as cemeteries and transportation routes are considered compatible, while post offices, governmental offices, cultural facilities, threshold related research facilities, membership organizations, pipelines/power transmission, transit stations/terminals, and transmission/receiving facilities all considered compatible on the condition that the use does not result in concentrations of people greater than 100 people per acre. Resource management uses such as timber management uses for special cuts, thinning, sanitation salvage cuts, timber stand improvements, selection cuts, and regeneration harvests are all considered compatible

uses. All other Resource Management related uses are considered compatible on the condition they do not result in a possibility of creating ground fog-type conditions or result in a bird hazard.

Safety Zone 6 – Traffic Pattern Zone. All land uses are considered compatible in Safety Zone 6 under the Draft ALUCP.

City of South Lake Tahoe

The City of South Lake Tahoe encompasses the Airport itself, as well as areas to the west, northwest, and north in Safety Zones 2, 3, 4, 5, and 6. Safety Zone 1 off the Runway 18 end is entirely located on Airport property in an area designated for conservation purposes in the City's General Plan. This area is located in the Airport Planning Area. The Airport Plan Area Statement allows for no permanent structures or high intensity uses (a gathering of ten or more people per acre) in the Runway Protection Zone. The compatibility criteria in the Draft ALUCP only allows for certain resource management activities in Safety Zone 1 with a maximum intensity of zero people per acre. Other than the allowable intensity, the Draft ALUCP does not conflict with the current Airport Plan Area Statement or the City's General Plan conservation designation for the area in Safety Zone 1.

Most of Safety Zone 2 off the Runway 18 end lies in unincorporated El Dorado County. Small portions of Safety Zone 2 fall over areas of the city designated for low-density residential and conservation uses. These areas are located in the Sierra Tract and Truckee Marsh plan areas. Certain land uses permissible in the Sierra Tract Plan Area Statement are considered incompatible under the compatibility criteria in the Draft ALUCP. These uses include public utility centers and day care centers/pre-schools. However, these areas fall within Safety Area 2 in the current CLUP. The policies in the current CLUP do not allow for development of public utility centers or day care centers/pre-schools. As these uses are not allowed in this area under the current CLUP, the safety compatibility criteria contained in the Draft ALUCP do not conflict with the City's General Plan or the applicable Plan Area Statements.

In Safety Zone 2, Draft ALUCP Policy CP-5.4, *Development by Right*, allows for the construction of a single-family dwelling, including an accessory dwelling unit, on a legal lot of record as of the date of adoption of the ALUCP. This policy does not conflict with City's General Plan or the applicable Plan Area Statements.

The portion of Safety Zone 3 that falls within the city of South Lake Tahoe covers areas designated for commercial and low-density residential uses in the City's General Plan. This area is within the Winnemucca Plan Area and the Town Center - Health Care (TC-HC) land use district of the Tahoe Valley Area Plan. There are numerous conditionally compatible land uses applicable to those parcels located in the Winnemucca Plan Area. These range from local public health and safety facilities to runoff control. Land uses that would be considered incompatible in Safety Zone 3 include public utility centers and day care centers/pre-schools. Non-residential land uses in the Tahoe Valley Area Plan area

that would be considered incompatible in Safety Zone 3 include hotel, motel, and other transient dwelling units, schools - business and vocational, airfields, landing strips & heliports, daycare centers/preschool, and hospitals.

In Safety Zone 3, Draft ALUCP Policy CP-5.4, *Development by Right*, allows for the construction of a single-family dwelling, including an accessory dwelling unit, on a legal lot of record as of the date of adoption of the ALUCP. This policy does not conflict with City's General Plan or the Winnemucca Plan Area Statement. Residential uses allowed in the Tahoe Valley Area Plan area include multiple-family uses, multi-person dwellings, and employee housing units. Under the policies in the Draft ALUCP, these types of residential uses are considered compatible in Safety Zone 3 on the condition that shall be allowed as infill development only subject to Policy SP-6, *Infill Uses*. Policy SP-6, *Infill Uses*, allows for infill development of these types of residential land uses if the proposed project is consistent with certain conditions. These conditions do not conflict with the Tahoe Valley Area Plan.

Areas within Safety Zone 4 located in the city of South Lake Tahoe are designated for conservation, low- and high-density residential, and neighborhood center commercial uses in the City's General Plan. This area is located in the Highland Woods Plan Area, the Highland Woods Special Area #1, the Sierra Tract Plan Area, the Sierra Tract Special Area #1, and the Sierra Tract – Commercial Plan Area. Land uses that would be considered incompatible in Safety Zone 4 are the same as those identified as incompatible in Safety Zones 2 and 3. These land uses include public utility centers and day care centers/pre-schools. There are also several uses permissible in the Sierra Tract – Commercial Plan Area that would be considered incompatible under the Draft ALUCP. These range from eating and drinking places to stream environmental zone restoration. However, these areas fall within Safety Area 2 in the current CLUP. The policies in the current CLUP do not allow for development of these uses in Safety Area 2. As these uses are not allowed in this area under the current CLUP, the safety compatibility criteria contained in the Draft ALUCP do not conflict with the City's General Plan or the applicable Plan Area Statements.

Areas in the city of South Lake Tahoe that lie within Safety Zone 5 are designated special district, conservation, and high-density residential in the City's General Plan. These areas fall within the Airport and Bonanza Plan Areas. There are numerous land uses permissible under both Plan Areas Statements that would be considered incompatible under the Draft ALUCP. These range from bed and breakfast facilities to participant sports facilities. This represents conflicts with both Plan Area Statements.

Areas in the city of South Lake Tahoe that lie within Safety Zone 6 are designated for a variety of uses in the City's General Plan, including conservation, low- and high-density residential, neighborhood center, and town center uses. Safety Zone 6 covers areas in the Bonanza, Gardner Mountain, Tahoe Island, Truckee Marsh, Highland Woods, Sierra Tract, Sierra Tract – Commercial, Bijou Meadows, and Airport Plan Areas, as well as the South Y Industrial Tract Community Plan, the Bijou/Al Tahoe Community Plan, and

Tahoe Valley Area Plan areas. As there are no incompatible uses in Safety Zone 6 under the Draft ALUCP, the safety compatibility criteria contained in the Draft ALUCP do not conflict with the City's General Plan or the applicable Plan Area Statements and community plans.

El Dorado County

As previously stated, the El Dorado County General Plan defers to the TRPA Plan Area Statements as the land use plans for areas in the Tahoe Basin. Areas in Safety Zone 1 off the Runway 36 end are located in the Country Club Meadow Plan Area. This area is designated for recreation purposes. There are numerous permissible uses in the Country Club Meadow Plan Area Statement that are considered incompatible in Safety Zone 1 under the Draft ALUCP. However, this area falls within Safety Area 1 in the current CLUP. The policies in the current CLUP do not allow for development of these uses in Safety Area 1. As these uses are not allowed in this area under the current CLUP, the safety compatibility criteria contained in the Draft ALUCP do not conflict with the County's General Plan or the applicable Plan Area Statements.

Most of Safety Zone 2 off the Runway 18 end that lies in unincorporated El Dorado County falls within the Truckee Marsh Plan Area. This area is designated for conservation. Excluding public utility centers, all permissible uses identified in the Truckee Marsh Plan Area Statement are considered compatible or conditionally compatible in Safety Zone 2. While public utility centers are considered incompatible in Safety Zone 2, they are also considered incompatible under the policies in the current CLUP. Accordingly, the Draft ALUCP does not conflict with the County's General Plan or the Truckee Marsh Plan Area Statement.

Off the Runway 36 end, areas in Safety Zone 2 are located in the Country Club Meadow and Tahoe Paradise-Meadowvale Plan Areas. There are numerous land uses in both the Country Club Meadow and Tahoe Paradise-Meadowvale Plan Areas that are conditionally compatible in Safety Zone 2 under the Draft ALUCP. These range from local public health and safety facilities to runoff control. Non-residential land uses in both the Country Club Meadow and Tahoe Paradise-Meadowvale Plan Areas that would be considered incompatible in Safety Zone 2 under the Draft ALUCP include public utility centers and day care centers/pre-schools. These uses are incompatible in Safety Zone 2.

Areas within Safety Zone 3 off the Runway 18 end that lies in unincorporated El Dorado County falls within the Truckee Marsh and Tahoe Valley Campground Plan Area. Excluding public utility centers, all permissible uses identified in the Truckee Marsh Plan Area Statement are considered compatible or conditionally compatible in Safety Zone 3 under the Draft ALUCP. Similarly, excluding public utility centers and schools (kindergarten through secondary), all permissible residential and non-residential uses in the Tahoe Valley Campground Plan are considered compatible or conditionally compatible in Safety Zone 3 under the Draft ALUCP.

Similar to Safety Zone 2, areas within Safety Zone 3 off the Runway 36 end fall within the Country Club Meadow and Tahoe Paradise – Meadowvale Plan Areas. A portion of this area is also within the Airport Plan Area. There are numerous land uses in both the Country Club Meadow and Tahoe Paradise-Meadowvale Plan Areas that are conditionally compatible in Safety Zone 3 under the Draft ALUCP. These range from local public health and safety facilities to runoff control. Non-residential land uses in both the Country Club Meadow and Tahoe Paradise-Meadowvale Plan Areas that would be considered incompatible in Safety Zone 3 under the Draft ALUCP include public utility centers and day care centers/pre-schools. These uses are incompatible in Safety Zone 3. Residential uses in Safety Zone 3 are considered compatible on the condition they are consistent with applicable safety policies (CP-5.4, *Development by Right*, SP-4, *Residential Development Criteria*, and Policy SP-6, *Infill Uses*). This criteria does not conflict with the allowable densities in the Country Club Meadow and Airport Plan Area Statements.

Areas that lie within Safety Zones 4 off the Runway 36 end are located in the Tahoe Paradise – Meadowvale, Tahoe Paradise – Mandan, and Meyers Forest Plan Areas. These areas are designated for conservation, recreation, or residential uses. In both the Tahoe Paradise – Meadowvale and the Tahoe Paradise - Mandan Plan Area, the land uses identified as conditionally compatible in Safety Zone 4 are the same as those identified in Safety Zones 2 and 3. Land uses that would be considered incompatible in Safety Zone 4 include public utility centers and day care centers/preschools. In the Meyers Forest Plan Area, all permissible land uses are considered compatible or conditionally compatible in Safety Zone 4 under the Draft ALUCP with the exception of public utility centers.

Areas of unincorporated El Dorado County that lie within Safety Zone 5 lie within the Trout-Cold Creek, Country Club Meadow, Tahoe Valley Campground, and Airport Plan Areas. These areas are designated for recreation, and conservation. Per the compatibility criteria in the Draft ALUCP, excluding certain public service and resource management uses, most residential and non-residential uses are considered incompatible in Safety Zone 5 under the Draft ALUCP.

Areas in unincorporated El Dorado County that lie within Safety Zone 6 fall within the Twin Peaks, Country Club Meadow, Trout-Cold Creek, Golden Bear, Tahoe Paradise – Washoan, Tahoe Paradise – Meadowview, Tahoe Paradise – Mandan, Meyers Forest, Meyers Residential, and Airport Plan Areas. As there are no incompatible uses in Safety Zone 6 under the Draft ALUCP, the safety compatibility criteria contained in the Draft ALUCP do not conflict with the applicable Plan Area Statements.

Conclusion

There are not many vacant or partially developed parcels available for development in the areas around the Airport within the noise contours and safety zones in the Draft ALUCP. Vacant and partially developed parcels were only identified in the Airport, Bonanza, Highland Woods, Sierra Tract, and Sierra Tract Commercial, and Winnemucca Planning Areas, and the Tahoe Valley Area in the city of South Lake Tahoe. In unincorporated El

Dorado County, vacant or partially developed parcels were identified in the Airport, Country Club Meadow, Tahoe Paradise – Mandan, Tahoe Paradise – Meadowvale, and Tahoe Paradise – Washoan Plan Areas. Excluding Safety Zone 5, incompatible land uses in these areas are primarily limited to public utility centers and day care centers/pre-schools. The area around the Airport is sufficiently developed to have these uses already established in place. Accordingly, as the Draft ALUCP would prohibit the development of these uses within the Safety Zones and Noise Contours, any impact would be considered less than significant.

Furthermore, any conflicts between the ALUCP and local planning documents would be considered less than significant under CEQA because under Section 65302.3 of the Government Code the relevant planning documents are required to be made consistent with the adopted ALUCP or local agencies must take steps to adopt findings and override the ALUCP pursuant to section 21676 of the Public Utilities Code. Any conflicts with local planning documents can be avoided or substantially lessened by amending these plans so that they are consistent with the adopted ALUCP. Amending these plans is within the responsibility and jurisdiction of the affected local agencies, and not the ALUC.

References

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-

Mineral Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XII. MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a), b) The Draft ALUCP is a policy document focused on future land uses within the AIA for Lake Tahoe Airport. It does not affect existing land uses, nor does it include physical activities that would directly affect the environment within the AIA. Accordingly, the Draft ALUCP would not a) result in the loss of availability of a known mineral resource; or, b) result in 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.

Future land use development within the AIA may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. While unlikely, this may include limiting development in some areas while fostering it in others. It is not possible to identify the effects of potential future development because the specific details are uncertain or unknown at this time. It is anticipated that future projects indirectly affected by the ALUCP policies will be subject to project-level environmental review under CEQA when each project arises.

Noise

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XIII. NOISE — Would the project result in:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) - b) The Draft ALUCP is a policy document focused on future land uses within the AIA for Lake Tahoe Airport. It does not affect existing land uses, nor does it include physical activities that would directly affect the environment within the AIA. Accordingly, the Draft ALUCP would not a) generate a substantial temporary or permanent increase in ambient noise levels in the AIA that exceed standards established in the local general plans or noise ordinances, or applicable standards of other agencies; or, b) generate any groundborne vibration or groundborne noise levels.

Future land use development within the AIA may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. While unlikely, this may include limiting development in some areas while fostering it in others. It is not possible to identify the effects of potential future development because the specific details are uncertain or unknown at this time. It is anticipated that future projects indirectly affected by the ALUCP policies will be subject to project-level environmental review under CEQA when each project arises.

- c.) Airports are generally associated with aircraft noise. The ALUCP establishes the policies and compatibility criteria through which airport-related noise impacts would be evaluated. The intent of the policies in the ALUCP is to reduce noise exposure for sensitive land use by establishing appropriate residential densities and usage intensities (concentrations of people) for various land uses in areas around the Airport.

The Draft ALUCP does not include any new development or physical changes to existing land uses or the environment, and is not applicable to airport operations. The policies and compatibility criteria in the Draft ALUCP seek to limit the development of new noise-sensitive uses in areas exposed to unacceptable noise levels around the Airport. Accordingly, the Draft ALUCP would not expose people residing or working in the AIA to excessive noise levels. On the contrary, the Draft ALUCP may produce beneficial impacts by limiting the number of potential future residential dwellings and other noise-sensitive land uses in the AIA.

Nothing in the ALUCP would result in indirect impacts such as the construction of housing, development of other land uses, or the expansion of infrastructure, that would result in significant noise impacts. The ALUCP would not result in the displacement of existing housing, commercial, industrial, or public use structures that would necessitate the construction of replacement housing, facilities, or infrastructure in other areas, and which could result in potentially significant impacts to noise.

Population and Housing

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XIV. POPULATION AND HOUSING — Would the project:				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) The Draft ALUCP includes restrictions on the development of certain land uses in areas around the Airport that would be exposed to high levels of aircraft noise or present a heightened risk of impact to public health and safety in the event of an aircraft accident. While these restrictions would potentially affect future land use in areas around the Airport, they present a refinement of already existing policies in the current CLUP. Accordingly, any change to development patterns would be minor and unlikely to directly or indirectly induce substantial unplanned population growth in any areas around the Airport.
- b) The Draft ALUCP includes policies that would restrict the development of housing in certain areas around the Airport. Specifically, residential uses are not allowed in Safety Zones 1 and 5 or in areas exposed to noise levels of CNEL 65 dB and higher. However, these policies do not apply to areas that are already developed with existing residential uses, and restrictions would be limited to vacant and partially developed parcels. Even then, policies in the Draft ALUCP allow for the construction of single-family dwellings, including accessory dwelling units, on a legal lot of record as of the date of adoption of the ALUCP, as well as redevelopment or expansion of existing residential uses within certain parameters (see Policy CP-5, *Applicability of Policies to Existing Land Uses*). Single-family dwellings include a residential land use called summer homes, which are essentially vacation cabins. In addition, multiple-family, multi-person, mobile home, and employee housing units are allowed as infill development subject to the conditions in Policy SP-6, *Infill Uses*.

A development displacement analysis was completed to identify the potential for displacement of residential land uses in the AIA. The analysis is summarized in Chapter 4 of this document and the technical report is included as Appendix A. The results of the analysis indicate that there would be no displacement of residential land uses associated with the noise policies in the Draft ALUCP in either the city of South Lake Tahoe or unincorporated El Dorado County. However, under the safety policies in the Draft ALUCP, there is potential for displacement of residential uses on three parcels. In the city of South Lake Tahoe, there is potential for displacement of on two parcels (Parcels 113

and 114) located in the Airport Plan Area. Analysis results indicate that 48 employee-housing units or multiple-family dwellings in the Airport Plan Area would be potentially displaced. In unincorporated El Dorado County, there is potential for displacement of 21 employee housing units or multiple-family dwellings on one parcel (Parcel 115) in the Airport Plan Area. In total, there is potential for the displacement of 69 dwelling units.

Based on the results of the development displacement analysis summarized in Chapter 4 of this Initial Study, any reduction in the potential future housing supply is likely to be minimal. All the potential dwelling units would be employee housing units or multiple-family dwellings displaced from three parcels (Parcels 113, 114, and 115) located on Airport property but devoted to future non-aviation uses. Displacement of these uses would have little to no effect on available housing stock in the AIA. Any displacement is the result of the ALUC meeting its obligations under the State Aeronautics Act, including its responsibility to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses (see Pub. Util. Code §21670).

Public Services

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XV. PUBLIC SERVICES — Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered government 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 following public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a.i) – The Draft ALUCP is a policy document focused on future land uses within the AIA for Lake Tahoe Airport. It does not affect existing land uses, nor does it include physical activities that would directly affect the environment within the AIA. Accordingly, the Draft ALUCP would not result in substantial adverse physical impacts associated with the provision of or need for new or physically altered governmental facilities, need for

new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for i) fire protection; ii) police protection; iii) schools; iv) parks; or, v) other public facilities.

Future land use development within the AIA may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. While unlikely, this may include limiting development in some areas while fostering it in others. It is not possible to identify the effects of potential future development because the specific details are uncertain or unknown at this time. It is anticipated that future projects indirectly affected by the ALUCP policies will be subject to project-level environmental review under CEQA when each project arises.

Recreation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVI. RECREATION:				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a), b) The Draft ALUCP is a policy document focused on future land uses within the AIA for Lake Tahoe Airport. It does not affect existing land uses, nor does it include physical activities that would directly affect the environment within the AIA. Accordingly, the Draft ALUCP would not a) 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; or, b) include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

Future land use development within the AIA may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. While unlikely, this may include limiting development in some areas while fostering it in others. It is not possible to identify the effects of potential future development because the specific details are uncertain or unknown at this time. It is anticipated that future projects indirectly affected by the ALUCP policies will be subject to project-level environmental review under CEQA when each project arises.

Transportation

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVII. TRANSPORTATION — Would the project:				
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) – d) The Draft ALUCP is a policy document focused on future land uses within the AIA for Lake Tahoe Airport. It does not affect existing land uses, nor does it include physical activities that would directly affect the environment within the AIA. Accordingly, the Draft ALUCP would not a) conflict with a program plan, ordinance or policy addressing the circulation system; b) conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b); c) substantially increase hazards due to a geometric design feature; or, d) result in inadequate emergency access.

Future land use development within the AIA may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. While unlikely, this may include limiting development in some areas while fostering it in others. It is not possible to identify the effects of potential future development because the specific details are uncertain or unknown at this time. It is anticipated that future projects indirectly affected by the ALUCP policies will be subject to project-level environmental review under CEQA when each project arises.

Tribal Cultural Resources

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XVIII. TRIBAL CULTURAL RESOURCES — Would the project:				
a) 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:				
i) 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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a.i) - The Draft ALUCP is a policy document focused on future land uses within the AIA for
- a.ii) Lake Tahoe Airport. It does not affect existing land uses, nor does it include physical activities that would directly affect the environment within the AIA. Accordingly, the Draft ALUCP would not cause a substantial adverse change in the significance of a tribal cultural resource that is, a) listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources; or, b) a resource determined by the lead agency to be a significant resource to a California Native American tribe.

Future land use development within the AIA may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. While unlikely, this may include limiting development in some areas while fostering it in others. It is not possible to identify the effects of potential future development because the specific details are uncertain or unknown at this time. It is anticipated that future projects indirectly affected by the ALUCP policies will be subject to project-level environmental review under CEQA when each project arises.

Utilities and Service Systems

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XIX. UTILITIES AND SERVICE SYSTEMS — Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and responsibly foreseeable future development during normal, dry and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) – e) The Draft ALUCP is a policy document focused on future land uses within the AIA for Lake Tahoe Airport. It does not affect existing land uses, nor does it include physical activities that would directly affect the environment within the AIA. Accordingly, the Draft ALUCP would a) not require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, or telecommunications facilities; b) not require use of water supplies; c) not make any demand on wastewater treatment providers; c) not generate any solid waste; or, e) not require compliance with federal, state, and local management and reduction statutes and regulations related to solid waste.

Future land use development within the AIA may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. While unlikely, this may include limiting development in some areas while fostering it in others. It is not possible to identify the effects of potential future development because the specific details are uncertain or unknown at this time. It is anticipated that future projects indirectly affected by the ALUCP policies will be subject to project-level environmental review under CEQA when each project arises.

Wildfire

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XX. WILDFIRE — If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) – d) The Draft ALUCP is a policy document focused on future land uses within the AIA for Lake Tahoe Airport. It does not affect existing land uses, nor does it include physical activities that would directly affect the environment within the AIA. Accordingly, the Draft ALUCP would not a) substantially impair an adopted emergency response plan or emergency evacuation plan; b) exacerbate wildfire risks; c) require the installation or maintenance of infrastructure that may exacerbate fire risk or result in impacts to the environment; or, d) expose people or structures to any risks resulting from runoff, post-fire slope instability, or drainage changes.

Future land use development within the AIA may be influenced by the policies in the Draft ALUCP once it has been adopted by the ALUC. While unlikely, this may include limiting development in some areas while fostering it in others. It is not possible to identify the effects of potential future development because the specific details are uncertain or unknown at this time. It is anticipated that future projects indirectly affected by the ALUCP policies will be subject to project-level environmental review under CEQA when each project arises.

Mandatory Findings of Significance

<i>Issues (and Supporting Information Sources):</i>	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
XXI. MANDATORY FINDINGS OF SIGNIFICANCE —				
a) Does the project have the potential to substantially degrade the quality of the environment, 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 or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a) – c) The Draft ALUCP is a policy document focused on future land uses within the AIA for Lake Tahoe Airport. It does not affect existing land uses, nor does it include physical activities that would directly affect the environment within the AIA. Accordingly, the Draft ALUCP would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels. Furthermore, the Draft ALUCP would not threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal species, or eliminate important examples of the major periods of California history or prehistory.

The Draft ALUCP would not have impacts that are individually limited but cumulatively considerable. The document is regulatory in nature, designed to reduce potential safety and noise impacts to people and property in areas around Lake Tahoe Airport that may otherwise be cumulatively significant.

Finally, the Draft ALUCP would not produce environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly.

CHAPTER 6

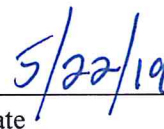
Determination (To be completed by Lead Agency)

Based on this Initial Study:

- ☒ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental documentation is required.


Signature


Printed Name


Date

For

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CHAPTER 7

List of Preparers

ESA provided consulting services for this Initial Study. Authors of the Initial Study were:

- Chris Jones, AICP, Senior Managing Associate
- Evan Wasserman, Associate III

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Appendix A

Lake Tahoe Airport Land Use Compatibility Plan Draft Development Displacement Analysis

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Draft

LAKE TAHOE AIRPORT

Airport Land Use Compatibility Plan
Development Displacement Analysis

Prepared for
Lake Tahoe Airport Land Use Commission

March 2019



Draft

LAKE TAHOE AIRPORT

Airport Land Use Compatibility Plan
Development Displacement Analysis

Prepared for
Lake Tahoe Airport Land Use Commission

March 2019

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CHAPTER 1

Introduction

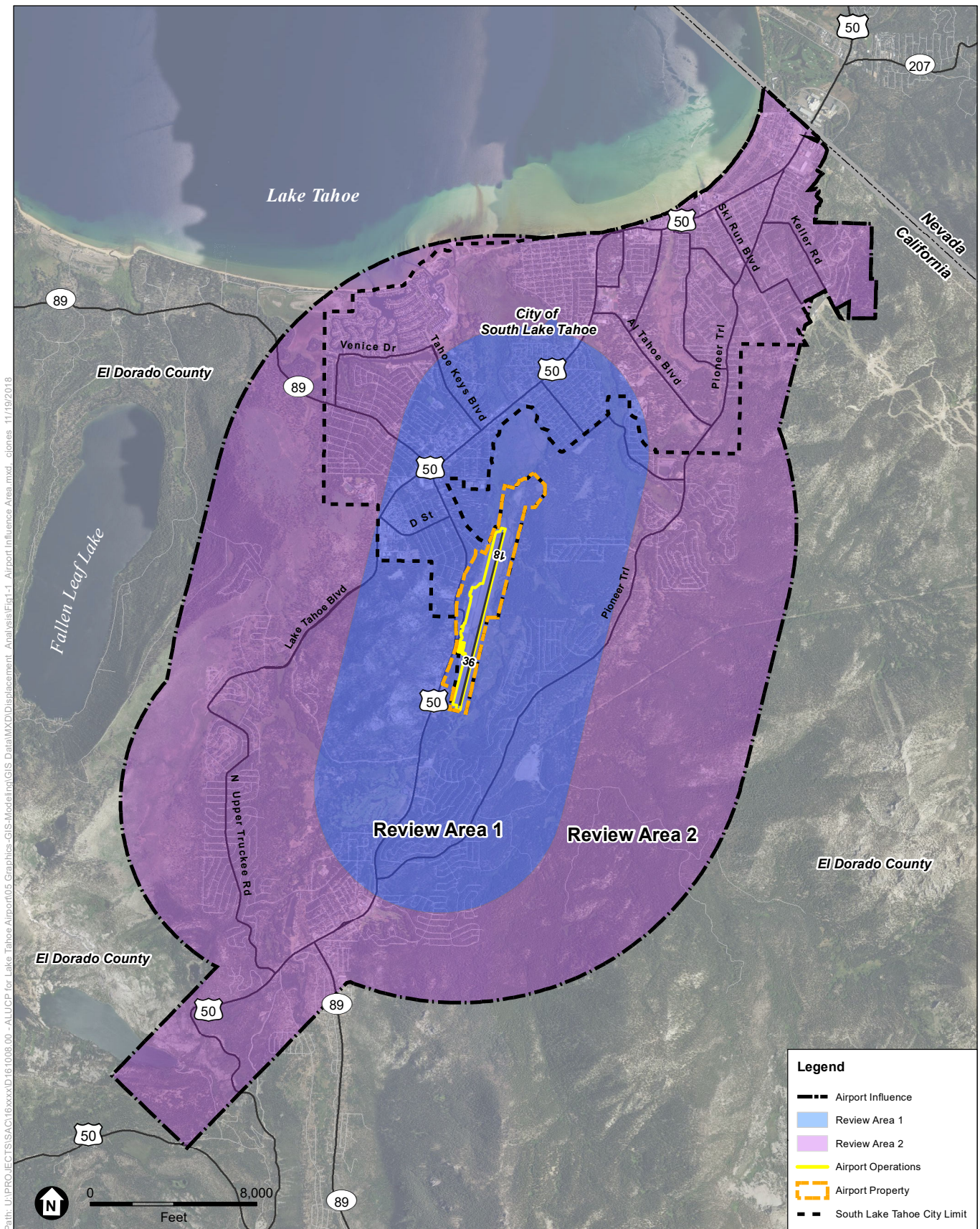
1.1 Introduction

Under State law, when an Airport Land Use Commission (ALUC) adopts an Airport Land Use Compatibility Plan (ALUCP), local agencies are required to make their land use documents consistent with the ALUCP or to take steps to override all or part of the ALUCP (Govt. Code §§ 65302(a)-(c)). Because the policies in an updated ALUCP may differ from those in existing land use documents, adoption of an ALUCP may have the effect of “displacing” future development by rendering a previously compatible land use incompatible. Therefore, it is necessary to determine if adoption of an ALUCP would displace future land uses within an Airport Influence Area (AIA). By displacing land use(s) in parts of an AIA, there is the potential for increased growth pressure in other areas. Consequently, displaced development may lead to potential environmental impacts such as localized increases in traffic volumes, noise, and air pollution. The AIA for Lake Tahoe Airport is depicted on **Figure 1-1**.

It is important to note that the policies and compatibility criteria in the ALUCP do not apply to land uses that are already existing at the time the ALUCP is adopted. Therefore, there is no potential for displacement of already existing development. This also applies to future land use development that although not started or completed has already been entitled or approved for development by the responsible local agency. Draft ALUCP Policies CP-5 through CP-5.6 address the applicability of the ALUCP policies to existing land uses.

The Draft ALUCP for Lake Tahoe Airport includes policies focused on noise, safety, airspace protection, and overflight notification. These four “compatibility factors” guide the policy framework of the Draft ALUCP. Compatibility criteria that identify specific land uses as “compatible”, “conditionally compatible”, or “incompatible” are associated with the noise and safety policies. Accordingly, the development displacement analysis is focused on areas located within the noise contours and safety zones (Review Area 1) included in the Draft ALUCP. The noise contours for Lake Tahoe Airport are shown on **Figure 1-2** and the safety zones are shown on **Figure 1-3**.

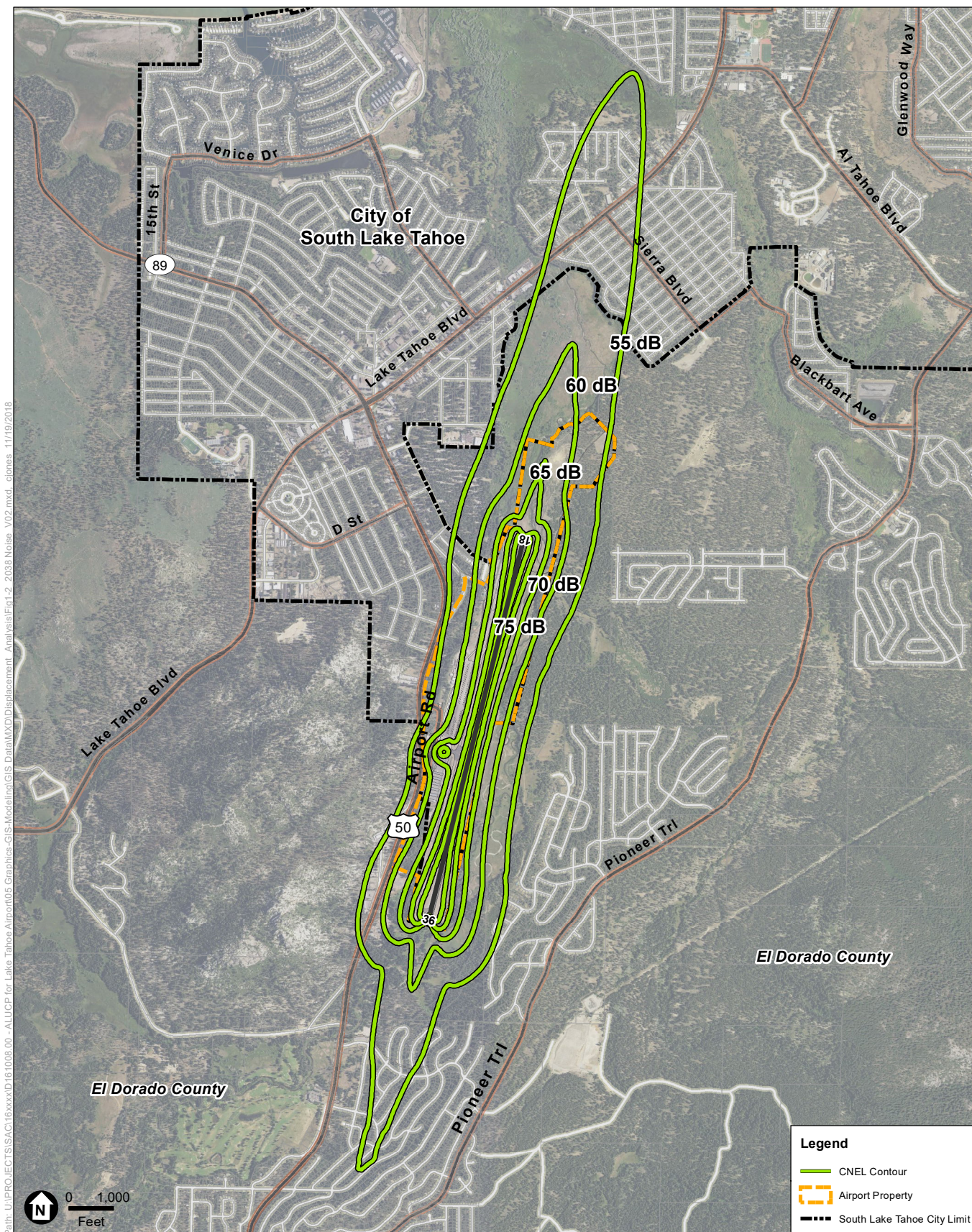
While the airspace policies in the Draft ALUCP would not directly displace future land uses, the airspace protection policies limit the height of proposed structures beneath the airspace protection surfaces and require proponents to file Form 7460-1, *Notice of Proposed Construction or Alteration* with the FAA for projects that would penetrate the airspace protection surfaces, including projects in locations where the terrain already penetrates the airspace protection surfaces. Submittal of Form 7460-1 initiates preparation of an aeronautical study to determine



SOURCE: ESRI; ESA, 2018

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Figure 1-1
Airport Influence Area
Lake Tahoe Airport



SOURCE: ESRI, 2017; TRPA, 1987; USDA (Aerial);
C&S Companies, 2017; ESA, 2017

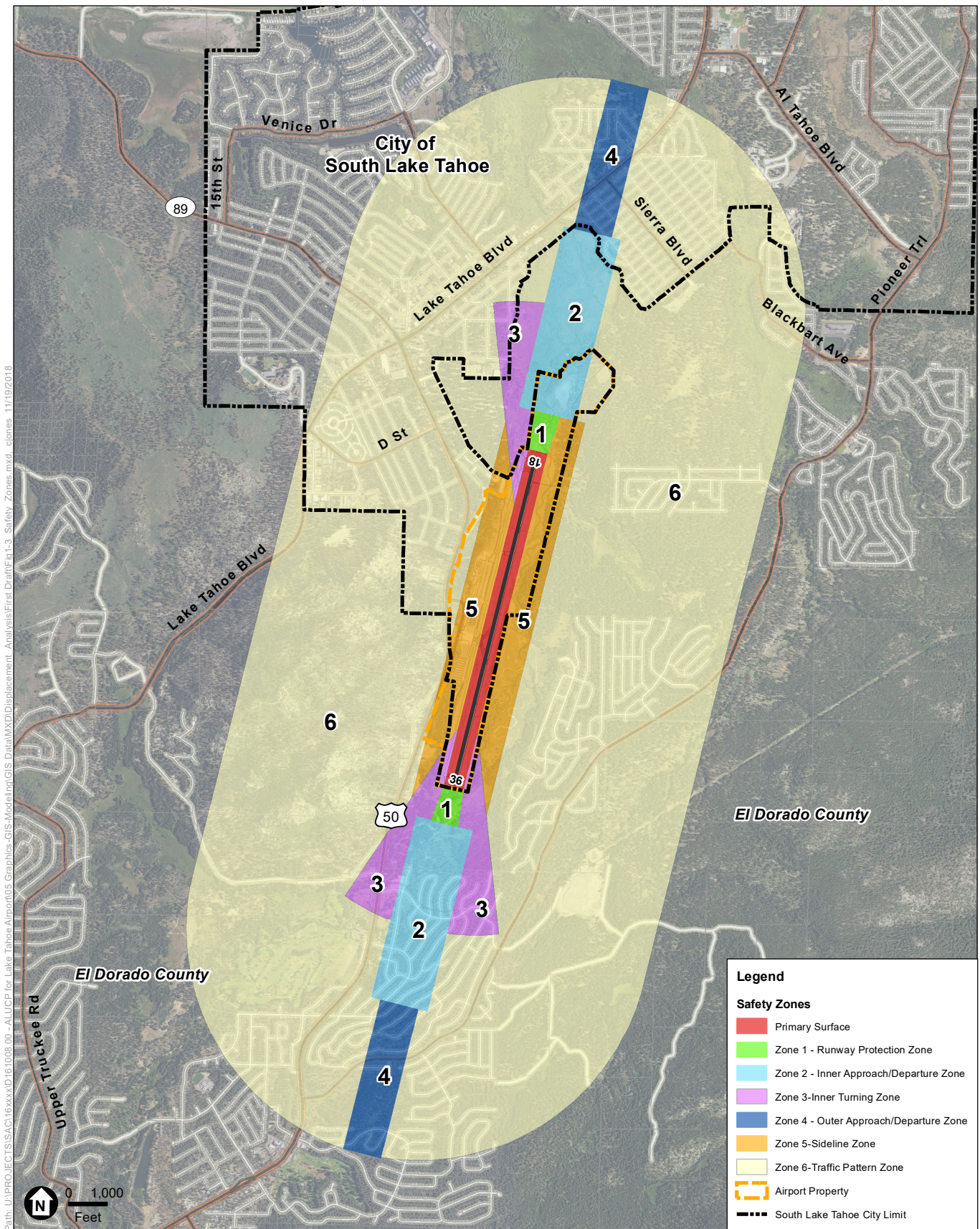
Lake Tahoe Draft ALUCP Development Displacement Analysis.161008

Figure 1-2

Lake Tahoe Airport CNEL Contours



DRAFT FOR DELIBERATIVE PURPOSES ONLY



SOURCE: ESRI, 2017; TRPA, 1987; USDA (Aerial);
C&S Companies, 2017; ESA, 2017

Lake Tahoe Draft ALUCP Development Displacement Analysis.161008

Figure 1-3

Lake Tahoe Airport Safety Zones



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whether the proposed structure would constitute an obstruction to aviation. Information on vacant parcels identified in areas where terrain may penetrate the airspace protection surfaces for the Airport is provided in this technical report for purposes of disclosure. The airspace surfaces for the Airport are shown on **Figure 1-4**.

All future development within the AIA, whether it is displaced or not, will be subject to the zoning and permitting authority of the City of South Lake Tahoe and El Dorado County, as well as the Tahoe Regional Planning Agency (TRPA). It is likely that future development projects within the updated AIA will undergo environmental review at the project level. Environmental impacts arising from future development projects will have to be specifically considered in the appropriate environmental documents prepared for those projects as a condition of permit issuance.

The following sections introduce the development displacement analysis discussed in this technical report.

1.2 Vacant Parcel Analysis

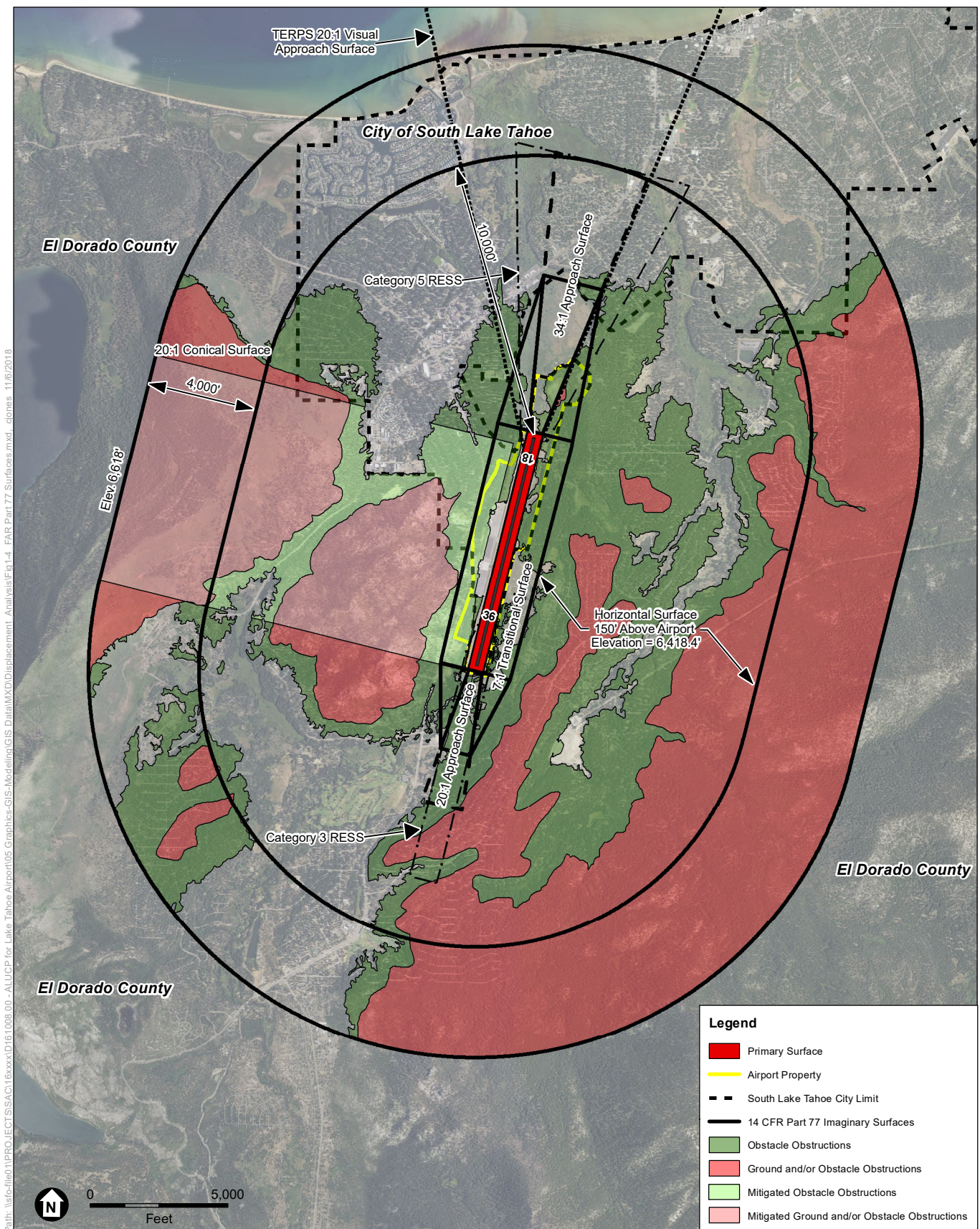
The first step in the displacement analysis is to identify vacant parcels where future land use development may occur. All parcels located within Review Area 1 for the Airport were selected and screened for inclusion in the displacement analysis. A more detailed discussion of the screening process is provided in Chapter 2.

1.3 Development Displacement Analysis for Residential Land Uses

Following completion of the screening process described in Chapter 2, all vacant parcels in Review Area 1 were evaluated for potential displacement of future residential development. To determine the potential for displacement of future residential land uses, the type(s) of residential units allowable under the applicable local land use regulations were reviewed and compared to the noise and safety maps, policies, and compatibility criteria included in the Draft ALUCP. A more detailed description of the analysis is provided in Chapter 3 of this technical report.

1.4 Development Displacement Analysis for Non-Residential Land Uses

Similar to the process undertaken for evaluation of potential displacement of residential land uses, selected parcels were evaluated for potential displacement of future non-residential land uses by comparing policies provided in the Draft ALUCP with the applicable local land use regulations. A more detailed description of the analysis is provided in Chapter 4 of this technical report.



SOURCE: USDOT. FAA 14 CFR Part 77, Safe, Efficient Use and Preservation of Navigable Airspace, July 21, 2010; Lake Tahoe Airport, 2018; ESRI, 2018; ESA, 2018

Lake Tahoe Draft ALUCP Development Displacement Analysis.161008

Figure 1-4
Lake Tahoe Airport Airspace Protection Surfaces

1.5 Disclosure of Vacant Parcels in Areas of Terrain Penetration

As discussed in Section 1.1, although no land uses would be potentially displaced as a result of the airspace policies included in the Draft ALUCP, for informational purposes, vacant parcels located in areas where penetration of the 14 C.F.R. Part 77 airspace protection surfaces for the Airport are identified and disclosed in this technical report.

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CHAPTER 2

Vacant Parcel Analysis

2.1 Introduction

The displacement analysis is focused on vacant and underutilized parcels within Review Area 1 of the AIA that have potential for future development. Accordingly, this chapter discusses the process used to identify the parcels selected for further analysis.

2.2 Vacant Parcel Screening Analysis

The evaluation of vacant parcels for purposes of the displacement analysis was a multistep process. The first step was to identify the relevant parcels for analysis. The parcels evaluated are located within Review Area 1 of the AIA.

2.2.1 Parcels in Review Area 1

As shown on Figure 1-1, Review Area 1 consists of the area within the combined boundaries of the noise contours and safety zones. As the compatibility criteria in the Draft ALUCP identifies no incompatible land uses in Safety Zone 6 or the CNEL 50-55 dB contour, the parcels initially selected for this analysis are located within or intersected by Safety Zones 1 through 5 and the CNEL 55 dB and greater contours. An initial 1,472 parcels were identified. Seventeen of these parcels constitute Airport property. As the ALUC has no authority over Airport operations, these parcels typically would be excluded from further analysis. However, the area in which three of these parcels are located is identified on the Airport Layout Plan as being devoted to near future (i.e. 1 to 5 years) non-aviation related uses. Accordingly, these three parcels were retained for purposes of this analysis.

In addition, the ALUC has no authority over federal, state, or tribal lands. The second step in the parcel screening process was to remove parcels owned by these entities. Federal and state-owned lands were initially identified using data provided in the California Protected Areas Database (CPAD)¹. The CPAD provides up-to-date geospatial data on publicly owned lands in the state of California. In addition to the lands identified using the CPAD, a secondary screening using El Dorado County Tax Assessor's records identified additional state owned lands in the parcel selection. In total, 317 parcels owned by the U.S. Forest Service, the California Department of Transportation, the California Department of Parks and Recreation (Lake Valley State Recreational Area), the California Tahoe Conservancy, and the Tahoe Resource Conservation

¹ <http://www.calands.org/>

District were excluded from further analysis. An additional 12 parcels, two owned by the South Tahoe Public Utility District and ten owned by the City of Lake Tahoe were also eliminated. These parcels were identified by city staff as being unlikely to be subject to future development.

The California Tahoe Conservancy manages the majority of the parcels it owns as open space as part of its Environmentally Sensitive Lands Acquisition Program. However, the Conservancy also owns parcels that may be sold as part of its Asset Lands Sale Program. As these parcels could have potential for future development by private landowners, further review was conducted to determine if any Asset Lands should be retained for further analysis. This review indicated that none of these parcels fall within the noise contours or safety zones for the Airport.

Parcels were also reviewed using the TRPA's Lake Tahoe Info Parcel Tracker. The Lake Tahoe Info Parcel Tracker provides information on deed restrictions, developments rights, and permit records. A total of 11 parcels, deed restricted from future development, were identified and eliminated from further analysis.

Finally, as discussed in Policy CP-5, *Applicability of Policies to Existing Land Uses*, in the Draft ALUCP, barring certain exceptions, parcels with existing land uses are exempt from the policies of the draft ALUCP. Accordingly, the third step of the screening process was to exclude those parcels with existing development. This was accomplished by visually reviewing the parcels using Google Earth (aerial photography dated June 2018) to identify existing development. El Dorado County Tax Assessor records were also examined to determine whether there were any identified improvements to the land. The Tax Assessor's database includes information on each parcel, including parcel size and details on existing improvements (i.e., structures) made to the property. Parcels identified as having existing development were excluded from further analysis.

The AIA is located in an area subject to the authority of the TRPA. TRPA shares land use planning authority with the City of South Lake Tahoe and El Dorado County (for that portion of the County that lies within TRPA's jurisdiction). TRPA employs "Plan Areas" with corresponding Plan Area Statements, Community Plans, and Area Plans that provide detailed land use regulations for each Plan Area. For purposes of zoning, the City of South Lake Tahoe has adopted the Plan Areas and Plan Area Statements. Excluding areas zoned as "Meyers Community Plan," El Dorado County has established a combining zone for those areas within joint jurisdiction of the County and TRPA. The combining zone dictates that all use and development is subject to the regulations provided in the Plan Area Statements and other TRPA regulations.

TRPA is also responsible for regulating the permissible amount of land coverage on parcels within its jurisdiction. Land coverage refers to the allowable area of any impermeable surface, including structures, on a parcel. TRPA employs two systems for identifying land coverage: the Bailey land capability system and the Individual Parcel Evaluation System (IPES). The Bailey system is applied to commercial, multiple-family, and residential properties developed before 1987. The IPES is applied to vacant single-family residential parcels. The Bailey system is used for purposes of identifying maximum lot coverage as a part of the displacement analysis.

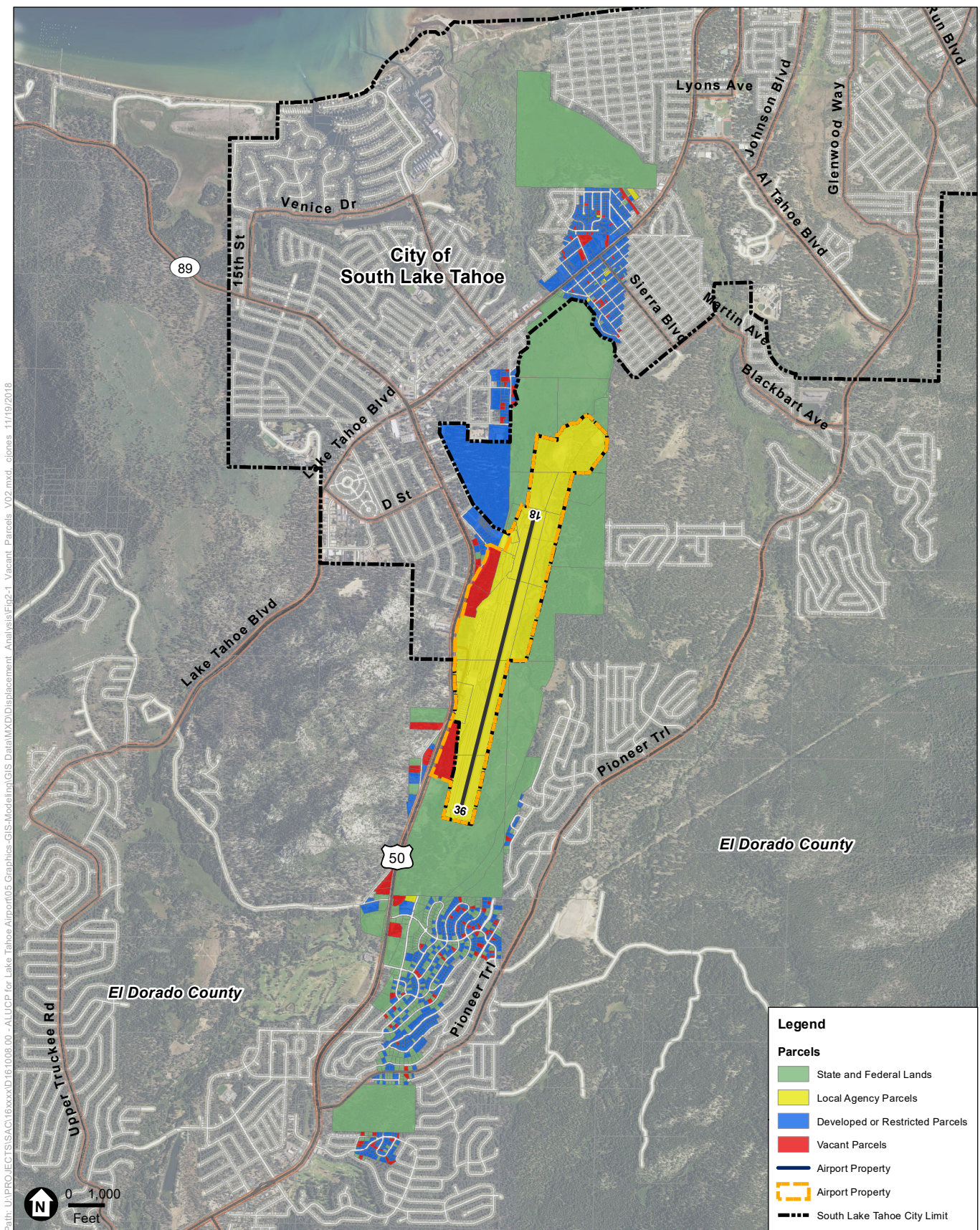
The Bailey system uses the base allowable land coverage coefficients provided in Chapter 30 of the TRPA Code of Ordinances. As discussed in Section 30.4.1 of the TRPA Code of Ordinances,

base allowable land coverage is determined by using coefficients specific to *Land Capability Districts as defined in Land Capability Classifications of the Lake Tahoe Basin* (Bailey, R. G. 1974). The land coverage coefficients are as follows:

Lands Located in Land Capability District	Base Allowable Land Coverage
1a, 1b, 1c	1%
2	1%
3	5%
4	20%
5	25%
6, 7	30%

The maximum lot coverage was calculated for each parcel using the Bailey system. The land capability district(s) for each parcel was identified and the total area of allowable lot coverage calculated using the base allowable land coverage coefficients provided in Chapter 30 of the TRPA Code of Ordinances. This information is provided in **Table 2-1**. Table 2-1 also provides information on the parcels retained for further analysis, including an assigned Parcel ID number, the El Dorado County Tax Assessor's Parcel Number (APN), the parcel area in acres, the jurisdiction in which the parcel is located, the applicable local land use document (i.e., Plan Area Statement or Area Plan), and information relevant to each parcel's maximum lot coverage.

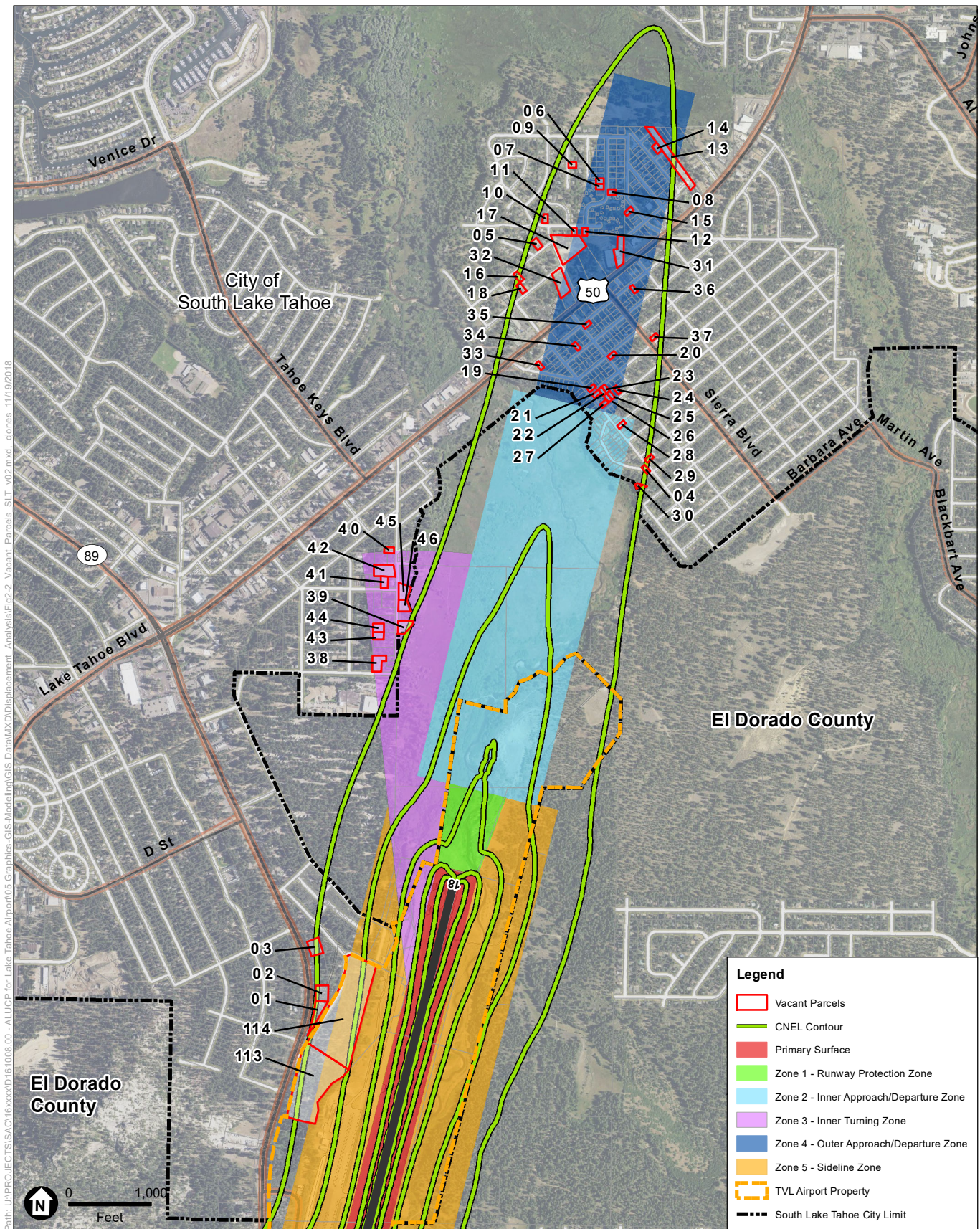
Figure 2-1 depicts those parcels initially selected for purposes of the development displacement analysis as well as those parcels removed from further analysis. In total, 115 vacant parcels, 67 in Unincorporated El Dorado County and 48 in the city of South Lake Tahoe, were identified and carried forward for purposes of the displacement analysis. **Figure 2-2** depicts the retained parcels in South Lake Tahoe and **Figure 2-3** shows the retained parcels in unincorporated El Dorado County.



SOURCE: ESRI, 2017; TRPA, 1987; USDA (Aerial);
C&S Companies, 2017; ESA, 2017

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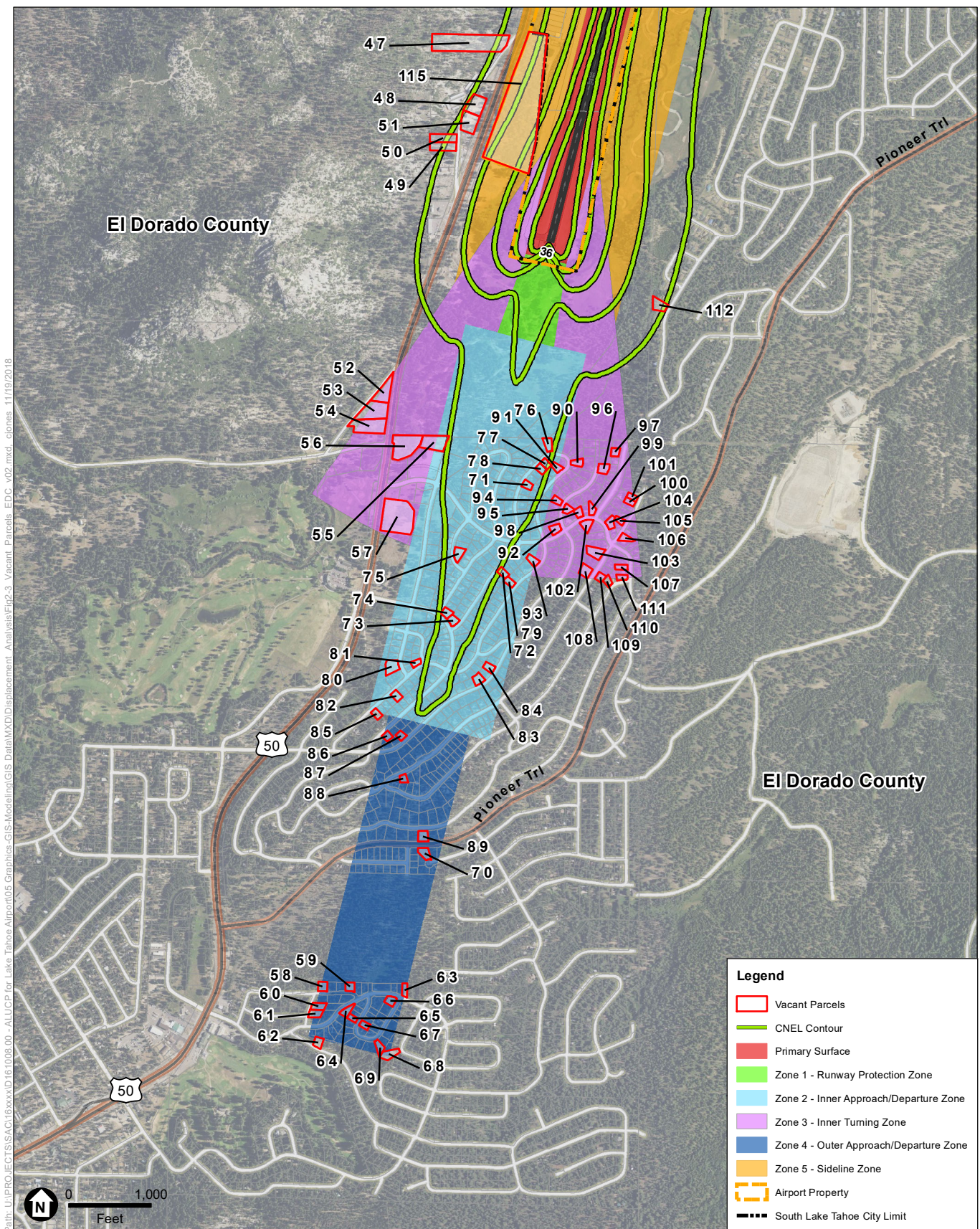
Figure 2-1
Parcels Considered in the
Development Displacement Analysis



SOURCE: ESRI, 2017; TRPA, 1987; USDA (Aerial);
C&S Companies, 2017; ESA, 2017

Lake Tahoe Draft ALUCP Development Displacement Analysis.161008

Figure 2-2
Parcels Retained for Further Analysis
City of South Lake Tahoe



SOURCE: ESRI, 2017; TRPA, 1987; USDA (Aerial);
C&S Companies, 2017; ESA, 2017

Lake Tahoe Draft ALUCP Development Displacement Analysis.161008

Figure 2-3
Parcels Retained for Further Analysis
El Dorado County

Table 2-1
Vacant Parcels in the Lake Tahoe AIA – Review Area 1

Parcel ID #	APN	Parcel Area (Acres)	Jurisdiction	Applicable Plan Area Statement	Bailey Land Score (BLS)	Allowable Base Percent	Maximum Lot Coverage (Sq. Ft.)
1	032-221-06	0.66	South Lake Tahoe	Airport	5 (100% of Parcel)	25%	7,187.40
2	032-221-05	0.65	South Lake Tahoe	Airport	5 (100% of Parcel)	25%	7,078.50
3	032-221-02	0.64	South Lake Tahoe	Bonanza Special Area #1	5 (100% of Parcel)	25%	6,969.60
4	031-262-01	0.11	South Lake Tahoe	Highland Woods	4 (83% of Parcel)	20%	1,039.78
					7 (17% of Parcel)	30%	
5	031-281-06	0.23	South Lake Tahoe	Highland Woods	7 (100% of Parcel)	30%	3,005.64
6	031-313-14	0.15	South Lake Tahoe	Highland Woods	7 (100% of Parcel)	30%	1,960.20
7	031-313-15	0.15	South Lake Tahoe	Highland Woods	7 (100% of Parcel)	30%	1,960.20
8	031-314-10	0.15	South Lake Tahoe	Highland Woods	7 (100% of Parcel)	30%	1,960.20
9	031-319-05	0.15	South Lake Tahoe	Highland Woods	7 (100% of Parcel)	30%	1,960.20
10	031-341-12	0.15	South Lake Tahoe	Highland Woods	7 (100% of Parcel)	30%	1,960.20
11	031-344-05	0.14	South Lake Tahoe	Highland Woods	7 (100% of Parcel)	30%	1,829.52
12	031-344-07	0.14	South Lake Tahoe	Highland Woods	7 (100% of Parcel)	30%	1,829.52
13	031-030-36	1.68	South Lake Tahoe	Highland Woods - Special Area #1	7 (100% of Parcel)	30%	21,954.24
14	031-252-04	0.19	South Lake Tahoe	Highland Woods - Special Area #1	7 (100% of Parcel)	30%	2,482.92
15	031-256-02	0.14	South Lake Tahoe	Highland Woods - Special Area #1	7 (100% of Parcel)	30%	1,829.52
16	031-284-04	0.18	South Lake Tahoe	Highland Woods - Special Area #1	7 (100% of Parcel)	30%	2,352.24
17	031-290-12	2.08	South Lake Tahoe	Highland Woods - Special Area #1	7 (100% of Parcel)	30%	27,181.44

**Table 2-1
Vacant Parcels in the Lake Tahoe AIA – Review Area 1**

Parcel ID #	APN	Parcel Area (Acres)	Jurisdiction	Applicable Plan Area Statement	Bailey Land Score (BLS)	Allowable Base Percent	Maximum Lot Coverage (Sq. Ft.)
18	031-400-04	0.17	South Lake Tahoe	Highland Woods - Special Area #1	7 (100% of Parcel)	30%	2,221.56
19	031-112-20	0.11	South Lake Tahoe	Sierra Tract	7 (11% of Parcel) 1B (89% of Parcel)	30% 1%	200.77
20	031-113-13	0.11	South Lake Tahoe	Sierra Tract	1B (100% of Parcel)	1%	47.92
21	031-114-01	0.11	South Lake Tahoe	Sierra Tract	7 (100% of Parcel)	30%	1,437.48
22	031-114-03	0.11	South Lake Tahoe	Sierra Tract	7 (100% of Parcel)	30%	1,437.48
23	031-114-04	0.12	South Lake Tahoe	Sierra Tract	7 (100% of Parcel)	30%	1,568.16
24	031-114-11	0.11	South Lake Tahoe	Sierra Tract	7 (100% of Parcel)	30%	1,437.48
25	031-114-13	0.11	South Lake Tahoe	Sierra Tract	7 (100% of Parcel)	30%	1,437.48
26	031-114-14	0.12	South Lake Tahoe	Sierra Tract	7 (100% of Parcel)	30%	1,568.16
27	031-114-16	0.11	South Lake Tahoe	Sierra Tract	7 (100% of Parcel)	30%	1,437.48
28	031-143-07	0.11	South Lake Tahoe	Sierra Tract	7 (100% of Parcel)	30%	1,437.48
29	031-181-08	0.11	South Lake Tahoe	Sierra Tract	7 (100% of Parcel)	30%	1,437.48
30	031-261-55	0.09	South Lake Tahoe	Sierra Tract	1B (100% of Parcel)	1%	39.20
31	031-290-01	0.74	South Lake Tahoe	Sierra Tract - Commercial	7 (100% of Parcel)	30%	9,670.32
32	031-290-29	0.94	South Lake Tahoe	Sierra Tract - Commercial	7 (100% of Parcel)	30%	12,283.92
33	031-063-05	0.11	South Lake Tahoe	Sierra Tract - Special Area 1	7 (100% of Parcel)	30%	1,437.48
34	031-074-10	0.11	South Lake Tahoe	Sierra Tract - Special Area 1	7 (100% of Parcel)	30%	1,437.48
35	031-075-01	0.11	South Lake Tahoe	Sierra Tract - Special Area 1	7 (100% of Parcel)	30%	1,437.48
36	031-076-09	0.11	South Lake Tahoe	Sierra Tract - Special Area 1	7 (100% of Parcel)	30%	1,437.48

Table 2-1
Vacant Parcels in the Lake Tahoe AIA – Review Area 1

Parcel ID #	APN	Parcel Area (Acres)	Jurisdiction	Applicable Plan Area Statement	Bailey Land Score (BLS)	Allowable Base Percent	Maximum Lot Coverage (Sq. Ft.)
37	031-121-21	0.11	South Lake Tahoe	Sierra Tract - Special Area 1	1B (100% of Parcel)	1%	47.92
38	023-393-32	0.57	South Lake Tahoe	Tahoe Valley Area Plan - Town Center - Health Care (TC-HC)	7 (100% of Parcel)	30%	7,448.76
39	031-300-07	0.51	South Lake Tahoe	Winnemucca	7 (76% of Parcel)	30%	5,118.47
					1B (24% of Parcel)	1%	
40	023-362-08	0.20	South Lake Tahoe	Winnemucca	7 (100% of Parcel)	30%	2,613.60
41	023-372-07	0.28	South Lake Tahoe	Winnemucca	7 (100% of Parcel)	30%	3,659.04
42	023-372-17	0.81	South Lake Tahoe	Winnemucca	7 (100% of Parcel)	30%	10,585.08
43	023-393-24	0.27	South Lake Tahoe	Winnemucca	7 (100% of Parcel)	30%	3,528.36
44	023-393-25	0.32	South Lake Tahoe	Winnemucca	7 (100% of Parcel)	30%	4,181.76
45	031-300-02	0.54	South Lake Tahoe	Winnemucca	7 (71% of Parcel)	30%	5,078.49
					1B (29% of Parcel)	1%	
46	031-300-06	0.41	South Lake Tahoe	Winnemucca	7 (98% of Parcel)	30%	5,254.29
					1B (2% of Parcel)	1%	
47	033-131-04	4.15	El Dorado County	Airport	1A (66% of Parcel)	1%	1,825.82
					1B (16% of Parcel)	1%	
					1C (19% of Parcel)	1%	
48	033-132-03	1.01	El Dorado County	Airport	6 (62% of Parcel)	30%	8,218.38
					1B (1% of Parcel)	1%	
					1C (37% of Parcel)	1%	
49	033-151-02	0.74	El Dorado County	Airport	6 (25% of Parcel)	30%	6,575.82
					6 (42% of Parcel)	30%	
					1B (28% of Parcel)	1%	
					1C (1% of Parcel)	1%	
					1C (4% of Parcel)	1%	
50	033-151-10	0.75	El Dorado County	Airport	6 (86% of Parcel)	30%	8,474.60
					1B (<1% of Parcel)	1%	
					1C (14% of Parcel)	1%	

Table 2-1
Vacant Parcels in the Lake Tahoe AIA – Review Area 1

Parcel ID #	APN	Parcel Area (Acres)	Jurisdiction	Applicable Plan Area Statement	Bailey Land Score (BLS)	Allowable Base Percent	Maximum Lot Coverage (Sq. Ft.)
51	033-152-02	1.03	El Dorado County	Airport	6 (19% of Parcel)	30%	2,920.83
					1B (28% of Parcel)	1%	
					1C (54% of Parcel)	1%	
52	033-160-06	0.94	El Dorado County	Country Club Meadow	6 (2% of Parcel)	30%	1,654.23
					1B (98% of Parcel)	1%	
53	033-160-07	1.56	El Dorado County	Country Club Meadow	6 (23% of Parcel)	30%	5,212.04
					1A (1% of Parcel)	1%	
					1B (76% of Parcel)	1%	
54	033-160-08	1.57	El Dorado County	Country Club Meadow	6 (3% of Parcel)	30%	2,674.02
					6 (7% of Parcel)	30%	
					1A (1% of Parcel)	1%	
					1B (90% of Parcel)	1%	
55	033-191-06	1.16	El Dorado County	Country Club Meadow	1B (100% of Parcel)	1%	505.30
56	033-191-07	1.89	El Dorado County	Country Club Meadow	1B (100% of Parcel)	1%	823.28
57	033-223-06	3.30	El Dorado County	Country Club Meadow	1B (100% of Parcel)	1%	1,437.48
58	034-081-14	0.29	El Dorado County	Tahoe Paradise - Mandan	5 (89% of Parcel)	25%	2,824.60
					1B (11% of Parcel)	1%	
59	034-081-19	0.27	El Dorado County	Tahoe Paradise - Mandan	4 (2% of Parcel)	20%	2,928.54
					5 (98% of Parcel)	25%	
60	034-085-04	0.33	El Dorado County	Tahoe Paradise - Mandan	5 (100% of Parcel)	25%	3,593.70
61	034-085-05	0.32	El Dorado County	Tahoe Paradise - Mandan	4 (32% of Parcel)	20%	3,261.77
					5 (68% of Parcel)	25%	
62	034-086-05	0.29	El Dorado County	Tahoe Paradise - Mandan	4 (100% of Parcel)	20%	2,526.48
63	034-092-11	0.22	El Dorado County	Tahoe Paradise - Mandan	5 (100% of Parcel)	25%	2,395.80
64	034-093-01	0.30	El Dorado County	Tahoe Paradise - Mandan	4 (100% of Parcel)	20%	2,613.60
65	034-093-02	0.18	El Dorado County	Tahoe Paradise - Mandan	4 (100% of Parcel)	20%	1,568.16

Table 2-1
Vacant Parcels in the Lake Tahoe AIA – Review Area 1

Parcel ID #	APN	Parcel Area (Acres)	Jurisdiction	Applicable Plan Area Statement	Bailey Land Score (BLS)	Allowable Base Percent	Maximum Lot Coverage (Sq. Ft.)
66	034-094-05	0.28	El Dorado County	Tahoe Paradise - Mandan	5 (100% of Parcel)	25%	3,049.20
67	034-111-04	0.20	El Dorado County	Tahoe Paradise - Mandan	4 (100% of Parcel)	20%	1,742.40
68	034-112-03	0.45	El Dorado County	Tahoe Paradise - Mandan	4 (100% of Parcel)	20%	3,920.40
69	034-112-10	0.31	El Dorado County	Tahoe Paradise - Mandan	4 (99% of Parcel)	20%	2,675.06
					1B (1% of Parcel)	1%	
70	081-112-09	0.37	El Dorado County	Tahoe Paradise - Mandan	1B (100% of Parcel)	1%	161.17
71	033-214-01	0.24	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (100% of Parcel)	20%	2,090.88
72	033-232-05	0.24	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	5 (100% of Parcel)	25%	2,613.60
					1B (<1% of Parcel)	1%	
73	033-233-01	0.28	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	5 (100% of Parcel)	25%	3,049.20
74	033-233-23	0.27	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	5 (55% of Parcel)	25%	1,670.09
					1B (45% of Parcel)	1%	
75	033-234-03	0.37	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	5 (56% of Parcel)	25%	2,327.32
					1B (44% of Parcel)	1%	
76	033-291-04	0.32	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	5 (7% of Parcel)	25%	373.57
					1B (93% of Parcel)	1%	
77	033-292-11	0.23	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (96% of Parcel)	20%	2,023.80
					5 (4% of Parcel)	25%	
78	033-292-12	0.23	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (100% of Parcel)	20%	2,003.76
79	033-304-02	0.23	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (24% of Parcel)	20%	2,384.47
					5 (76% of Parcel)	25%	

Table 2-1
Vacant Parcels in the Lake Tahoe AIA – Review Area 1

Parcel ID #	APN	Parcel Area (Acres)	Jurisdiction	Applicable Plan Area Statement	Bailey Land Score (BLS)	Allowable Base Percent	Maximum Lot Coverage (Sq. Ft.)
80	033-732-05	0.54	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	5 (18% of Parcel)	25%	4,807.98
					5 (63% of Parcel)	25%	
					1B (19% of Parcel)	1%	
81	033-734-06	0.19	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	5 (91% of Parcel)	25%	1,890.33
					1B (9% of Parcel)	1%	
82	033-735-06	0.25	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	5 (50% of Parcel)	25%	1,415.70
					1B (50% of Parcel)	1%	
83	033-736-10	0.32	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	1B (100% of Parcel)	1%	139.39
84	033-736-12	0.26	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (36% of Parcel)	20%	887.93
					1B (64% of Parcel)	1%	
85	033-751-03	0.22	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	5 (47% of Parcel)	25%	649.74
					1B (53% of Parcel)	1%	
86	033-752-06	0.21	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (52% of Parcel)	20%	1,522.16
					5 (24% of Parcel)	25%	
					1B (24% of Parcel)	1%	
87	033-752-11	0.21	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	1B (100% of Parcel)	1%	91.48
88	034-771-05	0.19	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	6 (100% of Parcel)	30%	2,482.92
89	081-111-01	0.34	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (40% of Parcel)	20%	3,406.39
					5 (60% of Parcel)	25%	
90	033-291-10	0.27	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	1B (100% of Parcel)	1%	117.61
91	033-292-08	0.23	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (31% of Parcel)	20%	858.61
					5 (7% of Parcel)	25%	
					1B (62% of Parcel)	1%	

Table 2-1
Vacant Parcels in the Lake Tahoe AIA – Review Area 1

Parcel ID #	APN	Parcel Area (Acres)	Jurisdiction	Applicable Plan Area Statement	Bailey Land Score (BLS)	Allowable Base Percent	Maximum Lot Coverage (Sq. Ft.)
92	033-302-03	0.29	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (100% of Parcel)	20%	2,526.48
93	033-304-07	0.27	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (100% of Parcel)	20%	2,352.24
					1B (<1% of Parcel)	1%	
94	081-041-10	0.22	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (100% of Parcel)	20%	1,916.64
95	081-042-01	0.23	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (100% of Parcel)	20%	2,003.76
96	081-042-07	0.34	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (100% of Parcel)	20%	2,962.08
97	081-042-12	0.23	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (100% of Parcel)	20%	2,003.76
98	081-042-21	0.23	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (100% of Parcel)	20%	2,003.76
99	081-042-27	0.25	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (100% of Parcel)	20%	2,178.00
100	081-043-12	0.20	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (100% of Parcel)	20%	1,742.40
101	081-043-13	0.19	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (100% of Parcel)	20%	1,655.28
102	081-051-01	0.34	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (100% of Parcel)	20%	2,962.08
103	081-051-05	0.55	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (100% of Parcel)	20%	4,791.60
104	081-052-02	0.28	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (100% of Parcel)	20%	2,439.36

Table 2-1
Vacant Parcels in the Lake Tahoe AIA – Review Area 1

Parcel ID #	APN	Parcel Area (Acres)	Jurisdiction	Applicable Plan Area Statement	Bailey Land Score (BLS)	Allowable Base Percent	Maximum Lot Coverage (Sq. Ft.)
105	081-052-05	0.19	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (100% of Parcel)	20%	1,655.28
106	081-053-07	0.26	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (100% of Parcel)	20%	2,265.12
107	081-054-05	0.21	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (100% of Parcel)	20%	1,829.52
108	081-061-01	0.40	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (70% of Parcel)	20%	2,491.63
					1B (30% of Parcel)	1%	
109	081-062-02	0.23	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (100% of Parcel)	20%	2,003.76
110	081-062-12	0.21	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (83% of Parcel)	20%	1,985.03
					6 (17% of Parcel)	30%	
111	081-062-15	0.20	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (100% of Parcel)	20%	1,742.40
112	033-813-05	0.50	El Dorado County	Tahoe Paradise (T.P.) - Meadowvale	4 (73% of Parcel)	20%	3,290.96
					5 (1% of Parcel)	25%	
					1B (26% of Parcel)	1%	
113	032-100-05	8.43	South Lake Tahoe	Airport	5 (5% of Parcel)	25%	66,244.83
					5 (66% of Parcel)	25%	
					1B (29% of Parcel)	1%	
114	032-230-03	12.28	South Lake Tahoe	Airport	5 (52% of Parcel)	25%	72,106.78
					1B (48% of Parcel)	1%	
115	033-110-09	15.92	South Lake Tahoe	Airport	5 (16% of Parcel)	25%	59,777.56
					6 (4% of Parcel)	30%	
					6 (9% of Parcel)	30%	
					1B (72% of Parcel)	1%	

SOURCE: El Dorado County Tax Assessor, 2017; City of South Lake Tahoe, 2017; ESA, 2018.

CHAPTER 3

Residential Displacement Analysis

3.1 Introduction

This chapter presents the results of the residential displacement analysis. Policies associated with the noise contours and safety zones provided in the Draft ALUCP have the potential to displace future residential land uses. The displacement analysis documented in this chapter was conducted to determine if there were any residential uses allowed in applicable Plan Area Statements or Area Plans that would no longer be considered compatible in areas located within Review Area 1 following adoption of the Draft ALUCP.

3.2 Analysis Approach

As discussed in Section 2.2.1, a total of 115 vacant parcels were identified in areas within the noise contours and safety zones for Lake Tahoe Airport. Of these 115 vacant parcels, 67 are located in unincorporated El Dorado County and 48 are located in the city of South Lake Tahoe. All applicable local land use regulations (i.e., Plan Area Statements, Area Plans, and Community Plans) allow one or more types of residential use. Accordingly, all vacant parcels in Review Area 1 were evaluated for potential displacement of residential uses.

Displacement is determined by comparing what would be allowed under the current local land use regulations with what is identified as “compatible,” “conditionally compatible,” and “incompatible” in the compatibility criteria and policies provided in the Draft ALUCP. There is no potential for displacement of future land uses where they are identified by the Draft ALUCP as “compatible.” Potential displacement of a future land use identified as “conditionally compatible” by the Draft ALUCP is contingent upon meeting the applicable condition(s) for achieving compatibility. If the condition(s) can be met, the land use would be considered “compatible,” if not, the land use would be considered “incompatible.” “Incompatible” land uses are not allowed under any condition.

Potential displacement occurs where a currently allowed land use is deemed incompatible under the policies and compatibility criteria of the Draft ALUCP. For purposes of residential land uses, displacement is quantified by calculating the number of residential dwelling units that would no longer be allowed. The densities used to calculate the number of units per parcel are derived from local land use regulations², and follow this pattern:

² See Sec. 31.3.2 in TRPA Code of Ordinances.

Single-family dwelling (including secondary residences [accessory dwelling units])	1 unit per parcel
Summer home	1 unit per parcel
Multiple-family dwelling, employee housing units	12-15 units per acre
Mobile home dwelling	8 units per acre
Multi-person dwelling, nursing and personal care, and residential care	10 units per acre ³

A primary exception to the calculation of potentially displaced residential dwelling units applies to single-family dwellings and secondary residences (accessory dwelling units). Policy CP-5.4, *Development by Right*, states that with the exception of areas within Safety Zones 1 and 5, the ALUCP policies do not prohibit construction of a single-family dwelling, including a secondary residence (i.e., accessory dwelling unit), as defined by state law (see Govt Code Sec. 65852.2(h)(i)(4)), on a legal lot of record as of the date of adoption of this ALUCP if such use is permitted by local land use regulations. Policy CP-5 also identifies summer homes as being included as single-family dwellings. Accordingly, single-family dwellings, secondary residences, and summer homes were not quantified for purposes of this analysis. The calculation of potentially displaced residential units is focused on multiple-family dwellings, multi-person dwellings, mobile home dwellings, employee housing units, nursing and personal care, and residential care.

Another factor taken into consideration is the location of the parcel relative to the safety zones for the Lake Tahoe Airport Comprehensive Land Use Plan (CLUP). Because the current CLUP remains in effect until the adoption of the Draft ALUCP, the policies included in the CLUP are still applicable and may supersede the allowable land uses provided in the relevant local land use regulations. Of the parcels evaluated as part of the displacement analysis, 50 parcels fall within or are intersected by Safety Zone 2 and 53 parcels fall within or are intersected by Safety Zone 3 as identified in the current CLUP. Similarly, 52 parcels fall within the 2010 noise contours identified in the current CLUP. All residential uses are considered compatible in Safety Zone 3 in the current CLUP (with conditions for nursing and personal care and residential care); however, only single-family dwellings, summer homes, and secondary residences are considered compatible in Safety Zone 2. Accordingly, while a Plan Area Statement may allow for a use such as multi-person dwelling, if the area is located within the current Safety Zone 2, the CLUP would take precedence over the Plan Area Statement and the use would not be considered compatible. In

³ Local land use regulations quantify these uses in terms of intensity (i.e., people per acre). Chapter 31 of the TRPA Code of Ordinances provides a conversion factor equating 2.5 persons to one residential unit. Hence, 25 persons per acre equals 10 units per acre.

turn, because the use would not be considered compatible under existing conditions, it would not be considered displaced if it conflicted with the policies in the Draft ALUCP.

To provide the most conservative analysis possible, both a maximum number of units and a more “realistic” number of units are calculated. The maximum number of units are calculated based on residential density limits as provided in local land use regulations and the size of the parcel. The “realistic” number of units is calculated the same way; however, the calculation takes into account a lot coverage percentage. As discussed in Section 2.2.1, the lot coverage is based on the Bailey system base allowable land coverage coefficients provided in Chapter 30 of the TRPA Code of Ordinances. The developable area for each parcel is shown in Table 2-1.

The following sections describe specific noise and safety policies and criteria applicable to the displacement analysis.

3.2.1 Noise Criteria

The noise exposure contours, policies, and compatibility criteria provided in the Draft ALUCP were used to determine the compatibility of residential land uses in the city of South Lake Tahoe and El Dorado County. The noise contours for the Airport are depicted on Figure 1-2 and are based on a 2038 forecast of operations at Lake Tahoe Airport. Noise exposure values of Community Noise Equivalent Level (CNEL) 50, 55, 60, 65, and 70 decibels (dB) were used as the criterion levels for the noise analysis. Five specific ranges of noise exposure were used to determine if residential development displacement could occur: (1) CNEL 50 dB to 55 dB, (2) CNEL 55 dB to 60 dB, (3) CNEL 60 dB to 65 dB, (4) CNEL 65 dB to 70 dB, and (5) CNEL 70 dB and higher.

Per the noise compatibility criteria, multiple-family dwellings, multi-person dwellings, and employee housing are considered “Compatible” in areas exposed to CNEL 50 dB to 60 dB. And “Conditionally Compatible” in areas exposed to CNEL 60 dB to 65 dB. Single-family dwellings, secondary residences, and mobile home dwellings are considered “Compatible” in areas exposed to CNEL 50 dB to 55 dB and “Conditionally Compatible” in areas exposed to CNEL 55 dB to 60 dB and 60 dB to 65 dB. The applicable condition is:

The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the condition that outdoor activities are minimal and construction features which provide sufficient noise attenuation (i.e., reduce interior noise levels to 45 dB) are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged. See Policy NP-6, Interior Noise Levels.

All residential uses are considered incompatible in areas exposed to CNEL 65 dB and higher. The noise compatibility criteria in the Draft ALUCP is virtually the same as in the current CLUP. Those parcels located within the current CLUP noise contours are identified in **Tables 3-1 and 3-3**.

3.2.2 Safety Criteria

The safety zones, policies, and compatibility criteria provided in the Draft ALUCP were used to determine the compatibility of residential land uses in the city of South Lake Tahoe and El Dorado County. The safety zones for the Airport are depicted on Figure 1-3. Table 4-2, *Safety Compatibility Criteria*, in the Draft ALUCP, provides compatibility criteria for various land uses in areas within the six safety zones for Lake Tahoe Airport.

The residential land uses identified in Table 4-2 in the Draft ALUCP are the same as those employed in local land use regulations. Accordingly, residential land uses consist of single-family dwellings, secondary residences (i.e., accessory dwelling units), summer homes, multiple-family dwellings, mobile home dwellings, employee housing, and multi-person dwellings. Nursing, personal care, and residential care are also considered residential land uses in local land use regulations and are accounted for in the analysis.

The safety compatibility policies contained in the Draft ALUCP prohibit the development of new residential land uses in Safety Zones 1 and 5 and allow for residential development under certain conditions in Safety Zones 2, 3, and 4. Per the compatibility criteria presented in Table 4-2 in the Draft ALUCP, excluding nursing, personal care, and residential care, all residential uses are considered conditionally compatible in Safety Zones 2, 3, and 4. The applicable conditions are:

Construction of a single-family dwelling, including an authorized secondary unit as defined by state law, on a legal lot of record as of the date of adoption of this ALUCP is allowed in all safety zones except Safety Zones 1 and 5 if such use is permitted by local land use regulations. Summer homes are treated as single-family dwellings. (See Policies CP-5.4, *Development by Right*, and SP-4, *Residential Development Criteria*).

Multiple-family dwellings, employee housing, multi-person dwellings, or mobile homes shall be allowed as infill development only subject to Policy SP-6, *Infill Uses*.

Per Policy SP-3, *Project Sites Lying Partially within a Safety Zone or within Two or More Safety Zones*, any parcel that is split between zones may be developed to split uses as long as the individual portions of the parcel are consistent with the land use policies for the safety zone in which they lie. However, for purposes of quantifying dwelling units potentially displaced, the more stringent compatibility criteria are applied to the entire parcel.

As discussed in Section 3.1, single-family dwellings, secondary residences (accessory dwelling units), and summer homes are excluded from this analysis. However, the maximum and “realistic” number of units per parcel are disclosed in **Tables 3-2 and 3-4**.

3.3 City of South Lake Tahoe

The vacant parcels identified during the screening process discussed in Chapter 2 were mapped separately relative to the noise contours and safety zones in the Draft ALUCP. The following

sections discuss potential displacement for parcels in the city of South Lake Tahoe due to the draft noise and safety policies.

3.3.1 Potential for Displacement Due to Noise Policies

In total, 40 of the 48 vacant parcels identified for analysis in South Lake Tahoe are located within the noise contours for the Airport. Twenty seven parcels are located entirely in areas exposed to CNEL 55 dB to 60 dB. Portions of 11 parcels are located outside the CNEL 55 dB to 60 dB contour in areas exposed to CNEL 50 dB to 55 dB and portions of two parcels are located in the CNEL 60 dB to 65 dB contour. For purposes of quantifying potentially displaced dwelling units, these parcels are treated as though they are located entirely within the contour with the more stringent compatibility criteria (e.g., a parcel split between the CNEL 55 dB to 60 dB and 60 dB to 65 dB contours is evaluated using the compatibility criteria for the CNEL 60 dB to 65 dB contour).

Table 3-1 identifies the vacant parcels in the city of South Lake Tahoe located within the noise contours for the Airport. The information provided in the table includes the Parcel ID number (see Table 2-1), the Plan Area in which the parcel is located, the APN, the residential uses allowed or permitted in the Plan Area, the contour(s) in which the parcel is located, the percentage of the parcel and total acreage within the noise contour(s), the compatibility of the residential use as determined in the Draft ALUCP, the allowable residential density, the maximum number of units developable based on the allowed density and parcel size for all permissible residential uses (allowable or subject to special permit), the maximum number of units per parcel, and the “realistic” count of units potentially displaced. Parcels located within or intersected by the CNEL 55 dB or higher contours in the 2010 noise contours included in the current CLUP are noted accordingly.

TABLE 3-1
CITY OF SOUTH LAKE TAHOE - POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES

Parcel ID#	Plan Area Statement	APN	Residential Use	Contour Band (CNEL)	% In	Area (Acres)	Residential Compatibility	Density	Maximum Lot Coverage (Acres)	Maximum Number of Units	Realistic Number of Units Potentially Displaced
1	Airport	032-221-06 ^a	Employee Housing (S), Multiple-Family Dwelling (S)	55	90%	0.60	Compatible	15 Units per Acre	0.17	2	0
				50	10%	0.07	Compatible				
2	Airport	032-221-05 ^b	Employee Housing (S), Multiple-Family Dwelling (S)	55	95%	0.62	Compatible	15 Units per Acre	0.16	2	0
				50	5%	0.03	Compatible				
3	Bonanza Special Area #1	032-221-02 ^a	Single-Family Dwelling (A)	55	40%	0.26	Conditionally Compatible	1 Unit per Parcel	0.16	2	0
			Mobile Home (S)				Conditionally Compatible	8 Units per Acre			
			Multiple-Family Dwelling (A)				Compatible	15 Units per Acre			
			Single-Family Dwelling (A)	50	60%	0.38	Compatible	1 Unit per Parcel			
			Mobile Home (S)				Conditionally Compatible	8 Units per Acre			
			Multiple-Family Dwelling (A)				Compatible	15 Units per Acre			
4	Highland Woods	031-262-01	Single-Family Dwelling (A)	55	42%	0.05	Conditionally Compatible	1 Unit per Parcel	0.02	1	0
			Single-Family Dwelling (A)	50	58%	0.07	Compatible	1 Unit per Parcel			
5	Highland Woods	031-281-06 ^a	Single-Family Dwelling (A)	55	100%	0.23	Conditionally Compatible	1 Unit per Parcel	0.07	1	0
6	Highland Woods	031-313-14	Single-Family Dwelling (A)	55	100%	0.15	Conditionally Compatible	1 Unit per Parcel	0.04	1	0

TABLE 3-1
CITY OF SOUTH LAKE TAHOE - POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES

Parcel ID#	Plan Area Statement	APN	Residential Use	Contour Band (CNEL)	% In	Area (Acres)	Residential Compatibility	Density	Maximum Lot Coverage (Acres)	Maximum Number of Units	Realistic Number of Units Potentially Displaced
7	Highland Woods	031-313-15	Single-Family Dwelling (A)	55	100%	0.15	Conditionally Compatible	1 Unit per Parcel	0.04	1	0
8	Highland Woods	031-314-10 ^a	Single-Family Dwelling (A)	55	100%	0.15	Conditionally Compatible	1 Unit per Parcel	0.04	1	0
9	Highland Woods	031-319-05	Single-Family Dwelling (A)	55	100%	0.15	Conditionally Compatible	1 Unit per Parcel	0.05	1	0
10	Highland Woods	031-341-12	Single-Family Dwelling (A)	55	100%	0.15	Conditionally Compatible	1 Unit per Parcel	0.05	1	0
11	Highland Woods	031-344-05 ^a	Single-Family Dwelling (A)	55	100%	0.14	Conditionally Compatible	1 Unit per Parcel	0.04	1	0
12	Highland Woods	031-344-07 ^a	Single-Family Dwelling (A)	55	100%	0.14	Conditionally Compatible	1 Unit per Parcel	0.04	1	0
13	Highland Woods - Special Area #1	031-030-36	Single-Family Dwelling (A)	55	55%	0.92	Conditionally Compatible	1 Unit per Parcel	0.50	6	0
			Multiple-Family Dwelling (A)				Compatible	12 Units per Acre			
			Single-Family Dwelling (A)	50	45%	0.76	Compatible	1 Unit per Parcel			
			Multiple-Family Dwelling (A)				Compatible	12 Units per Acre			
14	Highland Woods - Special Area #1	031-252-04	Single-Family Dwelling (A)	55	100%	0.19	Conditionally Compatible	1 Unit per Parcel	0.06	1	0
			Multiple-Family Dwelling (A)				Compatible	12 Units per Acre			

TABLE 3-1
CITY OF SOUTH LAKE TAHOE - POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES

Parcel ID#	Plan Area Statement	APN	Residential Use	Contour Band (CNEL)	% In	Area (Acres)	Residential Compatibility	Density	Maximum Lot Coverage (Acres)	Maximum Number of Units	Realistic Number of Units Potentially Displaced
15	Highland Woods - Special Area #1	031-256-02 ^a	Single-Family Dwelling (A)	55	100%	0.14	Conditionally Compatible	1 Unit per Parcel	0.04	1	0
			Multiple-Family Dwelling (A)				Compatible	12 Units per Acre			
16	Highland Woods - Special Area #1	031-284-04 ^a	Single-Family Dwelling (A)	55	56%	0.10	Conditionally Compatible	1 Unit per Parcel	0.05	1	0
			Multiple-Family Dwelling (A)				Compatible	12 Units per Acre			
			Single-Family Dwelling (A)	50	44%	0.08	Compatible	1 Unit per Parcel			
			Multiple-Family Dwelling (A)				Compatible	12 Units per Acre			
17	Highland Woods - Special Area #1	031-290-12 ^a	Single-Family Dwelling (A)	55	100%	2.08	Conditionally Compatible	1 Unit per Parcel	0.62	7	0
			Multiple-Family Dwelling (A)				Compatible	12 Units per Acre			
18	Highland Woods - Special Area #1	031-400-04 ^a	Single-Family Dwelling (A)	55	100%	0.17	Conditionally Compatible	1 Unit per Parcel	0.05	1	0
			Multiple-Family Dwelling (A)				Compatible	12 Units per Acre			
19	Sierra Tract	031-112-20 ^a	Single-Family Dwelling (A)	55	100%	0.11	Conditionally Compatible	1 Unit per Parcel	0.00	0	0
20	Sierra Tract	031-113-13 ^a	Single-Family Dwelling (A)	55	100%	0.11	Conditionally Compatible	1 Unit per Parcel	0.00	0	0
21	Sierra Tract	031-114-01 ^a	Single-Family Dwelling (A)	55	100%	0.11	Conditionally Compatible	1 Unit per Parcel	0.03	1	0
22	Sierra Tract	031-114-03 ^a	Single-Family Dwelling (A)	55	100%	0.11	Conditionally Compatible	1 Unit per Parcel	0.03	1	0

TABLE 3-1
CITY OF SOUTH LAKE TAHOE - POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES

Parcel ID#	Plan Area Statement	APN	Residential Use	Contour Band (CNEL)	% In	Area (Acres)	Residential Compatibility	Density	Maximum Lot Coverage (Acres)	Maximum Number of Units	Realistic Number of Units Potentially Displaced
23	Sierra Tract	031-114-04 ^a	Single-Family Dwelling (A)	55	100%	0.11	Conditionally Compatible	1 Unit per Parcel	0.03	1	0
24	Sierra Tract	031-114-11 ^a	Single-Family Dwelling (A)	55	100%	0.11	Conditionally Compatible	1 Unit per Parcel	0.03	1	0
25	Sierra Tract	031-114-13 ^a	Single-Family Dwelling (A)	55	100%	0.11	Conditionally Compatible	1 Unit per Parcel	0.03	1	0
26	Sierra Tract	031-114-14 ^a	Single-Family Dwelling (A)	55	100%	0.11	Conditionally Compatible	1 Unit per Parcel	0.03	1	0
27	Sierra Tract	031-114-16 ^a	Single-Family Dwelling (A)	55	100%	0.11	Conditionally Compatible	1 Unit per Parcel	0.03	1	0
28	Sierra Tract	031-143-07 ^a	Single-Family Dwelling (A)	55	100%	0.11	Conditionally Compatible	1 Unit per Parcel	0.03	1	0
29	Sierra Tract	031-181-08	Single-Family Dwelling (A)	55	13%	0.01	Conditionally Compatible	1 Unit per Parcel	0.03	1	0
			Single-Family Dwelling (A)	50	87%	0.10	Compatible	1 Unit per Parcel			
30	Sierra Tract	031-261-55	Single-Family Dwelling (A)	55	94%	0.08	Conditionally Compatible	1 Unit per Parcel	0.00	1	0
			Single-Family Dwelling (A)	50	6%	0.00	Compatible	1 Unit per Parcel			

TABLE 3-1
CITY OF SOUTH LAKE TAHOE - POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES

Parcel ID#	Plan Area Statement	APN	Residential Use	Contour Band (CNEL)	% In	Area (Acres)	Residential Compatibility	Density	Maximum Lot Coverage (Acres)	Maximum Number of Units	Realistic Number of Units Potentially Displaced
31	Sierra Tract - Commercial	031-290-01 ^a	Single-Family Dwelling (S)	55	100%	0.74	Conditionally Compatible	1 Unit per Parcel	0.22	3	0
			Mobile Home (S)				Conditionally Compatible	8 Units per Acre			
			Employee Housing (S), Multiple-Family Dwelling (S)				Compatible	15 Units per Acre			
			Nursing and Personal Care (S), Resident Care (S)				Conditionally Compatible	10 Units per Acre			
32	Sierra Tract - Commercial	031-290-29 ^a	Single-Family Dwelling (S)	55	100%	0.94	Conditionally Compatible	1 Unit per Parcel	0.29	4	0
			Mobile Home (S)				Conditionally Compatible	8 Units per Acre			
			Employee Housing (S), Multiple-Family Dwelling (S)				Compatible	15 Units per Acre			
			Nursing and Personal Care (S), Resident Care (S)				Conditionally Compatible	10 Units per Acre			
33	Sierra Tract - Special Area 1	031-063-05 ^a	Single-Family Dwelling (A)	55	100%	0.11	Conditionally Compatible	1 Unit per Parcel	0.03	1	0
			Multiple-Family Dwelling (A)				Compatible	12 Units per Acre			
34	Sierra Tract - Special Area 1	031-074-10 ^a	Single-Family Dwelling (A)	55	100%	0.11	Conditionally Compatible	1 Unit per Parcel	0.03	1	0
			Multiple-Family Dwelling (A)				Compatible	12 Units per Acre			

TABLE 3-1
CITY OF SOUTH LAKE TAHOE - POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES

Parcel ID#	Plan Area Statement	APN	Residential Use	Contour Band (CNEL)	% In	Area (Acres)	Residential Compatibility	Density	Maximum Lot Coverage (Acres)	Maximum Number of Units	Realistic Number of Units Potentially Displaced
35	Sierra Tract - Special Area 1	031-075-01 ^a	Single-Family Dwelling (A)	55	100%	0.11	Conditionally Compatible	1 Unit per Parcel	0.03	1	0
			Multiple-Family Dwelling (A)				Compatible	12 Units per Acre			
36	Sierra Tract - Special Area 1	031-076-09 ^a	Single-Family Dwelling (A)	55	100%	0.11	Conditionally Compatible	1 Unit per Parcel	0.03	1	0
			Multiple-Family Dwelling (A)				Compatible	12 Units per Acre			
37	Sierra Tract - Special Area 1	031-121-21	Single-Family Dwelling (A)	55	100%	0.11	Conditionally Compatible	1 Unit per Parcel	0.00	1	0
			Multiple-Family Dwelling (A)				Compatible	12 Units per Acre			
39	Winnemucca	031-300-07 ^a	Single-Family Dwelling (A)	55	11%	0.06	Conditionally Compatible	1 Unit per Parcel	0.12	1	0
			Single-Family Dwelling (A)	50	89%	0.45	Compatible	1 Unit per Parcel			
113	Airport	032-100-05 ^b	Employee Housing (S), Multiple-Family Dwelling (S)	60	<1%	0.00	Conditionally Compatible	15 Units per Acre	1.52	23	0
				55	81%	6.84	Compatible				
				50	19%	1.58	Compatible				
114	Airport	032-230-03 ^b	Employee Housing (S), Multiple-Family Dwelling (S)	60	20%	2.46	Conditionally Compatible	15 Units per Acre	1.66	25	0
				55	80%	9.81	Compatible				
				50	<1%	0.01	Compatible				
Total										103	0

TABLE 3-1
CITY OF SOUTH LAKE TAHOE - POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES

Parcel ID#	Plan Area Statement	APN	Residential Use	Contour Band (CNEL)	% In	Area (Acres)	Residential Compatibility	Density	Maximum Lot Coverage (Acres)	Maximum Number of Units	Realistic Number of Units Potentially Displaced
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NOTES:

(A) = Allowable

(S) = Requires Special Use Permit.

a = Parcel is located within the 2010 noise contours in the current CLUP.

Compatible	Indoor Uses: Standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL) or eliminate most noise intrusions upon indoor activities. Outdoor Uses: Noise is a factor to be considered in that outdoor activities associated with the specified land use can be carried out with essentially no to slight interference from aircraft noise exposure.										
Conditionally Compatible	The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the condition that outdoor activities are minimal and construction features which provide sufficient noise attenuation (i.e., reduce interior noise levels to 45 dB) are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged. See Policy NP-6, Interior Noise Levels.										
Incompatible	Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved.										

SOURCE: City of South Lake Tahoe, 2018; ESA, 2018.

Vacant parcels included in the analysis are located in the Airport, Bonanza (Special Area #1), Highland Woods (including Highland Woods Special Area #1), Sierra Tract (including Sierra Tract Special Area #1), Sierra Tract – Commercial, and Winnemucca Plan Areas. None of the residential land uses permissible on the vacant parcels are considered incompatible under the Draft ALUCP policies within the noise contours where they are located. A number of residential land uses are considered conditionally compatible. As the applicable condition (see Table 4-1 in the Draft ALUCP) pertains to attenuating interior noise levels to 45 dB, achievable during unit construction, residential uses identified as conditionally compatible are not considered displaced for purposes of this analysis. Accordingly, there is no potential for residential displacement on parcels in the city of South Lake Tahoe located within the noise contours in the Draft ALUCP.

3.3.2 Potential for Displacement Due to Safety Policies

Of the 48 parcels in the city of South Lake Tahoe retained for further analysis, 36 are located entirely or partially within Safety Zones 2, 3, 4, 5, and 6. A total of 26 parcels are located entirely in one safety zone and ten are split between two or more safety zones. As all land uses are deemed compatible in Safety Zone 6, parcels located entirely within that safety zone were excluded from further analysis.

Table 3-2 identifies vacant parcels in the city of South Lake Tahoe located within the safety zones. The information provided in the table includes the Parcel ID number (see Table 2-1), the Plan Area/Area Plan in which the parcel is located, the APN, the residential uses allowed or permitted in the Plan Area/Area Plan, the safety zone(s) in which the parcel is located, the percentage and acreage within the safety zone(s), the compatibility of the residential use as determined in the Draft ALUCP, the allowable residential density, the maximum number of units developable based on allowed density and parcel size for all permissible residential uses (allowable or subject to special permit), and the “realistic” count of units potentially displaced based on maximum lot coverage. Parcels located within or intersected by Safety Zones 2 and 3 in the current CLUP are also identified.

The vacant parcels included in the analysis are located in the Airport, Highland Woods, Sierra Tract, Sierra Tract – Commercial, and Winnemucca Plan Areas. In addition, one parcel is located in the Tahoe Valley Area Plan – Town Center – Health Care (TC-HC) land use area. The Highland Woods, Sierra Tract, and Winnemucca Plan Area Statements allow for single-family and/or multiple-family dwellings only. The Sierra Tract – Commercial Plan Area Statement allows for single-family dwellings, mobile home dwellings, employee housing, multiple-family dwellings, nursing and personal care, and resident care. The Tahoe Valley Area Plan – Town Center – Health Care (TC-HC) land use area allows or permits single-family dwellings (including condominiums), employee housing, multiple-family dwellings, multi-person dwellings, nursing and personal care, and resident care. Finally, the Airport Plan Area Statement allows for employee housing and multiple-family dwellings.

TABLE 3-2
CITY OF SOUTH LAKE TAHOE - POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES

Parcel ID #	Plan Area Statement	APN	Safety Zone	Residential Use	Area (Acres)	% In	Residential Compatibility	Maximum Density	Maximum Lot Coverage (Acres)	Maximum Number of Units	Realistic Number of Units Potentially Displaced
6	Highland Woods	031-313-14 ^a	Zone 4	Single-Family Dwelling (A)	0.15	100%	Conditionally Compatible	1 Unit per Parcel	0.05	1	0
7	Highland Woods	031-313-15 ^a	Zone 4	Single-Family Dwelling (A)	0.15	100%	Conditionally Compatible	1 Unit per Parcel	0.05	1	0
8	Highland Woods	031-314-10 ^a	Zone 4	Single-Family Dwelling (A)	0.15	100%	Conditionally Compatible	1 Unit per Parcel	0.05	1	0
11	Highland Woods	031-344-05 ^a	Zone 4	Single-Family Dwelling (A)	0.07	48%	Conditionally Compatible	1 Unit per Parcel	0.04	1	0
11	Highland Woods	031-344-05 ^a	Zone 6	Single-Family Dwelling (A)	0.07	52%	Compatible	1 Unit per Parcel	0.04	1	0
12	Highland Woods	031-344-07 ^a	Zone 4	Single-Family Dwelling (A)	0.14	100%	Conditionally Compatible	1 Unit per Parcel	0.04	1	0
13	Highland Woods - Special Area #1	031-030-36 ^a	Zone 4	Single-Family Dwelling (A)	1.05	62%	Conditionally Compatible	1 Unit per Parcel	0.50	20	0
				Multiple-Family Dwelling (A)			Conditionally Compatible	12 Units per Acre			
			Zone 6	Single-Family Dwelling (A)	0.64	38%	Compatible	1 Unit per Parcel			
				Multiple-Family Dwelling (A)			Compatible	12 Units per Acre			
14	Highland Woods - Special Area #1	031-252-04 ^a	Zone 4	Single-Family Dwelling (A)	0.19	100%	Conditionally Compatible	1 Unit per Parcel	0.06	2	0
				Multiple-Family Dwelling (A)			Conditionally Compatible	12 Units per Acre			

TABLE 3-2
CITY OF SOUTH LAKE TAHOE - POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES

Parcel ID #	Plan Area Statement	APN	Safety Zone	Residential Use	Area (Acres)	% In	Residential Compatibility	Maximum Density	Maximum Lot Coverage (Acres)	Maximum Number of Units	Realistic Number of Units Potentially Displaced
15	Highland Woods - Special Area #1	031-256-02 ^a	Zone 4	Single-Family Dwelling (A)	0.14	100%	Conditionally Compatible	1 Unit per Parcel	0.04	1	0
				Multiple-Family Dwelling (A)			Conditionally Compatible	12 Units per Acre			
17	Highland Woods - Special Area #1	031-290-12 ^a	Zone 4	Single-Family Dwelling (A)	0.81	39%	Conditionally Compatible	1 Unit per Parcel	0.62	24	0
				Multiple-Family Dwelling (A)			Conditionally Compatible	12 Units per Acre			
			Zone 6	Single-Family Dwelling (A)	1.27	61%	Compatible	1 Unit per Parcel			
				Multiple-Family Dwelling (A)			Compatible	12 Units per Acre			
19	Sierra Tract	031-112-20 ^a	Zone 4	Single-Family Dwelling (A)	0.11	100%	Conditionally Compatible	1 Unit per Parcel	0.005	1	0
20	Sierra Tract	031-113-13 ^a	Zone 4	Single-Family Dwelling (A)	0.11	100%	Conditionally Compatible	1 Unit per Parcel	0.001	1	0
21	Sierra Tract	031-114-01 ^a	Zone 4	Single-Family Dwelling (A)	0.11	100%	Conditionally Compatible	1 Unit per Parcel	0.03	1	0
22	Sierra Tract	031-114-03 ^a	Zone 4	Single-Family Dwelling (A)	0.11	100%	Conditionally Compatible	1 Unit per Parcel	0.03	1	0
23	Sierra Tract	031-114-04 ^a	Zone 4	Single-Family Dwelling (A)	0.12	100%	Conditionally Compatible	1 Unit per Parcel	0.04	1	0
24	Sierra Tract	031-114-11 ^a	Zone 4	Single-Family Dwelling (A)	0.10	89%	Conditionally Compatible	1 Unit per Parcel	0.03	1	0
			Zone 6	Single-Family Dwelling (A)	0.01	11%	Compatible	1 Unit per Parcel			

TABLE 3-2
CITY OF SOUTH LAKE TAHOE - POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES

Parcel ID #	Plan Area Statement	APN	Safety Zone	Residential Use	Area (Acres)	% In	Residential Compatibility	Maximum Density	Maximum Lot Coverage (Acres)	Maximum Number of Units	Realistic Number of Units Potentially Displaced
25	Sierra Tract	031-114-13 ^a	Zone 4	Single-Family Dwelling (A)	0.11	100%	Conditionally Compatible	1 Unit per Parcel	0.03	1	0
26	Sierra Tract	031-114-14 ^a	Zone 4	Single-Family Dwelling (A)	0.12	100%	Conditionally Compatible	1 Unit per Parcel	0.04	1	0
27	Sierra Tract	031-114-16 ^a	Zone 4	Single-Family Dwelling (A)	0.11	100%	Conditionally Compatible	1 Unit per Parcel	0.03	1	0
28	Sierra Tract	031-143-07 ^a	Zone 2	Single-Family Dwelling (A)	0.11	100%	Conditionally Compatible	1 Unit per Parcel	0.03	1	0
31	Sierra Tract - Commercial	031-290-01 ^a	Zone 4	Single-Family Dwelling (S)	0.74	100%	Conditionally Compatible	1 Unit per Parcel	0.22	11	0
				Mobile Home (S)			Incompatible	8 Units per Acre			
				Employee Housing (S), Multiple-Family Dwelling (S)			Conditionally Compatible	15 Units per Acre			
				Nursing and Personal Care (S), Resident Care (S)			Incompatible	10 Units per Acre			

TABLE 3-2
CITY OF SOUTH LAKE TAHOE - POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES

Parcel ID #	Plan Area Statement	APN	Safety Zone	Residential Use	Area (Acres)	% In	Residential Compatibility	Maximum Density	Maximum Lot Coverage (Acres)	Maximum Number of Units	Realistic Number of Units Potentially Displaced
32	Sierra Tract - Commercial	031-290-29 ^a	Zone 4	Single-Family Dwelling (S)	0.45	48%	Conditionally Compatible	1 Unit per Parcel	0.28	14	0
				Mobile Home (S)			Incompatible	8 Units per Acre			
				Employee Housing (S), Multiple-Family Dwelling (S)			Conditionally Compatible	15 Units per Acre			
				Nursing and Personal Care (S), Resident Care (S)			Incompatible	10 Units per Acre			
			Zone 6	Single-Family Dwelling (S)	0.49	52%	Compatible	1 Unit per Parcel			
				Mobile Home (S)			Compatible	8 Units per Acre			
				Employee Housing (S), Multiple-Family Dwelling (S)			Compatible	15 Units per Acre			
				Nursing and Personal Care (S), Resident Care (S)			Compatible	10 Units per Acre			
33	Sierra Tract - Special Area 1	031-063-05 ^a	Zone 4	Single-Family Dwelling (A)	0.04	35%	Conditionally Compatible	1 Unit per Parcel	0.03	0.28	0
				Multiple-Family Dwelling (A)			Conditionally Compatible	12 Units per Acre			
			Zone 6	Single-Family Dwelling (A)	0.07	65%	Compatible	1 Unit per Parcel			
				Multiple-Family Dwelling (A)			Compatible	12 Units per Acre			

TABLE 3-2
CITY OF SOUTH LAKE TAHOE - POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES

Parcel ID #	Plan Area Statement	APN	Safety Zone	Residential Use	Area (Acres)	% In	Residential Compatibility	Maximum Density	Maximum Lot Coverage (Acres)	Maximum Number of Units	Realistic Number of Units Potentially Displaced
34	Sierra Tract - Special Area 1	031-074-10 ^a	Zone 4	Single-Family Dwelling (A)	0.11	100%	Conditionally Compatible	1 Unit per Parcel	0.03	1	0
				Multiple-Family Dwelling (A)			Conditionally Compatible	12 Units per Acre			
35	Sierra Tract - Special Area 1	031-075-01 ^a	Zone 4	Single-Family Dwelling (A)	0.11	100%	Conditionally Compatible	1 Unit per Parcel	0.03	1	0
				Multiple-Family Dwelling (A)			Conditionally Compatible	12 Units per Acre			
36	Sierra Tract - Special Area 1	031-076-09 ^a	Zone 4	Single-Family Dwelling (A)	0.11	100%	Conditionally Compatible	1 Unit per Parcel	0.03	1	0
				Multiple-Family Dwelling (A)			Conditionally Compatible	12 Units per Acre			
38	Tahoe Valley Area Plan - Town Center - Health Care (TC-HC)	023-393-32 ^b	Zone 3	Single-Family Dwelling (includes Condominiums)(S)	0.53	93%	Conditionally Compatible	1 Unit per Parcel	0.17	14	0
				Employee Housing (A)			Conditionally Compatible	25 Units per Acre			
				Multiple-Family Dwelling (A)			Conditionally Compatible	25 Units per Acre			
				Multi-Person Dwelling (A), Nursing and Personal Care (A'), Resident Care (A')			Incompatible	10 Units per Acre			
			Zone 6	Single-Family Dwelling (includes Condominiums)(S)	0.04	7%	Compatible	1 Unit per Parcel			

TABLE 3-2
CITY OF SOUTH LAKE TAHOE - POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES

Parcel ID #	Plan Area Statement	APN	Safety Zone	Residential Use	Area (Acres)	% In	Residential Compatibility	Maximum Density	Maximum Lot Coverage (Acres)	Maximum Number of Units	Realistic Number of Units Potentially Displaced
38 (Cont.)	Tahoe Valley Area Plan - Town Center - Health Care (TC-HC)	023-393-32 ^b	6	Employee Housing (A)	0.04	7%	Compatible	25 Units per Acre	0.17	14	0
				Multiple-Family Dwelling (A)			Compatible	25 Units per Acre			
				Multi-Person Dwelling (A), Nursing and Personal Care (A'), Resident Care (A')			Compatible	10 Units per Acre			
39	Winnemucca	031-300-07 ^b	Zone 3	Single-Family Dwelling (A)	0.51	100%	Conditionally Compatible	1 Unit per Parcel	0.12	1	0
40	Winnemucca	023-362-08 ^b	Zone 3	Single-Family Dwelling (A)	0.08	39%	Conditionally Compatible	1 Unit per Parcel	0.06	1	0
			Zone 6	Single-Family Dwelling (A)	0.12	61%	Compatible	1 Unit per Parcel			
41	Winnemucca	023-372-07 ^b	Zone 3	Single-Family Dwelling (A)	0.28	100%	Conditionally Compatible	1 Unit per Parcel	0.08	1	0
42	Winnemucca	023-372-17 ^b	Zone 3	Single-Family Dwelling (A)	0.81	100%	Conditionally Compatible	1 Unit per Parcel	0.24	1	0
43	Winnemucca	023-393-24 ^b	Zone 3	Single-Family Dwelling (A)	0.27	100%	Conditionally Compatible	1 Unit per Parcel	0.08	1	0
44	Winnemucca	023-393-25 ^b	Zone 3	Single-Family Dwelling (A)	0.32	100%	Conditionally Compatible	1 Unit per Parcel	0.10	1	0
45	Winnemucca	031-300-02 ^b	Zone 3	Single-Family Dwelling (A)	0.54	100%	Conditionally Compatible	1 Unit per Parcel	0.12	1	0
46	Winnemucca	031-300-06 ^b	Zone 3	Single-Family Dwelling (A)	0.41	100%	Conditionally Compatible	1 Unit per Parcel	0.12	1	0

TABLE 3-2
CITY OF SOUTH LAKE TAHOE - POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES

Parcel ID #	Plan Area Statement	APN	Safety Zone	Residential Use	Area (Acres)	% In	Residential Compatibility	Maximum Density	Maximum Lot Coverage (Acres)	Maximum Number of Units	Realistic Number of Units Potentially Displaced
113	Airport	032-100-05 ^b	Zone 5	Employee Housing (S); Multiple-Family Dwelling (S)	2.63	31%	Incompatible	15 Units per Acre	1.52	126	23
			Zone 6	Employee Housing (S), Multiple-Family Dwelling (S)	5.80	69%	Compatible	15 Units per Acre			
114	Airport	032-230-03 ^b	Zone 5	Employee Housing (S); Multiple-Family Dwelling (S)	9.41	77%	Incompatible	15 Units per Acre	1.66	184	25
			Zone 6	Employee Housing (S), Multiple-Family Dwelling (S)	2.87	23%	Compatible	15 Units per Acre			
TOTAL										426	48

NOTES:

(A) = Allowable

(S) = Requires Special Use Permit.

a = Parcel is located within or intersected by Safety Zone 2 in the current CLUP.

b = Parcel is located within or intersected by Safety Zone 3 in the current CLUP.

SOURCE: City of South Lake Tahoe, 2018; ESA, 2018.

Potential displacement of residential units would occur in the Airport Plan. The Highland Woods – Special Area 1, Sierra Tract – Commercial, and Sierra Tract – Special Area 1 Plan Areas allow for residential uses that are considered incompatible under the safety policies in the Draft ALUCP; however, these parcels are located in Safety Zone 2 under the existing CLUP where these residential uses are already considered incompatible. Subsequently, there is no potential for displacement of these uses on these parcels. One parcel in the Tahoe Valley Area Plan (TC-HC) land use area allows for development of multiple-family, multi-person, and employee housing units, which are compatible uses in Safety Zone 3 if certain conditions pertaining to infill development are satisfied. As these conditions are achievable in this area, there is no potential for displacement of these uses on this parcel. In total, a “realistic” count representing 48 employee housing units or 48 multiple-family units on Parcels 113 and 114 would be potentially displaced.

3.4 Unincorporated Eldorado County

The vacant parcels identified during the screening process discussed in Chapter 2 were mapped separately relative to the noise contours and safety zones in the Draft ALUCP. The following sections discuss potential displacement for parcels in unincorporated El Dorado County due to the draft noise and safety policies.

3.4.1 Potential for Displacement Due to Noise Policies

In total, 16 of the 67 parcels identified for analysis in unincorporated El Dorado County are located within the noise contours for the Airport. Seven parcels are located partially in the 50 dB to 55 dB contour and eight parcels are located in the CNEL 55 dB to 60 dB contour. One parcel is partially located within the CNEL 65 dB to 70 dB contour. For purposes of quantifying potentially displaced dwelling units, these parcels are treated as though they are located entirely within the contour with the more stringent compatibility criteria (e.g., a parcel split between the CNEL 55 dB to 60 dB and 60 dB to 65 dB contours is evaluated using the compatibility criteria for the CNEL 60 dB to 65 dB contour).

Table 3-3 identifies the vacant parcels in unincorporated El Dorado County located within the noise contours for the Airport. The information provided in the table includes the Parcel ID number (see Table 2-1), the Plan Area in which the parcel is located, the APN, the residential uses allowed or permitted in the Plan Area, the contour(s) in which the parcel is located, the percentage and acreage within the noise contour(s), the compatibility of the residential use as determined in the Draft ALUCP, the allowable residential density, the maximum number of units developable based on allowed density and parcel size for all permissible residential uses (allowable or subject to special permit), and the maximum number of units potentially displaced. Parcels located within or intersected by the CNEL 55 dB or higher contours in 2010 noise contours included in the current CLUP are noted accordingly.

Vacant parcels included in the analysis are located in the Airport, Country Club Meadow, and Tahoe Paradise (T.P.) – Meadowvale Plan Areas. Parcels in the Tahoe Paradise (T.P.) – Meadowvale Plan Area allow for single-family dwellings and parcels in the Country Club Meadow allow for both single-family dwellings and summer homes. Both of these uses are

TABLE 3-3
EL DORADO COUNTY - POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES

Parcel ID#	Plan Area Statement	APN	Residential Use	Contour Band (CNEL)	% In	Area (Acres)	Residential Compatibility	Density	Maximum Lot Coverage (Acres)	Maximum Number of Units	Total Units Potentially Displaced
47	Airport	033-131-04 ^a	Employee Housing (S), Multiple-Family Dwelling (S)	55	14%	0.57	Compatible	15 Units per Acre	0,04	62	0
				50	86%	3.58	Compatible				
48	Airport	033-132-03 ^a	Employee Housing (S), Multiple-Family Dwelling (S)	55	100%	1.01	Compatible	15 Units per Acre	0,19	15	0
49	Airport	033-151-02 ^a	Employee Housing (S), Multiple-Family Dwelling (S)	50	49%	0.36	Compatible	15 Units per Acre	0.15	11	0
				55	51%	0.37	Compatible				
50	Airport	033-151-10 ^a	Employee Housing (S), Multiple-Family Dwelling (S)	55	37%	0.27	Compatible	15 Units per Acre	0.19	11	0
				50	63%	0.48	Compatible				
51	Airport	033-152-02 ^a	Employee Housing (S), Multiple-Family Dwelling (S)	55	100%	1.03	Compatible	15 Units per Acre	0.07	15	0
55	Country Club Meadow	033-191-06 ^a	Single-Family Dwelling (S), Summer Homes (S)	55	<1%	0.00	Compatible	1 Unit per Parcel	0.01	2	0
				50	100%	1.16	Compatible				
71	Tahoe Paradise (T.P.) - Meadowvale	033-214-01 ^a	Single-Family Dwelling (A)	55	100%	0.24	Conditionally Compatible	1 unit per parcel	0.05	1	0
72	Tahoe Paradise (T.P.) - Meadowvale	033-232-05 ^a	Single-Family Dwelling (A)	55	4%	0.01	Conditionally Compatible	1 unit per parcel	0.06	1	0
				50	96%	0.23	Conditionally Compatible	1 unit per parcel			

TABLE 3-3
EL DORADO COUNTY - POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES

Parcel ID#	Plan Area Statement	APN	Residential Use	Contour Band (CNEL)	% In	Area (Acres)	Residential Compatibility	Density	Maximum Lot Coverage (Acres)	Maximum Number of Units	Total Units Potentially Displaced
73	Tahoe Paradise (T.P.) - Meadowvale	033-233-01 ^a	Single-Family Dwelling (A)	55	100%	0.28	Conditionally Compatible	1 unit per parcel	0.07	1	0
74	Tahoe Paradise (T.P.) - Meadowvale	033-233-23 ^a	Single-Family Dwelling (A)	55	100%	0.27	Conditionally Compatible	1 unit per parcel	0.04	1	0
75	Tahoe Paradise (T.P.) - Meadowvale	033-234-03 ^a	Single-Family Dwelling (A)	55	100%	0.37	Conditionally Compatible	1 unit per parcel	0.05	1	0
76	Tahoe Paradise (T.P.) - Meadowvale	033-291-04 ^a	Single-Family Dwelling (A)	55	100%	0.32	Conditionally Compatible	1 unit per parcel	0.01	1	0
77	Tahoe Paradise (T.P.) - Meadowvale	033-292-11 ^a	Single-Family Dwelling (A)	55	86%	0.20	Conditionally Compatible	1 unit per parcel	0.05	1	0
				50	14%	0.03	Conditionally Compatible				
78	Tahoe Paradise (T.P.) - Meadowvale	033-292-12 ^a	Single-Family Dwelling (A)	55	100%	0.23	Conditionally Compatible	1 unit per parcel	0.05	1	0
112	Tahoe Paradise (T.P.) - Meadowvale	033-813-05	Single-Family Dwelling (A)	55	85%	0.43	Conditionally Compatible	1 unit per parcel	0.08	1	0
				50	15%	0.07	Conditionally Compatible				
115	Airport	033-110-09 ^a	Employee Housing (S), Multiple-Family Dwelling (S)	65	8%	1.20	Incompatible	15 Units per Acre	1.37	239	0
				60	61%	9.76	Conditionally Compatible				
				55	31%	4.95	Compatible				
TOTAL										364	0

**TABLE 3-3
EL DORADO COUNTY - POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO NOISE POLICIES**

Parcel ID#	Plan Area Statement	APN	Residential Use	Contour Band (CNEL)	% In	Area (Acres)	Residential Compatibility	Density	Maximum Lot Coverage (Acres)	Maximum Number of Units	Total Units Potentially Displaced
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NOTES:

(A) = Allowable

(S) = Requires Special Use Permit.

a = Parcel is located within the 2010 noise contours in the current CLUP.

Compatible	Indoor Uses: Standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL) or eliminate most noise intrusions upon indoor activities. Outdoor Uses: Noise is a factor to be considered in that outdoor activities associated with the specified land use can be carried out with essentially no to slight interference from aircraft noise exposure.										
Conditionally Compatible	The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the condition that outdoor activities are minimal and construction features which provide sufficient noise attenuation (i.e., reduce interior noise levels to 45 dB) are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged. See Policy NP-6, Interior Noise Levels.										
Incompatible	Unacceptable noise intrusion upon land use activities will occur. Adequate structural noise insulation is not practical under most circumstances. The indicated land use should be avoided unless strong overriding factors prevail and it should be prohibited if outdoor activities are involved.										

SOURCE: El Dorado County Tax Assessor, 2017; City of South Lake Tahoe, 2017; ESA, 2018.

considered conditionally compatible. As the applicable condition pertains to attenuating interior noise levels to 45 dB, achievable during unit construction, these dwelling units are not considered displaced for purposes of this analysis. Six parcels are located within the Airport Plan Area.

The Airport Plan Area Statement allows for development of employee housing and multiple-family dwellings under the provisions of a special use permit. These uses are considered compatible on five of these parcels. A portion of one parcel in the Airport Plan Area is located within the CNEL 65 dB contour. The Draft ALUCP policies considered all residential land uses incompatible in areas exposed to CNEL 65 dB and higher. However, as this parcel is partly located within the CNEL 65 dB contour under the current CLUP and the current CLUP identifies all residential land uses in this area as incompatible, these uses would not be developed under existing conditions and there is no potential for displacement.

3.4.2 Potential for Displacement Due to Safety Policies

Of the 67 parcels in unincorporated El Dorado County retained for further analysis, 61 are located entirely or partially within Safety Zones 2, 3, 4, 5, and 6. As all land uses are deemed compatible in Safety Zone 6, the five parcels located entirely within that safety zone were excluded from further analysis. A total of 40 parcels are located entirely in one safety zone with the remaining 21 parcels split between two or more safety zones.

Table 3-4 identifies the vacant parcels in unincorporated El Dorado County located within the safety zones. The information provided in the table includes the Parcel ID number (see Table 2 1), the Plan Area/Area Plan in which the parcel is located, the APN, the residential uses allowed or permitted in the Plan Area/Area Plan, the safety zone(s) in which the parcel is located, the percentage and acreage within the safety zone(s), the compatibility of the residential use as determined in the Draft ALUCP, the allowable residential density, the maximum number of units developable based on allowed density and parcel size for all permissible residential uses (allowable or subject to special permit), and the “realistic” count of units potentially displaced. Parcels located within or intersected by Safety Zones 2 and 3 in the current CLUP are also identified.

The vacant parcels included in the analysis are located in the Airport, Country Club Meadow, Tahoe Paradise – Mandan, and Tahoe Paradise (TP) Meadowvale Plan Areas. Excluding the Airport Plan Area, the Plan Area Statements for these Plan Areas allow for single-family dwellings only. The Country Club Meadow Plan Area Statement also allows for two summer home units per parcel (TRPA Code of Ordinances allows for one summer home unit per parcel and restricts residential density to the more restrictive level among applicable land use documents)⁴. The Airport Plan Area Statement allows for employee housing and multiple-family dwelling under special use permit. This parcel (Parcel 115) falls into Safety Zone 3 in the current CLUP where these uses are considered compatible. Accordingly, there is potential for displacement on this parcel. A majority of the parcel falls into Safety Zone 5. Under the safety compatibility criteria in the Draft ALUCP, residential uses are considered incompatible in Safety

⁴ TRPA Code of Ordinances, Section 31.2, December 2012.

TABLE 3-4
EL DORADO COUNTY - POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES

Parcel ID #	Plan Area Statement	APN	Safety Zone	Residential Use	Percent in Safety Zone	Area (Acres)	Residential Compatibility	Maximum Density	Maximum Lot Coverage (Acres)	Maximum Number of Units	Total Units Potentially Displaced
52	Country Club Meadow	033-160-06 ^b	Zone 3	Single-Family Dwelling (S), Summer Homes (S)	77%	0.72	Conditionally Compatible	2 Units per Parcel	0.04	2	0
			Zone 6		23%	0.22	Compatible				
53	Country Club Meadow	033-160-07 ^b	Zone 3	Single-Family Dwelling (S), Summer Homes (S)	73%	1.13	Conditionally Compatible	2 Units per Parcel	0.12	2	0
			Zone 6		27%	0.43	Compatible				
54	Country Club Meadow	033-160-08 ^b	Zone 3	Single-Family Dwelling (S), Summer Homes (S)	85%	1.34	Conditionally Compatible	2 Units per Parcel	0.06	2	0
			Zone 6		15%	0.23	Compatible				
55	Country Club Meadow	033-191-06 ^b	Zone 3	Single-Family Dwelling (S), Summer Homes (S)	54%	0.62	Conditionally Compatible	2 Units per Parcel	0.01	2	0
			Zone 2		46%	0.53	Conditionally Compatible				
56	Country Club Meadow	033-191-07 ^b	Zone 3	Single-Family Dwelling (S), Summer Homes (S)	100%	1.89	Conditionally Compatible	2 Units per Parcel	0.02	2	0
57	Country Club Meadow	033-223-06 ^b	Zone 3	Single-Family Dwelling (S), Summer Homes (S)	100%	3.30	Conditionally Compatible	2 Units per Parcel	0.03	2	0
58	Tahoe Paradise - Mandan	034-081-14	Zone 4	Single-Family Dwelling (A)	71%	0.21	Conditionally Compatible	1 unit per parcel	0.06	1	0
			Zone 6		29%	0.08	Compatible				
59	Tahoe Paradise - Mandan	034-081-19	Zone 4	Single-Family Dwelling (A)	100%	0.27	Conditionally Compatible	1 unit per parcel	0.07	1	0

TABLE 3-4
EL DORADO COUNTY - POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES

Parcel ID #	Plan Area Statement	APN	Safety Zone	Residential Use	Percent in Safety Zone	Area (Acres)	Residential Compatibility	Maximum Density	Maximum Lot Coverage (Acres)	Maximum Number of Units	Total Units Potentially Displaced
60	Tahoe Paradise - Mandan	034-085-04	Zone 4	Single-Family Dwelling (A)	69%	0.23	Conditionally Compatible	1 unit per parcel	0.08	1	0
			Zone 6		31%	0.10	Compatible	1 unit per parcel			
61	Tahoe Paradise - Mandan	034-085-05	Zone 4	Single-Family Dwelling (A)	61%	0.20	Conditionally Compatible	1 unit per parcel	0.07	1	0
			Zone 6		39%	0.12	Compatible	1 unit per parcel			
62	Tahoe Paradise - Mandan	034-086-05	Zone 4	Single-Family Dwelling (A)	15%	0.04	Conditionally Compatible	1 unit per parcel	0.06	1	0
			Zone 6		85%	0.25	Compatible	1 unit per parcel			
63	Tahoe Paradise - Mandan	034-092-11	Zone 4	Single-Family Dwelling (A)	60%	0.13	Conditionally Compatible	1 unit per parcel	0.06	1	0
			Zone 6		40%	0.09	Compatible	1 unit per parcel			
64	Tahoe Paradise - Mandan	034-093-01	Zone 4	Single-Family Dwelling (A)	100%	0.30	Conditionally Compatible	1 unit per parcel	0.06	1	0
65	Tahoe Paradise - Mandan	034-093-02	Zone 4	Single-Family Dwelling (A)	100%	0.18	Conditionally Compatible	1 unit per parcel	0.04	1	0
66	Tahoe Paradise - Mandan	034-094-05	Zone 4	Single-Family Dwelling (A)	100%	0.28	Conditionally Compatible	1 unit per parcel	0.07	1	0
67	Tahoe Paradise - Mandan	034-111-04	Zone 4	Single-Family Dwelling (A)	100%	0.20	Conditionally Compatible	1 unit per parcel	0.04	1	0

TABLE 3-4
EL DORADO COUNTY - POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES

Parcel ID #	Plan Area Statement	APN	Safety Zone	Residential Use	Percent in Safety Zone	Area (Acres)	Residential Compatibility	Maximum Density	Maximum Lot Coverage (Acres)	Maximum Number of Units	Total Units Potentially Displaced
68	Tahoe Paradise - Mandan	034-112-03	Zone 4	Single-Family Dwelling (A)	26%	0.12	Conditionally Compatible	1 unit per parcel	0.09	1	0
			Zone 6		74%	0.34	Compatible	1 unit per parcel			
69	Tahoe Paradise - Mandan	034-112-10	Zone 4	Single-Family Dwelling (A)	95%	0.29	Conditionally Compatible	1 unit per parcel	0.06	1	0
			Zone 6		5%	0.02	Compatible	1 unit per parcel			
70	Tahoe Paradise - Mandan	081-112-09	Zone 4	Single-Family Dwelling (A)	100%	0.37	Conditionally Compatible	1 unit per parcel	0.004	1	0
71	Tahoe Paradise (T.P.) - Meadowvale	033-214-01 ^a	Zone 2	Single-Family Dwelling (A)	100%	0.24	Conditionally Compatible	1 unit per parcel	0.05	1	0
72	Tahoe Paradise (T.P.) - Meadowvale	033-232-05 ^a	Zone 2	Single-Family Dwelling (A)	100%	0.24	Conditionally Compatible	1 unit per parcel	0.06	1	0
73	Tahoe Paradise (T.P.) - Meadowvale	033-233-01 ^a	Zone 2	Single-Family Dwelling (A)	100%	0.28	Conditionally Compatible	1 unit per parcel	0.07	1	0
74	Tahoe Paradise (T.P.) - Meadowvale	033-233-23 ^a	Zone 2	Single-Family Dwelling (A)	100%	0.27	Conditionally Compatible	1 unit per parcel	0.04	1	0
75	Tahoe Paradise (T.P.) - Meadowvale	033-234-03 ^a	Zone 2	Single-Family Dwelling (A)	100%	0.37	Conditionally Compatible	1 unit per parcel	0.05	1	0

TABLE 3-4
EL DORADO COUNTY - POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES

Parcel ID #	Plan Area Statement	APN	Safety Zone	Residential Use	Percent in Safety Zone	Area (Acres)	Residential Compatibility	Maximum Density	Maximum Lot Coverage (Acres)	Maximum Number of Units	Total Units Potentially Displaced
76	Tahoe Paradise (T.P.) - Meadowvale	033-291-04 ^a	Zone 2	Single-Family Dwelling (A)	100%	0.32	Conditionally Compatible	1 unit per parcel	0.01	1	0
77	Tahoe Paradise (T.P.) - Meadowvale	033-292-11 ^a	Zone 2	Single-Family Dwelling (A)	100%	0.23	Conditionally Compatible	1 unit per parcel	0.05	1	0
78	Tahoe Paradise (T.P.) - Meadowvale	033-292-12 ^a	Zone 2	Single-Family Dwelling (A)	100%	0.23	Conditionally Compatible	1 unit per parcel	0.05	1	0
79	Tahoe Paradise (T.P.) - Meadowvale	033-304-02 ^a	Zone 2	Single-Family Dwelling (A)	100%	0.23	Conditionally Compatible	1 unit per parcel	0.06	1	0
80	Tahoe Paradise (T.P.) - Meadowvale	033-732-05	Zone 2	Single-Family Dwelling (A)	100%	0.54	Conditionally Compatible	1 unit per parcel	0.11	1	0
81	Tahoe Paradise (T.P.) - Meadowvale	033-734-06 ^a	Zone 2	Single-Family Dwelling (A)	100%	0.19	Conditionally Compatible	1 unit per parcel	0.04	1	0
82	Tahoe Paradise (T.P.) - Meadowvale	033-735-06	Zone 2	Single-Family Dwelling (A)	100%	0.25	Conditionally Compatible	1 unit per parcel	0.03	1	0
83	Tahoe Paradise (T.P.) - Meadowvale	033-736-10 ^a	Zone 2	Single-Family Dwelling (A)	100%	0.32	Conditionally Compatible	1 unit per parcel	0.00	1	0

TABLE 3-4
EL DORADO COUNTY - POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES

Parcel ID #	Plan Area Statement	APN	Safety Zone	Residential Use	Percent in Safety Zone	Area (Acres)	Residential Compatibility	Maximum Density	Maximum Lot Coverage (Acres)	Maximum Number of Units	Total Units Potentially Displaced
84	Tahoe Paradise (T.P.) - Meadowvale	033-736-12 ^a	Zone 2	Single-Family Dwelling (A)	100%	0.26	Conditionally Compatible	1 unit per parcel	0.02	1	0
85	Tahoe Paradise (T.P.) - Meadowvale	033-751-03	Zone 2	Single-Family Dwelling (A)	19%	0.04	Conditionally Compatible	1 unit per parcel	0.01	1	0
			Zone 6		81%	0.18	Compatible	1 unit per parcel			
86	Tahoe Paradise (T.P.) - Meadowvale	033-752-06	Zone 4	Single-Family Dwelling (A)	95%	0.20	Conditionally Compatible	1 unit per parcel	0.03	1	0
			Zone 6		5%	0.01	Compatible	1 unit per parcel			
87	Tahoe Paradise (T.P.) - Meadowvale	033-752-11	Zone 4	Single-Family Dwelling (A)	100%	0.21	Conditionally Compatible	1 unit per parcel	0.002	1	0
88	Tahoe Paradise (T.P.) - Meadowvale	034-771-05	Zone 4	Single-Family Dwelling (A)	100%	0.19	Conditionally Compatible	1 unit per parcel	0.06	1	0
89	Tahoe Paradise (T.P.) - Meadowvale	081-111-01	Zone 4	Single-Family Dwelling (A)	100%	0.34	Conditionally Compatible	1 unit per parcel	0.08	1	0
90	Tahoe Paradise (T.P.) - Meadowvale	033-291-10 ^b	Zone 3	Single-Family Dwelling (A)	100%	0.27	Conditionally Compatible	1 unit per parcel	0.003	1	0

TABLE 3-4
EL DORADO COUNTY - POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES

Parcel ID #	Plan Area Statement	APN	Safety Zone	Residential Use	Percent in Safety Zone	Area (Acres)	Residential Compatibility	Maximum Density	Maximum Lot Coverage (Acres)	Maximum Number of Units	Total Units Potentially Displaced
91	Tahoe Paradise (T.P.) - Meadowvale	033-292-08 ^b	Zone 2	Single-Family Dwelling (A)	54%	0.13	Conditionally Compatible	1 unit per parcel	0.02	1	0
			Zone 3		46%	0.11	Conditionally Compatible	1 unit per parcel			
92	Tahoe Paradise (T.P.) - Meadowvale	033-302-03 ^b	Zone 3	Single-Family Dwelling (A)	100%	0.29	Conditionally Compatible	1 unit per parcel	0.06	1	0
93	Tahoe Paradise (T.P.) - Meadowvale	033-304-07 ^a	Zone 2	Single-Family Dwelling (A)	59%	0.16	Conditionally Compatible	1 unit per parcel	0.05	1	0
			Zone 3		41%	0.11	Conditionally Compatible	1 unit per parcel			
94	Tahoe Paradise (T.P.) - Meadowvale	081-041-10 ^b	Zone 3	Single-Family Dwelling (A)	100%	0.22	Conditionally Compatible	1 unit per parcel	0.04	1	0
95	Tahoe Paradise (T.P.) - Meadowvale	081-042-01 ^b	Zone 3	Single-Family Dwelling (A)	100%	0.23	Conditionally Compatible	1 unit per parcel	0.05	1	0
96	Tahoe Paradise (T.P.) - Meadowvale	081-042-07 ^b	Zone 3	Single-Family Dwelling (A)	100%	0.34	Conditionally Compatible	1 unit per parcel	0.07	1	0
97	Tahoe Paradise (T.P.) - Meadowvale	081-042-12 ^b	Zone 3	Single-Family Dwelling (A)	100%	0.23	Conditionally Compatible	1 unit per parcel	0.05	1	0

TABLE 3-4
EL DORADO COUNTY - POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES

Parcel ID #	Plan Area Statement	APN	Safety Zone	Residential Use	Percent in Safety Zone	Area (Acres)	Residential Compatibility	Maximum Density	Maximum Lot Coverage (Acres)	Maximum Number of Units	Total Units Potentially Displaced
98	Tahoe Paradise (T.P.) - Meadowvale	081-042-21 ^b	Zone 3	Single-Family Dwelling (A)	100%	0.23	Conditionally Compatible	1 unit per parcel	0.05	1	0
99	Tahoe Paradise (T.P.) - Meadowvale	081-042-27 ^b	Zone 3	Single-Family Dwelling (A)	100%	0.24	Conditionally Compatible	1 unit per parcel	0.05	1	0
100	Tahoe Paradise (T.P.) - Meadowvale	081-043-12 ^b	Zone 3	Single-Family Dwelling (A)	90%	0.18	Conditionally Compatible	1 unit per parcel	0.04	1	0
			Zone 6		10%	0.02	Compatible	1 unit per parcel			
101	Tahoe Paradise (T.P.) - Meadowvale	081-043-13 ^b	Zone 3	Single-Family Dwelling (A)	59%	0.11	Conditionally Compatible	1 unit per parcel	0.04	1	0
			Zone 6		41%	0.08	Compatible	1 unit per parcel			
102	Tahoe Paradise (T.P.) - Meadowvale	081-051-01 ^b	Zone 3	Single-Family Dwelling (A)	100%	0.34	Conditionally Compatible	1 unit per parcel	0.07	1	0
103	Tahoe Paradise (T.P.) - Meadowvale	081-051-05 ^b	Zone 3	Single-Family Dwelling (A)	100%	0.55	Conditionally Compatible	1 unit per parcel	0.11	1	0
104	Tahoe Paradise (T.P.) - Meadowvale	081-052-02 ^b	Zone 3	Single-Family Dwelling (A)	100%	0.28	Conditionally Compatible	1 unit per parcel	0.06	1	0

TABLE 3-4
EL DORADO COUNTY - POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES

Parcel ID #	Plan Area Statement	APN	Safety Zone	Residential Use	Percent in Safety Zone	Area (Acres)	Residential Compatibility	Maximum Density	Maximum Lot Coverage (Acres)	Maximum Number of Units	Total Units Potentially Displaced
105	Tahoe Paradise (T.P.) - Meadowvale	081-052-05 ^b	Zone 3	Single-Family Dwelling (A)	100%	0.19	Conditionally Compatible	1 unit per parcel	0.04	1	0
106	Tahoe Paradise (T.P.) - Meadowvale	081-053-07 ^b	Zone 3	Single-Family Dwelling (A)	100%	0.26	Conditionally Compatible	1 unit per parcel	0.05	1	0
107	Tahoe Paradise (T.P.) - Meadowvale	081-054-05 ^b	Zone 3	Single-Family Dwelling (A)	100%	0.21	Conditionally Compatible	1 unit per parcel	0.04	1	0
108	Tahoe Paradise (T.P.) - Meadowvale	081-061-01 ^b	Zone 3	Single-Family Dwelling (A)	100%	0.40	Conditionally Compatible	1 unit per parcel	0.06	1	0
109	Tahoe Paradise (T.P.) - Meadowvale	081-062-02 ^b	Zone 3	Single-Family Dwelling (A)	74%	0.17	Conditionally Compatible	1 unit per parcel	0.05	1	0
			Zone 6		26%	0.06	Compatible	1 unit per parcel			
110	Tahoe Paradise (T.P.) - Meadowvale	081-062-12 ^b	Zone 3	Single-Family Dwelling (A)	21%	0.04	Conditionally Compatible	1 unit per parcel	0.05	1	0
			Zone 6		79%	0.17	Compatible	1 unit per parcel			
111	Tahoe Paradise (T.P.) - Meadowvale	081-062-15 ^b	Zone 3	Single-Family Dwelling (A)	62%	0.13	Conditionally Compatible	1 unit per parcel	0.04	1	0
			Zone 6		38%	0.08	Compatible	1 unit per parcel			

TABLE 3-4
EL DORADO COUNTY - POTENTIAL RESIDENTIAL DISPLACEMENT DUE TO SAFETY POLICIES

Parcel ID #	Plan Area Statement	APN	Safety Zone	Residential Use	Percent in Safety Zone	Area (Acres)	Residential Compatibility	Maximum Density	Maximum Lot Coverage (Acres)	Maximum Number of Units	Total Units Potentially Displaced
115	Airport	033-110-09 ^b	Zone 3	Employee Housing (S), Multiple-Family Dwelling (S)	0%	0.00	Conditionally Compatible	15 Units per Acre	1.37	239	21
			Zone 5		99%	15.78	Incompatible	15 Units per Acre			
			Zone 6		1%	0.14	Compatible	15 Units per Acre			
TOTAL										305	21

NOTES:

(A) = Allowable

(S) = Requires Special Use Permit.

a = Parcel is located within or intersected by Safety Zone 2 in the current CLUP.

b = Parcel is located within or intersected by Safety Zone 3 in the current CLUP.

SOURCE: El Dorado County Parcel Database, 2016; City of South Lake Tahoe.

Zone 5. In total, a “realistic” count of 21 employee housing units or multiple-family units would be potentially displaced.

3.5 Residential Displacement Analysis Summary

In summary, there are 115 vacant parcels located within the noise contours and safety zones for Lake Tahoe Airport. Forty eight of these parcels are located in the city of South Lake Tahoe and 67 of these parcels are located in unincorporated El Dorado County. Of the 48 parcels located in the city of South Lake Tahoe, 40 are located within the noise contours for the Airport and 36 are located entirely or partially within Safety Zones 2, 3, 4, 5, and 6. Of the 67 parcels located in unincorporated El Dorado County, 16 are located within the noise contours for the Airport and 61 are located entirely or partially within Safety Zones 2, 3, 4, 5, and 6.

The results of the analysis indicate that there would be no displacement of residential land uses associated with the noise policies in the Draft ALUCP in either the city of South Lake Tahoe or unincorporated El Dorado County. However, under the safety policies in the Draft ALUCP, there is potential for displacement of residential uses on three parcels. In the city of South Lake Tahoe, there is potential for displacement on Parcels 113 and 114 located in the e Airport Plan Area. Analysis results indicate that a “realistic” count of 48 employee housing or multiple-family units in the Airport Plan Area would be potentially displaced.

In unincorporated El Dorado County, there is potential for displacement of 21 employee housing units or multiple-family units on one parcel (Parcel 115) in the Airport Plan Area. In total 69 units would be potentially displaced.

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CHAPTER 4

Non-Residential Displacement Analysis

4.1 Introduction

This chapter presents the results of the development displacement analysis for future non-residential land uses located within the Review Area 1 of the AIA for Lake Tahoe Airport. As discussed in Section 1.1, the Draft ALUCP does not include changes that would result in displacement of non-residential uses due to airspace protection and overflight compatibility policies. However, the policies associated with the updated noise contours and safety zones may restrict certain non-residential uses based on location relative to each noise contour or safety zone. These restrictions have the potential to cause displacement of non-residential uses.

The displacement analysis was conducted using information from the City of South Lake Tahoe and El Dorado County land use regulations (i.e., Plan Area Statements, Area Plans, and Community Plans), along with noise and safety compatibility criteria included in the Draft ALUCP.

The following sections discuss the results of the non-residential displacement analysis in the city of South Lake Tahoe and El Dorado County.

4.2 City of South Lake Tahoe

The following sections discuss the potential for displacement due to noise and safety policies in the Draft ALUCP.

4.2.1 Potential for Displacement Due to Noise Policies

Table 4-1 presents information regarding vacant parcels within Review Area 1 that will be exposed to aircraft noise of CNEL 55 dB to 60 dB in 2038. The 38 parcels identified are located in the Airport, Winnemucca, Highland Woods, Sierra Tract-Commercial, Sierra Tract, and Bonanza Plan Areas. Some of the parcels in the Highland Woods and Sierra Tract Plan Areas also fall into the Highland Woods Special Area #1 and the Sierra Tract Special Area #1. The majority of land uses in the Plan Areas that fall within the CNEL 55 dB to 60 dB contour are considered compatible per the criteria provided in the Draft ALUCP. Table 4-1 identifies the land uses that would be considered conditionally compatible in areas exposed to noise levels of CNEL 55 dB to 60 dB provided the building structure is capable of attenuating exterior noise levels to an interior noise level of CNEL 45 dB or lower. These uses include day care centers/pre-schools in the Winnemucca, Highland Woods, and Sierra Tract Plan Areas; cultural facilities and day care

centers/pre-schools in the Airport Plan Area; cultural facilities; day care centers/pre-schools; schools - kindergarten through secondary in the Sierra Tract-Commercial Plan Area; and day care centers/pre-schools, health care services, and cultural facilities in the Bonanza Plan Area. As the applicable condition pertains to attenuating interior noise levels to 45 dB, achievable during unit construction, land uses identified as conditionally compatible are not considered displaced for purposes of this analysis.

TABLE 4-1
POTENTIAL NON-RESIDENTIAL DISPLACEMENT - SOUTH LAKE TAHOE - CNEL 55-60 dB

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
01	032-221-06	28,900	7,187	Airport	cultural facilities; day care centers/preschools	C(1)
02	032-221-05 ^a	28,257	7,079	Airport	cultural facilities; day care centers/preschools	C(1)
03	032-221-02 ^a	27,951	6,970	Bonanza Special Area #1	Day care centers/pre-schools; Health care services; Cultural facilities	C(1)
04	031-262-01	4,999	1,040	Highland Woods	Day care centers/pre-schools	C(1)
05	031-281-06 ^a	10,152	3,006	Highland Woods	Day care centers/pre-schools	C(1)
06	031-313-14	6,378	1,960	Highland Woods	Day care centers/pre-schools	C(1)
07	031-313-15	6,362	1,960	Highland Woods	Day care centers/pre-schools	C(1)
08	031-314-10 ^a	6,457	1,960	Highland Woods	Day care centers/pre-schools	C(1)
09	031-319-05	6,569	1,960	Highland Woods	Day care centers/pre-schools	C(1)
10	031-341-12	6,745	1,960	Highland Woods	Day care centers/pre-schools	C(1)
11	031-344-05 ^a	6,092	1,830	Highland Woods	Day care centers/pre-schools	C(1)
12	031-344-07 ^a	6,089	1,830	Highland Woods	Day care centers/pre-schools	C(1)
13	031-030-36	73,386	21,954	Highland Woods - Special Area #1	Day care centers/pre-schools	C(1)
14	031-252-04	8,086	2,483	Highland Woods - Special Area #1	Day care centers/pre-schools	C(1)
15	031-256-02 ^a	6,179	1,830	Highland Woods - Special Area #1	Day care centers/pre-schools	C(1)
16	031-284-04 ^a	7,695	2,352	Highland Woods - Special Area #1	Day care centers/pre-schools	C(1)

TABLE 4-1
POTENTIAL NON-RESIDENTIAL DISPLACEMENT - SOUTH LAKE TAHOE - CNEL 55-60 dB

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
17	031-290-12 ^a	90,612	27,181	Highland Woods - Special Area #1	Day care centers/pre-schools	C(1)
18	031-400-04 ^a	7,621	2,222	Highland Woods - Special Area #1	Day care centers/pre-schools	C(1)
19	031-112-20 ^a	5,006	201	Sierra Tract	Day care centers/pre-schools	C(1)
20	031-113-13 ^a	4,999	48	Sierra Tract	Day care centers/pre-schools	C(1)
21	031-114-01 ^a	4,999	1,437	Sierra Tract	Day care centers/pre-schools	C(1)
22	031-114-03 ^a	4,988	1,437	Sierra Tract	Day care centers/pre-schools	C(1)
23	031-114-04 ^a	5,016	1,568	Sierra Tract	Day care centers/pre-schools	C(1)
24	031-114-11 ^a	4,999	1,437	Sierra Tract	Day care centers/pre-schools	C(1)
25	031-114-13 ^a	5,003	1,437	Sierra Tract	Day care centers/pre-schools	C(1)
26	031-114-14 ^a	5,014	1,568	Sierra Tract	Day care centers/pre-schools	C(1)
27	031-114-16 ^a	4,999	1,437	Sierra Tract	Day care centers/pre-schools	C(1)
28	031-143-07 ^a	5,006	1,437	Sierra Tract	Day care centers/pre-schools	C(1)
29	031-181-08	4,999	1,437	Sierra Tract	Day care centers/pre-schools	C(1)
30	031-261-55	3,736	39	Sierra Tract	Day care centers/pre-schools	C(1)
31	031-290-01 ^a	32,438	9,670	Sierra Tract - Commercial	Health care services; Cultural facilities; Day care centers/pre-schools; Schools - kindergarten through secondary	C(1)
32	031-290-29 ^a	40,937	12,284	Sierra Tract - Commercial	Health care services; Cultural facilities; Day care centers/pre-schools; Schools - kindergarten through secondary	C(1)
33	031-063-05 ^a	4,992	1,437	Sierra Tract - Special Area 1	Day care centers/pre-schools	C(1)
34	031-074-10 ^a	4,992	1,437	Sierra Tract - Special Area 1	Day care centers/pre-schools	C(1)

TABLE 4-1
POTENTIAL NON-RESIDENTIAL DISPLACEMENT - SOUTH LAKE TAHOE - CNEL 55-60 dB

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
35	031-075-01 ^a	5,004	1,437	Sierra Tract - Special Area 1	Day care centers/pre-schools	C(1)
36	031-076-09 ^a	4,992	1,437	Sierra Tract - Special Area 1	Day care centers/pre-schools	C(1)
37	031-121-21	5,006	48	Sierra Tract - Special Area 1	Day care centers/pre-schools	C(1)
39	031-300-07 ^a	22,181	5,118	Winnemucca	Day care centers/pre-schools	C(1)

NOTES:

C(1) – Conditionally Compatible: The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the condition that outdoor activities are minimal and construction features which provide sufficient noise attenuation (i.e., reduce interior noise levels to 45 dB) are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged. See Policy NP-6, *Interior Noise Levels*.

a = Parcel is located within the 2010 noise contours in the current CLUP.

SOURCE: El Dorado County Parcel Database, 2016; City of South Lake Tahoe, 2018.

Table 4-2 presents information regarding vacant parcels within Review Area 1 that will be exposed to aircraft noise of CNEL 60 dB to 65 dB in 2038. The two parcels identified are located in the Airport Plan Area and partially within the CNEL 55 dB to 60 dB and 60 dB to 65 dB contours. Accordingly, they are subject to the compatibility criteria for the CNEL 60 dB to 65 dB contour. As shown in Table 4-2, numerous uses in the Tourist Accommodation, Commercial, Public Service, and Indoor Recreation land use categories are considered conditionally compatible in areas within the CNEL 60 dB to 65 dB contour. As the applicable condition pertains to attenuating interior noise levels to 45 dB, achievable during unit construction, land uses identified as conditionally compatible are not considered displaced for purposes of this analysis.

TABLE 4-2
POTENTIAL DISPLACEMENT - SOUTH LAKE TAHOE - CNEL 60-65 dB

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
113	032-100-05 ^a	367,150	66,245	Airport	Hotel, motel, and other transient dwelling units, Bed and breakfast facilities, Time sharing (hotel/motel design), Time sharing (residential design), Retail trade establishments, Professional offices, Eating and drinking places, Business and vocational schools, Broadcasting studios, Religious assembly, Local assembly and entertainment (≤ 300 people), Religious assembly; Local assembly and entertainment (≤ 300 people), Public owned assembly and entertainment (> 300 people), Social service organizations, Public health and safety facilities, Membership organizations, Government offices	C(1)
					Schools (kindergarten through secondary, college), Day care centers/pre-schools, Hospitals, Nursing and personal care, Residential care, Cultural facilities (libraries, museums), Threshold related research facilities, Privately owned assembly and entertainment (>300 people), Sport assembly, Recreation centers, Visitor information centers	C(2)

TABLE 4-2
POTENTIAL DISPLACEMENT - SOUTH LAKE TAHOE - CNEL 60-65 dB

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
114	032-230-03 ^a	534,807	72,107	Airport	Hotel, motel, and other transient dwelling units, Bed and breakfast facilities, Time sharing (hotel/motel design), Time sharing (residential design), Retail trade establishments, Professional offices, Eating and drinking places, Business and vocational schools, Broadcasting studios, Religious assembly, Local assembly and entertainment (≤ 300 people), Religious assembly; Local assembly and entertainment (≤ 300 people), Public owned assembly and entertainment (> 300 people), Social service organizations, Public health and safety facilities, Membership organizations, Government offices	C(1)
					Schools (kindergarten through secondary, college), Day care centers/pre-schools, Hospitals, Nursing and personal care, Residential care, Cultural facilities (libraries, museums), Threshold related research facilities, Privately owned assembly and entertainment (>300 people), Sport assembly, Recreation centers, Visitor information centers	C(2)

NOTES:

C(1) – Conditionally Compatible: The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the condition that outdoor activities are minimal and construction features which provide sufficient noise attenuation (i.e., reduce interior noise levels to 45 dB) are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged. See Policy NP-6, *Interior Noise Levels*.

C(2) – Conditionally Compatible: Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction that brings interior noise levels to 45 dB. Land uses that have conventionally constructed structures and/or involve outdoor activities that would be disrupted by noise must be avoided. See Policy NP-6, *Interior Noise Levels*.

a = Parcel is located within the 2010 noise contours in the current CLUP.

SOURCE: El Dorado County Parcel Database, 2016; City of South Lake Tahoe, 2018.

4.2.2 Potential for Displacement Due to Safety Policies

Table 4-3 presents information regarding vacant parcels located within Safety Zones 2. One vacant parcel within the Sierra Tract Plan Area is located within Safety Zone 2 (Parcel 28). This parcel is also located in Safety Zone 2 under the current CLUP. As shown in Table 4-3, there are numerous land uses that would be considered conditionally compatible in Safety Zone 2. These range from local public health and safety facilities to runoff control. Three of these uses, local public health and safety facilities, churches, and participant sports facilities, are considered incompatible under the current CLUP and therefore, would not be considered displaced under the policies in the Draft ALUCP. As pertains to the remaining uses, considering the residential nature of the surrounding development, it is unlikely that many, if not most of these land uses would not be developed in this location.

Land uses that would be considered incompatible in Safety Zone 2 include public utility centers and day care centers/pre-schools. Per the safety compatibility criteria in the CLUP, these uses are currently incompatible. Accordingly, these uses would not be considered displaced due to the policies in the Draft ALUCP.

TABLE 4-3
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SOUTH LAKE TAHOE – SAFETY ZONE 2

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
28	031-143-07 ^a	5,006	1,437	Sierra Tract	Public Utility Centers; Day care centers/pre-schools	N
					Local public health and safety facilities; Churches	C1
					Transit stations and terminals; Pipelines and power transmission; Transmission and receiving facilities	C1; C2
					Participant sports facilities; Day use areas; Riding and hiking trails	C1; C3; C4
					Reforestation; Early successional vegetation management; structural and nonstructural fish/wildlife habitat management; Fire detection and suppression; Fuels treatment management; Insect and disease suppression; sensitive and uncommon plant management; Erosion control; Stream Environmental Zone restoration; Runoff control	C4

TABLE 4-3
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SOUTH LAKE TAHOE – SAFETY ZONE 2

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
NOTES:						
1 N: Incompatible Land Use.						
2 C1: Conditionally Compatible - Use compatible only if it does not exceed maximum non-residential intensity limits as provided in Table 4-2 in the Draft ALUCP..						
2 C2: Conditionally Compatible - No building, structures, fences, above ground transmission lines or storage of flammable or explosive material above ground, and uses resulting in a gathering of more than one (1) persons per acre at any one time.						
3 C3: Conditionally Compatible - No high intensity use of facilities, such as structured playgrounds, ball fields or picnic pavilions.						
4 C4: Conditionally Compatible - Uses compatible only if they do not result in a possibility of creating ground fog type conditions or result in a bird hazard.						
a = Parcel is located within or intersected by Safety Zone 2 in the current CLUP.						
SOURCE: El Dorado County Parcel Database, 2016; City of South Lake Tahoe, 2018.						

Table 4-4 identifies nine vacant parcels in Safety Zone 3. Eight of these parcels (Parcels 39, 40, 41, 42, 43, 44, 45, and 46) are located in the Winnemucca Plan Area and one parcel (Parcel 38) is located in the Tahoe Valley Area Plan - Town Center - Health Care (TC-HC) land use district. Under the current CLUP, all nine of these parcels are located in the existing Safety Zone 3. There are numerous conditionally compatible land uses applicable to those parcels located in the Winnemucca Plan Area,. These range from local public health and safety facilities to runoff control. Land uses that would be considered incompatible in Safety Zone 3 include public utility centers and day care centers/pre-schools. Both of these uses are considered compatible in this location under the current CLUP. Accordingly, these uses would be potentially displaced from an estimated 40,018 square feet of area within Safety Zone 3.

Conditionally compatible non-residential uses for the parcel located in the Tahoe Valley Area Plan - Town Center - Health Care (TC-HC) land use district include health care services, secondary storage, parking lots, cultural facilities, government offices, local public health and safety facilities, religious assembly, social service organizations, pipelines and power transmission, transit stations and terminals, transmission and receiving facilities, day use areas, recreation centers, riding and hiking trails, tree farms, vegetation resource management, water quality improvements and watershed management, and wildlife and fisheries resource management.

Non-residential land uses that would be considered incompatible in Safety Zone 3 include hotel, motel, and other transient dwelling units, schools - business and vocational, airfields, landing strips & heliports, daycare centers/preschool, and hospitals. All these uses are considered compatible in this location under the current CLUP. Accordingly, it is estimated that these uses would be potentially displaced from an estimated 7,449 square feet of area within Safety Zone 3.

TABLE 4-4
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SOUTH LAKE TAHOE – SAFETY ZONE 3

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
42	023-372-17 ^b	35,104	10,585	Winnemucca	Public Utility Centers; Day care centers/pre-schools	N
45	031-300-02 ^b	23,442	5,078		Participant sports facilities; Day use areas; Riding and hiking trails	C1; C3; C4
46	031-300-06 ^b	17,953	5,254			
39	031-300-07 ^b	22,181	5,118		Local public health and safety facilities; Churches	C1
40	023-362-08 ^b	8,501	2,614		Transit stations and terminals; Pipelines and power transmission; Transmission and receiving facilities	C1; C2
41	023-372-07 ^b	12,131	3,659			
44	023-393-25 ^b	13,955	4,182		Reforestation; Early successional vegetation management; structural and nonstructural fish/wildlife habitat management; Fire detection and suppression; Fuels treatment management; Insect and disease suppression; sensitive and uncommon plant management; Erosion control; Stream Environmental Zone restoration; Runoff control	C4
43	023-393-24 ^b	11,855	3,528			
38	023-393-32 ^b	24,891	7,449	Tahoe Valley Area Plan - Town Center - Health Care (TC-HC)	Hotel, motel, and other transient dwelling units; Schools - business and vocational; Airfields, Landing Strips & Heliports ¹ ; Daycare Centers/Preschool; Hospitals ¹	N
					Health Care Services; Secondary Storage; Parking Lots ¹ ; Cultural Facilities; Government Offices; Local Public Health and Safety Facilities ¹ ; Religious Assembly	C1
					Social Service Organizations	C6
					Pipelines and power transmission; Transit stations and terminals; Transmission and receiving facilities	C1; C2
					Day Use Areas; Recreation Centers; Riding and Hiking Trails	C1; C3; C4
					Tree Farms; Vegetation Resource Management; Water Quality Improvements and Watershed Management; Wildlife and Fisheries Resource Management	C4

TABLE 4-4
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SOUTH LAKE TAHOE – SAFETY ZONE 3

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
NOTES:						
1 N: Incompatible Land Use.						
2 C1: Use compatible only if it does not exceed maximum non-residential intensity limits as provided in Table 4-2 in the Draft ALUCP.						
2 C2: Conditionally Compatible - No building, structures, fences, above ground transmission lines or storage of flammable or explosive material above ground, and uses resulting in a gathering of more than one (1) persons per acre at any one time.						
3 C3: Conditionally Compatible - No high intensity use of facilities, such as structured playgrounds, ball fields or picnic pavilions.						
4 C4: Conditionally Compatible - Uses compatible only if they do not result in a possibility of creating ground fog type conditions or result in a bird hazard.						
5 C5: Conditionally Compatible - Multiple-family dwellings, employee housing, multi-person dwellings shall be allowed as infill development only subject to Policy SP-6, <i>Infill Uses</i> .						
6 C4: Conditionally Compatible - Facilities such as homeless shelters may increase average intensity of people during nighttime hours (6:00 p.m. to 6:00 a.m.) up to 100% of the (maximum non-residential intensity						
b = Parcel is located within or intersected by Safety Zone 3 in the current CLUP.						
SOURCE: El Dorado County Parcel Database, 2016; City of South Lake Tahoe, 2018.						

Table 4-5 identifies 24 vacant parcels in Safety Zone 4. Five parcels (Parcels 06, 07, 08, 11, and 12) are located in the Highland Woods Plan Area, four parcels (Parcels 13, 14, 15, and 17) in the Highland Woods Special Area #1, nine parcels (Parcels 19, 20, 21, 22, 23, 24, 25, 26, and 27) in the Sierra Tract Plan Area, four parcels (Parcels 33, 34, 35, and 36) in the Sierra Tract Special Area #1, and two parcels (Parcels 31 and 32) in the Sierra Tract – Commercial Plan Area. All 24 of these parcels are located in Safety Zone 2 under the current CLUP. Excluding the Sierra Tract – Commercial Plan Area, the land uses identified as conditionally compatible in Safety Zone 4 are the same as those identified in Safety Zones 2 and 3. Land uses that would be considered incompatible in Safety Zone 4 are also the same as those identified as incompatible in Safety Zones 2 and 3. These land uses include public utility centers and day care centers/pre-schools. Per the safety compatibility criteria in the current CLUP, under existing conditions these uses are incompatible. Accordingly, these uses would not be considered displaced by the policies in the Draft ALUCP.

Two parcels (Parcels 31 and 32) in Safety Zone 4 are located in the Sierra Tract – Commercial Plan Area. There are several non-residential land uses identified as conditionally compatible in Safety Zone 4 ranging from eating and drinking places to stream environmental zone restoration, and runoff control. Several of these uses, including eating and drinking places, food and beverage retail sales, general merchandise stores, auto repair and service, laundries and dry cleaning plant, churches, cultural facilities, government offices, local post office, local public health and safety facilities, membership organizations, social service organizations and participant sports facilities are considered incompatible under the current CLUP. However, these uses would not be considered displaced by the policies in the Draft ALUCP.

Non-residential land uses in the Sierra Tract – Commercial Plan Area considered incompatible in Safety Zone 4 include bed and breakfast facilities, hotel, motel, and other transient dwelling units, time sharing (hotel/motel design), time sharing (residential design), schools - business and

vocational, day care centers/pre-schools, public utility centers, and schools - kindergarten through secondary. Per the safety compatibility criteria in the current CLUP, under existing conditions these uses are incompatible. Accordingly, these uses would not be considered displaced by the policies in the Draft ALUCP.

TABLE 4-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SOUTH LAKE TAHOE – SAFETY ZONE 4

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
06	031-313-14	6,378	1,960	Highland Woods	Public Utility Centers; Day care centers/pre-schools	N
07	031-313-15	6,362	1,960		Local public health and safety facilities	C1
12	031-344-07	6,089	1,830		Transit stations and terminals; Pipelines and power transmission; Transmission and receiving facilities	C1; C2
08	031-314-10	6,457	1,960		Participant sports facilities; Day use areas; Riding and hiking trails	C1; C3; C4
11	031-344-05	6,092	1,830		Reforestation; Early successional vegetation management; structural and nonstructural fish/wildlife habitat management; Fire detection and suppression; Fuels treatment management; Insect and disease suppression; sensitive and uncommon plant management; Erosion control; Stream Environmental Zone restoration; Runoff control	C4
14	031-252-04	8,086	2,483	Highland Woods - Special Area #1	Public Utility Centers; Day care centers/pre-schools	N
17	031-290-12	90,612	27,181		Multiple-Family Dwelling	C5
15	031-256-02	6,179	1,830		Local public health and safety facilities	C1
13	031-030-36	73,386	21,954		Transit stations and terminals; Pipelines and power transmission; Transmission and receiving facilities	C1; C2
					Participant sports facilities; Day use areas; Riding and hiking trails	C1; C3; C4

TABLE 4-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SOUTH LAKE TAHOE – SAFETY ZONE 4

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
14	031-252-04	8,086	2,483	Highland Woods - Special Area #1	Reforestation; Early successional vegetation management; structural and nonstructural fish/wildlife habitat management; Fire detection and suppression; Fuels treatment management; Insect and disease suppression; sensitive and uncommon plant management; Erosion control; Stream Environmental Zone restoration; Runoff control	C4
17	031-290-12	90,612	27,181			
15	031-256-02	6,179	1,830			
13 (cont.)	031-030-36	73,386	21,954			
20	031-113-13	4,999	48	Sierra Tract	Public Utility Centers; Day care centers/pre-schools	N
23	031-114-04	5,016	1,568		Local public health and safety facilities; Churches	C1
24	031-114-11	4,999	1,437			
21	031-114-01	4,999	1,437		Transit stations and terminals; Pipelines and power transmission; Transmission and receiving facilities	C1; C2
25	031-114-13	5,003	1,437			
27	031-114-16	4,999	1,437			
19	031-112-20	5,006	201		Participant sports facilities; Day use areas; Riding and hiking trails	C1; C3; C4
22	031-114-03	4,988	1,437			
26	031-114-14	5,014	1,568		Reforestation; Early successional vegetation management; structural and nonstructural fish/wildlife habitat management; Fire detection and suppression; Fuels treatment management; Insect and disease suppression; sensitive and uncommon plant management; Erosion control; Stream Environmental Zone restoration; Runoff control	C4
33	031-063-05	4,792	1,437	Sierra Tract - Special Area #1	Public Utility Centers; Day care centers/pre-schools	N
35	031-075-01	4,792	1,437		Multiple-Family Dwelling	C5
36	031-076-09	4,792	1,437			
34	031-074-10	4,792	1,437		Local public health and safety facilities; Churches	C1
					Transit stations and terminals; Pipelines and power transmission; Transmission and receiving facilities	C1; C2
					Participant sports facilities; Day use areas; Riding and hiking trails	C1; C3; C4

TABLE 4-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SOUTH LAKE TAHOE – SAFETY ZONE 4

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
33	031-063-05	4,792	1,437	Sierra Tract - Special Area #1	Reforestation; Early successional vegetation management; structural and nonstructural fish/wildlife habitat management; Fire detection and suppression; Fuels treatment management; Insect and disease suppression; sensitive and uncommon plant management; Erosion control; Stream Environmental Zone restoration; Runoff control	C4
35	031-075-01	4,792	1,437			
36	031-076-09	4,792	1,437			
34 (cont.)	031-074-10	4,792	1,437			
31	031-290-01	32,438	9,670	Sierra Tract Commercial	Employee housing; Mobile home dwelling; Nursing and personal care; Residential care; Bed and Breakfast facilities; Hotel, motel, and other transient dwelling units; Time sharing (hotel/motel design); Time sharing (residential design); Schools - business and vocational; Day care centers/pre-schools; Public utility centers; Schools - kindergarten through secondary	N
32	031-290-29	40,937	12,284		Multiple-Family Dwelling	C5
					Eating and drinking places; Food and beverage retail sales; General merchandise stores; Amusements and recreation services; Outdoor amusements; Animal husbandry services; Auto repair and service; Broadcasting studios; Business support services; Contract construction services; Financial services; Health care services; Laundries and dry cleaning plant; Personal services; Professional office; Repair services; Secondary storage; Printing and publishing; Small scale manufacturing; Vehicle storage & parking; Warehousing; Churches; Cultural facilities; Government offices; Local assembly and entertainment; Local post office; Local public health and safety facilities; Membership organizations	C1
					Social Service Organizations	C6
					Transit stations and terminals; Pipelines and power transmission; Transmission and receiving facilities	C1; C2

TABLE 4-5
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SOUTH LAKE TAHOE – SAFETY ZONE 4

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
31	031-290-01	32,438	9,670	Sierra Tract Commercial	Participant sports facilities; Outdoor recreation concessions; Day use areas; Riding and hiking trails; Visitor information centers	C1; C3; C4
32 (cont.)	031-290-29	40,937	12,284		Reforestation; Early successional vegetation management; structural and nonstructural fish/wildlife habitat management; Fire detection and suppression; Fuels treatment management; Insect and disease suppression; sensitive and uncommon plant management; Erosion control; Stream Environmental Zone restoration; Runoff control	C4

NOTES:

- 1 N: Incompatible Land Use.
- 2 C1: Use compatible only if it does not exceed maximum non-residential intensity limits as provided in Table 4-2 in the Draft ALUCP.
- 2 C2: Conditionally Compatible - No building, structures, fences, above ground transmission lines or storage of flammable or explosive material above ground, and uses resulting in a gathering of more than one (1) persons per acre at any one time.
- 3 C3: Conditionally Compatible - No high intensity use of facilities, such as structured playgrounds, ball fields or picnic pavilions.
- 4 C4: Conditionally Compatible - Uses compatible only if they do not result in a possibility of creating ground fog type conditions or result in a bird hazard.
- 5 C5: Conditionally Compatible - Multiple-family dwellings, employee housing, multi-person dwellings shall be allowed as infill development only subject to Policy SP-6, *Infill Uses*.
- 6 C6: Conditionally Compatible - Facilities such as homeless shelters may increase average intensity of people during nighttime hours (6:00 p.m. to 6:00 a.m.) up to 100% of the (maximum non-residential intensity

a = Parcel is located within or intersected by Safety Zone 2 in the current CLUP.

SOURCE: El Dorado County Parcel Database, 2016; City of South Lake Tahoe, 2018.

Table 4-6 identifies two vacant parcels in Safety Zone 5. These parcels (Parcels 113 and 114) are located in the Airport Plan Area. Both of these parcels are located in Safety Zone 3 under the current CLUP. The land uses identified as conditionally compatible in Safety Zone 5 include transit stations and terminals, pipelines and power transmission, transmission and receiving facilities, reforestation, early successional vegetation management, structural and nonstructural fish/wildlife habitat management, fire detection and suppression, fuels treatment management, insect and disease suppression, sensitive and uncommon plant management, erosion control, Stream Environmental Zone restoration, and runoff control.

Numerous land uses in all categories are considered incompatible. Excluding privately owned assembly and entertainment (capacity > 300 people), public owned assembly and entertainment (> 300 people), collection stations, and sport assembly, all other uses identified as incompatible in the Draft ALUCP are considered compatible under the current CLUP. Accordingly, these uses would be potentially displaced from an estimated 138,352 square feet of area within Safety Zone 5.

TABLE 4-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SOUTH LAKE TAHOE – SAFETY ZONE 5

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
113	032-100-05 ^b	367,142	66,245	Airport	Bed and Breakfast facilities, Time sharing (hotel/motel design), Hotel, motel, and other transient dwelling units, Time sharing (residential design), Auto, mobile home and vehicle dealers, Building materials and hardware, Nursery, Outdoor retail sales, Furniture, home furnishings and equipment, Mail order and vending, General merchandise stores, Food and beverage retail sales, Eating and drinking places, Service stations, Amusements and recreation services, Outdoor amusements, Privately owned assembly and entertainment (capacity > 300 people), Animal husbandry services, Personal services, Professional office, Broadcasting studios, Repair services, Business support services, Contract construction services, Financial services, Secondary storage, Health care services, Laundries and dry cleaning plant, Auto repair and service, Sales lots, Schools - business and vocational, Fuel and ice dealers, Batch plants, Printing and publishing, Food and kindred products, Recycling and scrap, Small scale manufacturing, Industrial services, Warehousing, Vehicle and freight terminals, Wholesale and distribution, Vehicle storage & parking, Storage yards, Airfields, landing strips and heliports (new non-emergency sites prohibited), Power generating, Local public health and safety facilities, Religious assembly, Regional public health and safety facilities, Schools - college, Local assembly and entertainment (≤ 300 people), Social service organizations, Public Utility Centers, Day care centers/pre-schools, Hospitals, Public owned assembly and entertainment (> 300 people), Collection Stations, Schools - kindergarten through secondary, Beach recreation, Boat launching facilities, Marinas, Outdoor recreation concessions, Cross country ski courses, Day use areas, Riding and hiking trails, Ski facilities, Rural sports, Snowmobile courses, Off-road vehicle courses, Visitor information centers,	N
114	032-230-03 ^b	534,807	72,107			

TABLE 4-6
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – SOUTH LAKE TAHOE – SAFETY ZONE 5

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
113	032-100-05 ^b	367,142	66,245	Airport	Participant sports facilities, Recreation centers, Recreational vehicle parks, Developed campgrounds, Golf courses, Group facilities, Sport assembly, Undeveloped campgrounds	N
114 (cont.)	032-230-03 ^b	534,807	72,107		Transit stations and terminals; Pipelines and power transmission; Transmission and receiving facilities	C1; C2
					Reforestation; Early successional vegetation management; structural and nonstructural fish/wildlife habitat management; Fire detection and suppression; Fuels treatment management; Insect and disease suppression; sensitive and uncommon plant management; Erosion control; Stream Environmental Zone restoration; Runoff control	C4

NOTES:

- 1 N: Incompatible Land Use.
- 2 C1: Conditionally Compatible - Use compatible only if it does not exceed maximum non-residential intensity limits as provided in Table 4-2 in the Draft ALUCP.
- 2 C2: Conditionally Compatible - No building, structures, fences, above ground transmission lines or storage of flammable or explosive material above ground, and uses resulting in a gathering of more than one (1) persons per acre at any one time.
- 3 C3: Conditionally Compatible - No high intensity use of facilities, such as structured playgrounds, ball fields or picnic pavilions.
- 4 C4: Conditionally Compatible - Uses compatible only if they do not result in a possibility of creating ground fog type conditions or result in a bird hazard.
- 5 C5: Conditionally Compatible - Multiple-family dwellings, employee housing, multi-person dwellings shall be allowed as infill development only subject to Policy SP-6, *Infill Uses*.
- 6 C6: Conditionally Compatible - Facilities such as homeless shelters may increase average intensity of people during nighttime hours (6:00 p.m. to 6:00 a.m.) up to 100% of the (maximum non-residential intensity
- 6 C7: Conditionally Compatible - No building, structures, fences, above ground transmission lines or storage of flammable or explosive material above ground, and uses resulting in a gathering of more than one (1) persons per acre at any one time.

b = Parcel is located within or intersected by Safety Zone 3 in the current CLUP.

SOURCE: El Dorado County Parcel Database, 2016; City of South Lake Tahoe, 2018.

4.3 Unincorporated Eldorado County

The following sections discuss the potential for displacement due to noise and safety policies in the Draft ALUCP for those areas of unincorporated El Dorado County within Review Area 1.

4.3.1 Potential for Displacement Due to Noise Policies

Table 4-7 presents information regarding vacant parcels within Review Area 1 that will be exposed to aircraft noise of CNEL 55 dB and higher in 2038. The parcels identified are located in the Tahoe Paradise – Meadowvale, and Airport Plan Areas. The majority of non-residential land uses in the Plan Areas that fall within the CNEL 55 dB to 60 dB contour are considered

compatible per the criteria provided in the Draft ALUCP. Table 4-7 identifies the land uses that would be considered conditionally compatible in areas exposed to noise levels of CNEL 55 dB to 60 dB provided the building structure is capable of attenuating exterior noise levels to an interior noise level of CNEL 45 dB or lower. These uses include day care centers/pre-schools in the Tahoe Paradise – Meadowvale Plan Areas and cultural facilities and day care centers/pre-schools in the Airport Plan Area. Displacement of nonresidential land uses is not anticipated as a result of implementation of the noise policies contained in the updated ALUCP.

TABLE 4-7
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – EL DORADO COUNTY - CNEL 55-60 dB

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
76	033-291-04	13,939	374	Tahoe Paradise - Meadowvale	Day care centers/pre-schools	C(1)
77	033-292-11	10,019	2,024	Tahoe Paradise - Meadowvale	Day care centers/pre-schools	C(1)
78	033-292-12	10,019	2,004	Tahoe Paradise - Meadowvale	Day care centers/pre-schools	C(1)
71	033-214-01	10,454	2,091	Tahoe Paradise - Meadowvale	Day care centers/pre-schools	C(1)
75	033-234-03	16,117	2,327	Tahoe Paradise - Meadowvale	Day care centers/pre-schools	C(1)
72	033-232-05	10,454	2,614	Tahoe Paradise - Meadowvale	Day care centers/pre-schools	C(1)
74	033-233-23	11,761	1,670	Tahoe Paradise - Meadowvale	Day care centers/pre-schools	C(1)
73	033-233-01	12,197	3,049	Tahoe Paradise - Meadowvale	Day care centers/pre-schools	C(1)
47	033-131-04	180,774	1,826	Airport	cultural facilities; day care centers/ preschools	C(1)
50	033-151-10	32,670	8,475	Airport	cultural facilities; day care centers/ preschools	C(1)
49	033-151-02	32,234	6,576	Airport	cultural facilities; day care centers/ preschools	C(1)
48	033-132-03	43,996	8,218	Airport	cultural facilities; day care centers/ preschools	C(1)
51	033-152-02	44,867	2,921	Airport	cultural facilities; day care centers/ preschools	C(1)

NOTES:

TABLE 4-7
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – EL DORADO COUNTY - CNEL 55-60 dB

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
^a C(1) – Conditionally Compatible: The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the condition that outdoor activities are minimal and construction features which provide sufficient noise attenuation (i.e., reduce interior noise levels to 45 dB) are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged. See Policy NP-6, <i>Interior Noise Levels</i> .						
SOURCE: El Dorado County Parcel Database, 2016; City of South Lake Tahoe, 2018.						

Table 4-8 presents information regarding a vacant parcel (Parcel 115) within Review Area 1 that will be exposed to aircraft noise of CNEL 65 dB to 70 dB in 2038. Parcel 115 is located in the Airport Plan Area and partially within the CNEL 55 dB to 60 dB, 60 dB to 65 dB, and 65 dB to 70 dB contours. Accordingly, the parcel is subject to the compatibility criteria for the CNEL 65 dB to 70 dB contour. As shown in Table 4-8, numerous uses in the Tourist Accommodation, Commercial, Public Service, and Indoor Recreation land use categories are considered conditionally compatible in areas within the CNEL 65 dB to 70 dB contour. As the applicable condition pertains to attenuating interior noise levels to 45 dB, achievable during unit construction, land uses identified as conditionally compatible are not considered displaced for purposes of this analysis.

TABLE 4-8
POTENTIAL DISPLACEMENT - SOUTH LAKE TAHOE - CNEL 60-65 dB

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
115	033-110-09 ^a	693,286	59,778	Airport	Hotel, motel, and other transient dwelling units, eating and drinking places, food and beverage retail sales, furniture, home furnishings and equipment, general merchandise stores, outdoor retail sales, broadcasting studios, professional offices, Business and vocational schools, food and kindred products, churches, government offices, local assembly and entertainment, local post office, local public health and safety facilities, membership organizations, regional public health and safety facilities, social service organizations	C(1)

TABLE 4-8
POTENTIAL DISPLACEMENT - SOUTH LAKE TAHOE - CNEL 60-65 dB

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
115 (cont.)	033-110-09 ^a	693,286	59,778	Airport	Cultural facilities (libraries, museums), day care centers/preschools, Visitor information centers	C(2)

NOTES:

C(1) – Conditionally Compatible: The indicated noise exposure will cause moderate interference with outdoor activities and with indoor activities when windows are open. The land use is acceptable on the condition that outdoor activities are minimal and construction features which provide sufficient noise attenuation (i.e., reduce interior noise levels to 45 dB) are used (e.g., installation of air conditioning so that windows can be kept closed). Under other circumstances, the land use should be discouraged. See Policy NP-6, *Interior Noise Levels*.

C(2) – Conditionally Compatible: Noise will create substantial interference with both outdoor and indoor activities. Noise intrusion upon indoor activities can be mitigated by requiring special noise insulation construction that brings interior noise levels to 45 dB. Land uses that have conventionally constructed structures and/or involve outdoor activities that would be disrupted by noise must be avoided. See Policy NP-6, *Interior Noise Levels*.

a = Parcel is located within the 2010 noise contours in the current CLUP.

SOURCE: El Dorado County Parcel Database, 2016; City of South Lake Tahoe, 2018.

4.3.2 Potential for Displacement Due to Safety Policies

Tables 4-9 presents information regarding vacant parcels located within Safety Zone 2. As shown in Table 4-9, there are 17 vacant parcels (Parcels 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 91, and 93) in the Tahoe Paradise-Meadowvale Plan Area and one vacant parcel (Parcel 55) in the Country Club Meadow Plan Area that are located in Safety Zone 2. Ten of the 17 parcels in the Tahoe Paradise-Meadowvale Plan Area are located in Safety Zone 2 under the current CLUP. The other seven parcels (Parcels 76, 77, 80, 82, 85, 91, and 93) are located outside the safety zones in the current CLUP. The parcel (Parcel 55) in the Country Club Meadow Plan Area is located in Safety Zone 3 under the current CLUP.

There are numerous land uses in both the Country Club Meadow and Tahoe Paradise-Meadowvale Plan Areas that are conditionally compatible in Safety Zone 2. These range from local public health and safety facilities to runoff control. Considering the residential nature of the surrounding development, it is unlikely that many, if not most of these land uses would be developed in this location.

As shown in Table 4-9, non-residential land uses in both the Country Club Meadow and Tahoe Paradise-Meadowvale Plan Areas that would be considered incompatible in Safety Zone 2 under the Draft ALUCP include public utility centers and day care centers/pre-schools. Per the safety compatibility criteria in the current CLUP, these uses are incompatible in Safety Zone 2. However, there is no potential for displacement of these uses on these parcels. There is the potential for displacement under the Draft ALUCP on the seven parcels located outside Safety Zone 2 under the current CLUP. Taking into account the lot coverage under the Bailey system, three of these parcels (Parcels 76, 85, and 91) lack sufficient area for development. Accordingly,

there is potential for displacement of these uses on approximately 10,600 square feet of area on the other four parcels (Parcels 77, 80, 82, and 93).

The parcel in the Country Club Meadow Plan Area (Parcel 55) is located in Safety Zone 3 under the current CLUP. Both public utility centers and day care centers/pre-schools are considered compatible under the current CLUP. However, taking into account the lot coverage under the Bailey system, there is insufficient area for development on this parcel and thus no potential for displacement.

TABLE 4-9
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – EL DORADO COUNTY – SAFETY ZONE 2

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
71	033-214-01 ^a	10,385	2,091	Tahoe Paradise - Meadowvale	Public Utility Centers; Day care centers/pre-schools	N
72	033-232-05 ^a	10,396	2,614			
73	033-233-01 ^a	12,182	3,049			
74	033-233-23 ^a	11,656	1,670		Local public health and safety facilities; local post office	C1
75	033-234-03 ^a	16,044	2,327			
76	033-291-04 ^a	13,949	374			
77	033-292-11 ^a	10,132	2,024		Transit stations and terminals; Pipelines and power transmission; Transmission and receiving facilities	C1; C2
78	033-292-12 ^a	10,050	2,004			
79	033-304-02 ^a	10,130	2,457			
80	033-732-05	23,509	4,808			
81	033-734-06 ^a	8,232	1,890		Participant sports facilities; Day use areas; Riding and hiking trails	C1; C3; C4
82	033-735-06 ^a	10,811	1,416			
83	033-736-10 ^a	13,936	139			
84	033-736-12 ^a	11,379	888			
85	033-751-03	9,614	650			
91	033-292-08 ^b	10,230	859			
93	033-304-07 ^a	11,974	2,352			

TABLE 4-9
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – EL DORADO COUNTY – SAFETY ZONE 2

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
71	033-214-01 ^a	10,385	2,091	Tahoe Paradise - Meadowvale	Reforestation; Early successional vegetation management; structural and nonstructural fish/wildlife habitat management; Fire detection and suppression; Fuels treatment management; Insect and disease suppression; sensitive and uncommon plant management; Erosion control; Stream Environmental Zone restoration; Runoff control	C4
72	033-232-05 ^a	10,396	2,614			
73	033-233-01 ^a	12,182	3,049			
74	033-233-23 ^a	11,656	1,670			
75	033-234-03 ^a	16,044	2,327			
76	033-291-04 ^a	13,949	374			
77	033-292-11 ^a	10,132	2,024			
78	033-292-12 ^a	10,050	2,004			
79	033-304-02 ^a	10,130	2,457			
80	033-732-05	23,509	4,808			
81	033-734-06 ^a	8,232	1,890			
82	033-735-06 ^a	10,811	1,416			
83	033-736-10 ^a	13,936	139			
84	033-736-12 ^a	11,379	888			
85	033-751-03	9,614	650			
91	033-292-08 ^b	10,230	859			
93 (cont.)	033-304-07 ^a	11,974	2,352			
55	033-191-06 ^b	50,347	505	Country Club Meadow	Public Utility Centers; Day Care Centers/Pre-Schools	N
					Local Public Health And Safety Facilities; Local Post Office	C1
					Transit Stations And Terminals; Pipelines And Power Transmission; Transmission And Receiving Facilities	C1; C2
					Participant Sports Facilities; Day Use Areas; Riding And Hiking Trails	C1; C3; C4

NOTES:

- 1 N: Incompatible Land Use.
- 2 C1: Use compatible only if it does not exceed maximum non-residential intensity limits as provided in Table 4-2 in the Draft ALUCP.
- 2 C2: Conditionally Compatible - No building, structures, fences, above ground transmission lines or storage of flammable or explosive material above ground, and uses resulting in a gathering of more than one (1) persons per acre at any one time.
- 3 C3: Conditionally Compatible - No high intensity use of facilities, such as structured playgrounds, ball fields or picnic pavilions.
- 4 C4: Conditionally Compatible - Uses compatible only if they do not result in a possibility of creating ground fog type conditions or result in a bird hazard.

a = Parcel is located within or intersected by Safety Zone 2 in the current CLUP.

b = Parcel is located within or intersected by Safety Zone 3 in the current CLUP.

SOURCE: El Dorado County Parcel Database, 2016; City of South Lake Tahoe, 2018.

Table 4-10 identifies 26 vacant parcels in Safety Zone 3. Twenty of these parcels (Parcels 90, 92, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, and 111) are located in the Tahoe Paradise - Meadowvale Plan Area and six of these parcels (Parcels 52, 53, 54, 55, 56, and 57) are located in the Country Club Meadow Plan Area. All of these parcels are located in Safety Zone 3 in the current CLUP.

For those parcels located in the Country Club Meadow Plan Area, there are numerous conditionally compatible land uses. These range from domestic animal raising to runoff control. Public utility centers are considered incompatible in Safety Zone 3. This land use is considered compatible under the current CLUP. However, under the maximum lot coverage allowed under the Bailey system, only four parcels (Parcels 52, 53, 54, and 57) would have area large enough to develop one of these uses (Parcels 55 and 56 have less than 1,000 square feet of developable area). Accordingly, these uses would be potentially displaced from an estimated 10,977 square feet of area within Safety Zone 3.

Conditionally compatible non-residential land uses in the portions of the Tahoe Paradise – Meadowvale Plan Area located in Safety Zone 3 would be the same as those identified in Safety Zone 2, above. Similarly, incompatible land uses would also be the same (public utilities and day care centers/preschools). Both public utility centers and day care centers/pre-schools are considered compatible under the current CLUP. Accordingly, taking into account the maximum lot coverage allowed under the Bailey system, there is potential for displacement on 19 parcels (Parcel 90 would not have enough developable area). Therefore, these uses would be potentially displaced from an estimated 43,593 square feet of area within Safety Zone 3.

TABLE 4-10
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – EL DORADO COUNTY – SAFETY ZONE 3

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
52	033-160-06 ^b	40,845	1,654	Country Club Meadow	Public utility centers	N
53	033-160-07 ^b	67,747	5,212		Domestic animal raising	C1
54	033-160-08 ^b	68,236	2,674		Transit stations and terminals; Pipelines and power transmission; Transmission and receiving facilities	C1; C2
55	033-191-06 ^b	50,347	505			
56	033-191-07 ^b	82,169	823			
57	033-223-06 ^b	143,930	1,437		Local public health and safety facilities; local post office	C1
					Cross country ski courses; day use areas; riding and hiking trails; participant sports; developed campgrounds; outdoor recreation concessions; rural sports; group facilities; golf courses; snowmobile courses; Visitor information centers	C1, C3, C4

TABLE 4-10
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – EL DORADO COUNTY – SAFETY ZONE 3

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
52	033-160-06 ^b	40,845	1,654	Country Club Meadow	farm/ranch accessory structures; grazing; range pasture management; Range improvement; fire detection and suppression; fuels treatment; insect and disease suppression; prescribed fire management; sensitive plant management; uncommon plant community management; Fire detection and suppression; Fuels treatment management; Insect and disease suppression; sensitive and uncommon plant management	C4, C7
53	033-160-07 ^b	67,747	5,212			
54	033-160-08 ^b	68,236	2,674			
55	033-191-06 ^b	50,347	505			
56	033-191-07 ^b	82,169	823			
57 (cont.)	033-223-06 ^b	143,930	1,437			
					Reforestation; Tree farms; Early successional vegetation management; structural and nonstructural fish/wildlife habitat management; Erosion control; Stream Environmental Zone restoration; Runoff control	C4
90	033-291-10 ^b	11,679	118	Tahoe Paradise - Meadowvale	Public Utility Centers; Day care centers/pre-schools	N
92	033-302-03 ^b	12,839	2,526			
94	081-041-10 ^b	9,406	2,352		Local public health and safety facilities; local post office	C1
95	081-042-01 ^b	10,047	2,004			
96	081-042-07 ^b	14,686	2,962		Transit stations and terminals; Pipelines and power transmission; Transmission and receiving facilities	C1; C2
97	081-042-12 ^b	9,954	2,004			
98	081-042-21 ^b	10,170	2,004		Participant sports facilities; Day use areas; Riding and hiking trails	C1; C3; C4
99	081-042-27 ^b	10,671	2,178			
100	081-043-12 ^b	8,677	1,742			
101	081-043-13 ^b	8,328	1,655		Reforestation; Early successional vegetation management; structural and nonstructural fish/wildlife habitat management; Fire detection and suppression; Fuels treatment management;	C4
102	081-051-01 ^b	14,720	2,962			
103	081-051-05 ^b	24,013	4,792			
104	081-052-02 ^b	12,335	2,439			
105	081-052-05 ^b	8,119	1,655			
106	081-053-07 ^b	11,226	2,265			
107	081-054-05 ^b	9,342	1,830			
108	081-061-01 ^b	17,337	2,492			
109	081-062-02 ^b	9,929	2,004			
110	081-062-12 ^b	9,182	1,985			
111	081-062-15 ^b	8,804	1,742			

TABLE 4-10
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – EL DORADO COUNTY – SAFETY ZONE 3

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
90	033-291-10 ^b	11,679	118	Tahoe Paradise - Meadowvale	Insect and disease suppression; sensitive and uncommon plant management; Erosion control; Stream Environmental Zone restoration; Runoff control	C4
92	033-302-03 ^b	12,839	2,526			
94	081-041-10 ^b	9,406	2,352			
95	081-042-01 ^b	10,047	2,004			
96	081-042-07 ^b	14,686	2,962			
97	081-042-12 ^b	9,954	2,004			
98	081-042-21 ^b	10,170	2,004			
99	081-042-27 ^b	10,671	2,178			
100	081-043-12 ^b	8,677	1,742			
101	081-043-13 ^b	8,328	1,655			
102	081-051-01 ^b	14,720	2,962			
103	081-051-05 ^b	24,013	4,792			
104	081-052-02 ^b	12,335	2,439			
105	081-052-05 ^b	8,119	1,655			
106	081-053-07 ^b	11,226	2,265			
107	081-054-05 ^b	9,342	1,830			
108	081-061-01 ^b	17,337	2,492			
109	081-062-02 ^b	9,929	2,004			
110	081-062-12 ^b	9,182	1,985			
111	081-062-15 ^b	8,804	1,742			

(cont.)

NOTES:

- 1 N: Incompatible Land Use.
- 2 C1: Conditionally Compatible - Use compatible only if it does not exceed maximum non-residential intensity limits as provided in Table 4-2 in the Draft ALUCP.
- 2 C2: Conditionally Compatible - No building, structures, fences, above ground transmission lines or storage of flammable or explosive material above ground, and uses resulting in a gathering of more than one (1) persons per acre at any one time.
- 3 C3: Conditionally Compatible - No high intensity use of facilities, such as structured playgrounds, ball fields or picnic pavilions.
- 4 C4: Conditionally Compatible - Uses compatible only if they do not result in a possibility of creating ground fog type conditions or result in a bird hazard.
- 5 C5: Conditionally Compatible - Multiple-family dwellings, employee housing, multi-person dwellings shall be allowed as infill development only subject to Policy SP-6, *Infill Uses*.
- 6 C6: Conditionally Compatible - Facilities such as homeless shelters may increase average intensity of people during nighttime hours (6:00 p.m. to 6:00 a.m.) up to 100% of the (maximum non-residential intensity
- 6 C7: Conditionally Compatible - No building, structures, fences, above ground transmission lines or storage of flammable or explosive material above ground, and uses resulting in a gathering of more than one (1) persons per acre at any one time.

b = Parcel is located within or intersected by Safety Zone 3 in the current CLUP.

SOURCE: El Dorado County Parcel Database, 2016; City of South Lake Tahoe, 2018.

Table 4-11 identifies 17 vacant parcels in Safety Zone 4. Four of these parcels (Parcels 86, 87, 88, and 89) are located in the Tahoe Paradise (TP) - Meadowvale Plan Area and 13 parcels (Parcels 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, and 70) are located in the Tahoe Paradise – Mandan Plan Area. None of these parcels fall within the safety zones in the current CLUP.

In the Tahoe Paradise – Mandan Plan Area, the land uses identified as conditionally compatible in Safety Zone 4 are the same as those identified in Safety Zones 2 and 3. Land uses that would be considered incompatible in Safety Zone 4 include public utility centers and day care centers/pre-schools. Accordingly, under the maximum lot coverage allowed under the Bailey system, there is potential for displacement on 12 parcels (Parcel 70 would not have enough developable area). Therefore, these land uses would be potentially displaced from an estimated 33,100 square feet of area within Safety Zone 4.

Similarly, in the Tahoe Paradise (TP) – Meadowvale Plan Area, the land uses identified as conditionally compatible in Safety Zone 4 are the same as those identified in Safety Zones 2 and 3. Land uses that would be considered incompatible in Safety Zone 4 include public utility centers and day care centers/pre-schools. Accordingly, under the maximum lot coverage allowed under the Bailey system, there is potential for displacement on three parcels (Parcel 86 would not have enough developable area). Therefore, these land uses would be potentially displaced from an estimated 7,411 square feet of area within Safety Zone 4.

TABLE 4-11
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – EL DORADO COUNTY – SAFETY ZONE 4

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
58	034-081-14	12,565	2,825	Tahoe Paradise - Mandan	Public Utility Centers; Day care centers/pre-schools	N
59	034-081-19	11,692	2,929		Local public health and safety facilities; local post office	C1
60	034-085-04	14,430	3,594		Transit stations and terminals; Pipelines and power transmission; Transmission and receiving facilities	C1; C2
61	034-085-05	14,130	3,262		Participant sports facilities; Day use areas; Riding and hiking trails; Golf courses; Snowmobile Courses	C1; C3; C4
62	034-086-05	12,649	2,526		Reforestation; Early successional vegetation management; structural and nonstructural fish/wildlife habitat management; Fire detection and suppression; Fuels treatment management; Insect and disease suppression; sensitive and uncommon plant management; Erosion control; Stream Environmental Zone restoration; Runoff control	C4
63	034-092-11	9,556	2,396			
64	034-093-01	13,262	2,614			
65	034-093-02	7,811	1,568			
66	034-094-05	12,010	3,049			
67	034-111-04	8,669	1,742			
68	034-112-03	19,785	3,920			
69	034-112-10	13,476	2,675			
70	081-112-09	15,904	161			
87	033-752-11	9,203	1,522	Tahoe Paradise - Meadowvale	Public Utility Centers; Day care centers/pre-schools	N
86	033-752-06	9,178	91		Local public health and safety facilities; local post office	C1
88	034-771-05	8,226	2,483			

TABLE 4-11
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – EL DORADO COUNTY – SAFETY ZONE 4

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
89	081-111-01	14,723	3,406		Transit stations and terminals; Pipelines and power transmission; Transmission and receiving facilities	C1; C2
					Participant sports facilities; Day use areas; Riding and hiking trails	C1; C3; C4
					Reforestation; Early successional vegetation management; structural and nonstructural fish/wildlife habitat management; Fire detection and suppression; Fuels treatment management; Insect and disease suppression; sensitive and uncommon plant management; Erosion control; Stream Environmental Zone restoration; Runoff control	C4

NOTES:

- ¹ N: Incompatible Land Use.
- ² C1: Conditionally Compatible - Use compatible only if it does not exceed maximum non-residential intensity limits as provided in Table 4-2 in the Draft ALUCP.
- ² C2: Conditionally Compatible - No building, structures, fences, above ground transmission lines or storage of flammable or explosive material above ground, and uses resulting in a gathering of more than one (1) persons per acre at any one time.
- ³ C3: Conditionally Compatible - No high intensity use of facilities, such as structured playgrounds, ball fields or picnic pavilions.
- ⁴ C4: Conditionally Compatible - Uses compatible only if they do not result in a possibility of creating ground fog type conditions or result in a bird hazard.
- ⁵ C5: Conditionally Compatible - Multiple-family dwellings, employee housing, multi-person dwellings shall be allowed as infill development only subject to Policy SP-6, *Infill Uses*.
- ⁶ C6: Conditionally Compatible - Facilities such as homeless shelters may increase average intensity of people during nighttime hours (6:00 p.m. to 6:00 a.m.) up to 100% of the (maximum non-residential intensity
- ⁶ C7: Conditionally Compatible - No building, structures, fences, above ground transmission lines or storage of flammable or explosive material above ground, and uses resulting in a gathering of more than one (1) persons per acre at any one time.

SOURCE: El Dorado County Parcel Database, 2016; City of South Lake Tahoe, 2018.

Table 4-12 identifies one vacant parcel (Parcel 115) in the Airport Plan Area in Safety Zone 5. The parcel falls into Safety Zone 3 in the current CLUP. The land uses identified as conditionally compatible in Safety Zone 5 range from transit stations and terminals to runoff control.

Numerous land uses in all categories are considered incompatible in Safety Zone 5. Excluding privately owned assembly and entertainment (capacity > 300 people), public owned assembly and entertainment (> 300 people), collection stations, and sport assembly, all other uses identified as incompatible in the Draft ALUCP are considered compatible under the current CLUP.

Accounting for the maximum lot coverage allowed under the Bailey system, these uses would be potentially displaced from an estimated 59,776 square feet of area within Safety Zone 5.

TABLE 4-12
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – EL DORADO COUNTY – SAFETY ZONE 5

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
115	033-110-09	693,286	59,776	Airport	Bed and Breakfast facilities, Time sharing (hotel/motel design), Hotel, motel, and other transient dwelling units, Time sharing (residential design), Auto, mobile home and vehicle dealers, Building materials and hardware, Nursery, Outdoor retail sales, Furniture, home furnishings and equipment, Mail order and vending, General merchandise stores, Food and beverage retail sales, Eating and drinking places, Service stations, Amusements and recreation services, Outdoor amusements, Privately owned assembly and entertainment (capacity > 300 people), Animal husbandry services, Personal services, Professional office, Broadcasting studios, Repair services, Business support services, Contract construction services, Financial services, Secondary storage, Health care services, Laundries and dry cleaning plant, Auto repair and service, Sales lots, Schools - business and vocational, Fuel and ice dealers, Batch plants, Printing and publishing, Food and kindred products, Recycling and scrap, Small scale manufacturing, Industrial services, Warehousing, Vehicle and freight terminals, Wholesale and distribution, Vehicle storage & parking, Storage yards, Airfields, landing strips and heliports (new non-emergency sites prohibited), Power generating, Local public health and safety facilities, Religious assembly, Regional public health and safety facilities, Schools - college, Local assembly and entertainment (≤ 300 people), Social service organizations, Public Utility Centers, Day care centers/pre-schools, Hospitals,	N
115 (cont.)	033-110-09	693,285.59	59,776	Airport	Public owned assembly and entertainment (> 300 people), Collection Stations, Schools - kindergarten through secondary, Beach recreation, Boat launching facilities, Marinas, Outdoor recreation concessions, Cross country ski courses, Day use areas, Riding and hiking trails, Ski facilities, Rural sports,	N

TABLE 4-12
POTENTIAL NON-RESIDENTIAL DISPLACEMENT – EL DORADO COUNTY – SAFETY ZONE 5

Parcel ID #	APN	Parcel Size (Square Feet)	Maximum Lot Coverage (Square Feet)	Plan Area Statement	Permissible Use	Compatibility
					Snowmobile courses, Off-road vehicle courses, Visitor information centers, Participant sports facilities, Recreation centers, Recreational vehicle parks, Developed campgrounds, Golf courses, Group facilities, Sport assembly, Undeveloped campgrounds	
					Transit stations and terminals; Pipelines and power transmission; Transmission and receiving facilities	C1; C2
					Reforestation; Early successional vegetation management; structural and nonstructural fish/wildlife habitat management; Fire detection and suppression; Fuels treatment management; Insect and disease suppression; sensitive and uncommon plant management; Erosion control; Stream Environmental Zone restoration; Runoff control	C4

NOTES:

- 1 N: Incompatible Land Use.
- 2 C1: Conditionally Compatible - Use compatible only if it does not exceed maximum non-residential intensity limits as provided in Table 4-2 in the Draft ALUCP.
- 2 C2: Conditionally Compatible - No building, structures, fences, above ground transmission lines or storage of flammable or explosive material above ground, and uses resulting in a gathering of more than one (1) persons per acre at any one time.
- 3 C3: Conditionally Compatible - No high intensity use of facilities, such as structured playgrounds, ball fields or picnic pavilions.
- 4 C4: Conditionally Compatible - Uses compatible only if they do not result in a possibility of creating ground fog type conditions or result in a bird hazard.
- 5 C5: Conditionally Compatible - Multi-family dwellings, employee housing, multi-person dwellings shall be allowed as infill development only subject to Policy SP-6, *Infill Uses*.
- 6 C6: Conditionally Compatible - Facilities such as homeless shelters may increase average intensity of people during nighttime hours (6:00 p.m. to 6:00 a.m.) up to 100% of the (maximum non-residential intensity
- 6 C7: Conditionally Compatible - No building, structures, fences, above ground transmission lines or storage of flammable or explosive material above ground, and uses resulting in a gathering of more than one (1) persons per acre at any one time.

SOURCE: ESA Airports, 2018.

4.4 Non-Residential Displacement Analysis Summary

The results of the analysis indicate that there would be no displacement of non-residential land uses associated with the noise policies in the Draft ALUCP in either the city of South Lake Tahoe or unincorporated El Dorado County.

Under the safety policies in the Draft ALUCP, there is potential for displacement of one or more land uses on 11 parcels in the city of South Lake Tahoe: nine parcels in Safety Zone 3 and two parcels in Safety Zone 5. Non-residential land uses considered incompatible in Safety Zone 3 on eight of the parcels (Parcels 39, 40, 41, 42, 43, 44, 45, and 46) are public utility centers and day care centers/pre-schools. As shown in Table 4-4, these uses would be potentially displaced from a

combined approximate area of 40,018 square feet. On Parcel 38, incompatible uses would include hotel, motel, and other transient dwelling units, schools - business and vocational, airfields, landing strips & heliports, daycare centers/preschool, and hospitals. These uses would be potentially displaced from an estimated 7,449 square feet of area on Parcel 38 within Safety Zone 3.

Numerous land uses are considered incompatible in Safety Zone 5 (see Table 4-6). These uses would be potentially displaced from an estimated 138,352 square feet of area on Parcels 113 and 114 within Safety Zone 5.

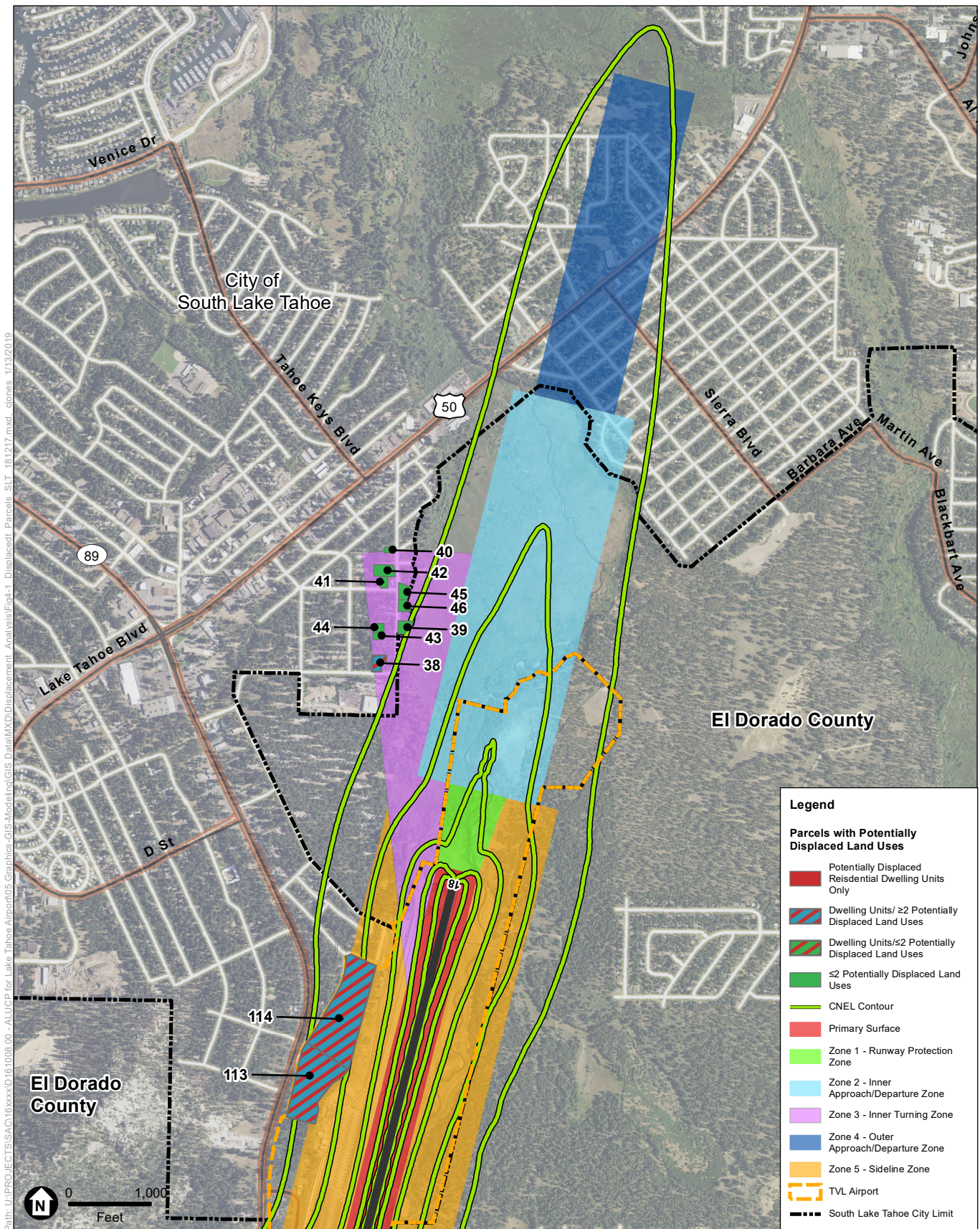
In unincorporated El Dorado County, there is potential for displacement on four parcels in the Tahoe Paradise – Meadowvale Plan Area located in Safety Zone 2. As shown in Table 4-9, under the policies in the Draft ALUCP, public utility centers and day care centers/pre-schools are incompatible in Safety Zone 2. These uses are currently allowed in the Tahoe Paradise – Meadowvale Plan Area Statement. Accordingly, these uses would be potentially displaced from an estimated 10,600 square feet of area on Parcels 77, 80, 82, and 93 in Safety Zone 2.

Public utility centers and day care centers/pre-schools are also considered incompatible in Safety Zone 3 under the policies in the Draft ALUCP (see Table 4-10). Accordingly, an estimated 43,593 square feet of space on 19 parcels in the Tahoe Paradise – Meadowvale Plan Area would be potentially displaced in Safety Zone 3. Similarly, public utility centers are an allowed land use in the Country Club Meadow Plan Area, but under the Draft ALUCP are considered incompatible in Safety Zone 3. Consequently, there is potential for displacement of these uses from an estimated 10,977 square feet of area on four parcels (Parcels 52, 53, 54, and 57) in the Country Club Meadow Plan Area.

Similar to Safety Zones 2 and 3, public utility centers and day care centers/pre-schools are allowed land uses in the Tahoe Paradise – Mandan and Tahoe Paradise (TP) – Meadowvale Plan Areas but are considered incompatible in Safety Zone 4 under the Draft ALUCP (see table 4-11). Accordingly there is potential for displacement of these uses from an estimated 33,100 square feet of area on 12 parcels in the Tahoe Paradise – Mandan Plan Area and 7,411 square feet of area on three parcels in the Tahoe Paradise (TP) – Meadowvale Plan Area.

Finally, numerous land uses allowable in the Airport Plan Area are considered incompatible in Safety Zone 5 under the Draft ALUCP (see table 4-12). One parcel, Parcel 115, is located in Safety Zone 5 and these uses would be potentially displaced from an estimated 59,776 square feet of space on this parcel in Safety Zone 5.

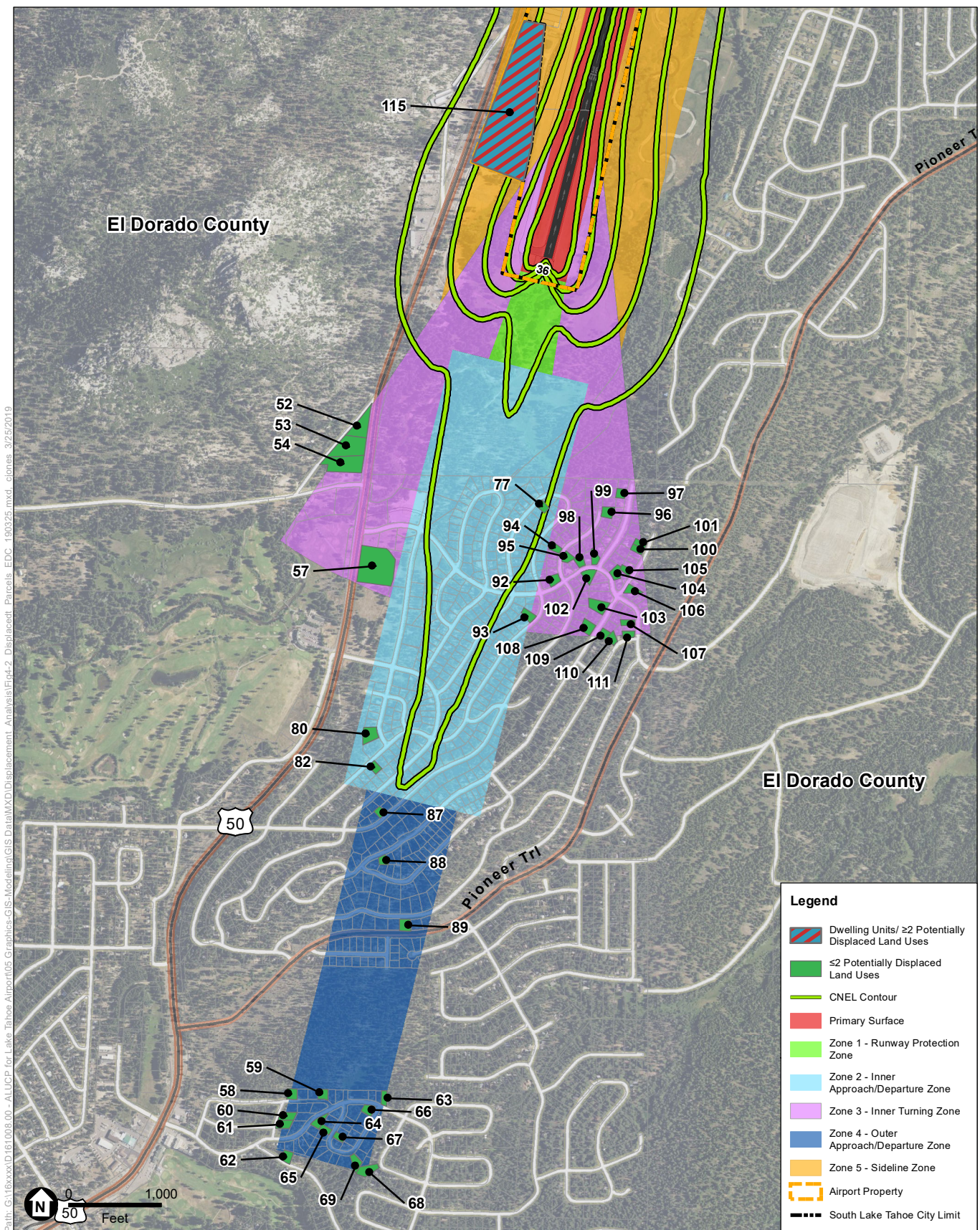
Figure 4-1 and **4-2** depict the parcels with potential for displaced residential and non-residential development in the city of South Lake Tahoe and unincorporated El Dorado County, respectively



SOURCE: ESRI, 2017; TRPA, 1987; USDA (Aerial); C&S Companies, 2017; ESA, 2017

Lake Tahoe Draft ALUCP Development Displacement Analysis.161008

Figure 4-1
Parcels with Potentially Displaced Land Uses
City of South Lake Tahoe



SOURCE: ESRI, 2017; TRPA, 1987; USDA (Aerial);
C&S Companies, 2017; ESA, 2017

Lake Tahoe Draft ALUCP Development Displacement Analysis.161008

Figure 4-2
Parcels with Potentially Displaced Land Uses
El Dorado County

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CHAPTER 5

Airspace Parcels

5.1 Vacant Parcels in Areas of Airspace Surface Penetration

As discussed in Section 1.1, the airspace policies in the Draft ALUCP would not directly displace specific future land uses, the airspace protection policies limit the height of proposed structures beneath the airspace protection surfaces and require proponents to file Form 7460-1, *Notice of Proposed Construction or Alteration* with the FAA for projects that would penetrate the airspace protection surfaces, including projects in locations where the terrain already penetrates the airspace protection surfaces. Submittal of Form 7460-1 initiates preparation of an aeronautical study to determine whether the proposed structure would constitute an obstruction to aviation. Although future land uses on these parcels would not be directly displaced as a result of the Draft ALUCP policies, information on vacant parcels identified in areas where terrain may penetrate the airspace protection surfaces for the Airport is provided in this technical report for purposes of disclosure. **Table 5-1** lists the parcels located in areas of terrain or obstacle penetration. The parcels are depicted on **Figures 5-1, 5-2, 5-3, and 5-4**. The airspace surfaces for the Airport are shown on Figure 1-4.

TABLE 5-1
VACANT PARCELS IN AREAS OF GROUND AND/OR OBSTACLE OBSTRUCTIONS

Parcel ID #	APN	Parcel Area (Square Feet)	Jurisdiction
A01	025-432-24	14,304	El Dorado County
A02	025-591-07	12,226	El Dorado County
A03	025-597-03	14,674	El Dorado County
A04	025-601-02	32,431	El Dorado County
A05	025-603-01	15,377	El Dorado County
A06	025-603-07	15,733	El Dorado County
A07	025-641-04	10,448	El Dorado County
A08	025-641-05	10,005	El Dorado County
A09	025-644-02	10,837	El Dorado County
A10	025-644-13	11,734	El Dorado County
A11	025-651-03	10,017	El Dorado County
A12	025-651-04	10,017	El Dorado County
A13	025-653-03	12,237	El Dorado County

TABLE 5-1
VACANT PARCELS IN AREAS OF GROUND AND/OR OBSTACLE OBSTRUCTIONS

Parcel ID #	APN	Parcel Area (Square Feet)	Jurisdiction
A14	025-654-03	11,379	El Dorado County
A15	025-693-02	14,570	El Dorado County
A16	025-732-08	10,802	El Dorado County
A17	025-732-09	9,623	El Dorado County
A18	025-732-10	8,627	El Dorado County
A19	025-732-12	9,772	El Dorado County
A20	025-734-07	10,189	El Dorado County
A21	025-735-08	13,260	El Dorado County
A22	025-742-18	9,858	El Dorado County
A23	025-743-05	9,846	El Dorado County
A24	025-743-15	8,003	El Dorado County
A25	025-744-09	7,593	El Dorado County
A26	025-744-10	9,874	El Dorado County
A27	025-744-16	7,654	El Dorado County
A28	025-751-02	8,008	El Dorado County
A29	025-754-03	7,731	El Dorado County
A30	025-755-06	8,049	El Dorado County
A31	025-755-18	8,027	El Dorado County
A32	025-756-09	6,815	El Dorado County
A33	025-756-12	10,017	El Dorado County
A34	025-756-17	8,017	El Dorado County
A35	025-757-10	12,705	El Dorado County
A36	025-793-01	22,205	El Dorado County
A37	025-793-13	15,851	El Dorado County
A38	025-804-02	9,980	El Dorado County
A39	025-821-07	10,011	El Dorado County
A40	025-821-15	7,507	El Dorado County
A41	025-831-09	11,490	El Dorado County
A42	025-831-24	8,012	El Dorado County
A43	033-275-05	10,349	El Dorado County
A44	033-353-16	10,520	El Dorado County
A45	033-413-15	12,617	El Dorado County
A46	033-415-06	11,335	El Dorado County
A47	033-421-09	13,822	El Dorado County
A48	033-422-29	13,586	El Dorado County
A49	033-422-31	10,093	El Dorado County
A50	033-492-17	10,264	El Dorado County

TABLE 5-1
VACANT PARCELS IN AREAS OF GROUND AND/OR OBSTACLE OBSTRUCTIONS

Parcel ID #	APN	Parcel Area (Square Feet)	Jurisdiction
A51	033-493-09	12,863	El Dorado County
A52	033-631-14	17,691	El Dorado County
A53	033-631-16	9,911	El Dorado County
A54	033-632-11	8,809	El Dorado County
A55	033-643-11	11,064	El Dorado County
A56	033-644-11	6,019	El Dorado County
A57	033-651-09	7,943	El Dorado County
A58	033-676-01	33,979	El Dorado County
A59	033-682-03	12,424	El Dorado County
A60	033-703-15	18,247	El Dorado County
A61	033-705-02	12,042	El Dorado County
A62	033-715-03	7,211	El Dorado County
A63	033-720-29	43,438	El Dorado County
A64	033-834-03	12,957	El Dorado County
A65	033-841-02	10,230	El Dorado County
A66	033-852-07	6,009	El Dorado County
A67	033-853-02	6,581	El Dorado County
A68	033-854-01	6,426	El Dorado County
A69	033-854-05	5,994	El Dorado County
A70	033-854-15	6,422	El Dorado County
A71	033-854-23	6,010	El Dorado County
A72	033-855-17	6,010	El Dorado County
A73	033-855-25	6,009	El Dorado County
A74	033-856-03	6,468	El Dorado County
A75	033-856-11	6,464	El Dorado County
A76	033-857-14	6,008	El Dorado County
A77	033-857-15	6,007	El Dorado County
A78	033-861-14	6,003	El Dorado County
A79	033-863-14	7,742	El Dorado County
A80	033-863-23	6,010	El Dorado County
A81	033-863-24	6,010	El Dorado County
A82	033-864-10	6,497	El Dorado County
A83	033-871-07	6,600	El Dorado County
A84	033-873-21	8,444	El Dorado County
A85	033-876-09	6,090	El Dorado County
A86	034-092-10	10,981	El Dorado County
A87	034-096-06	11,107	El Dorado County

TABLE 5-1
VACANT PARCELS IN AREAS OF GROUND AND/OR OBSTACLE OBSTRUCTIONS

Parcel ID #	APN	Parcel Area (Square Feet)	Jurisdiction
A88	034-097-10	14,097	El Dorado County
A89	034-097-12	8,524	El Dorado County
A90	034-097-13	12,830	El Dorado County
A91	034-098-02	9,370	El Dorado County
A92	034-101-04	7,792	El Dorado County
A93	034-103-02	8,479	El Dorado County
A94	034-104-02	7,807	El Dorado County
A95	034-105-02	9,029	El Dorado County
A96	034-121-06	22,097	El Dorado County
A97	034-121-14	9,999	El Dorado County
A98	034-123-07	25,653	El Dorado County
A99	034-123-12	10,035	El Dorado County
A100	034-132-01	10,002	El Dorado County
A101	034-132-07	11,473	El Dorado County
A102	034-151-02	14,653	El Dorado County
A103	034-153-06	10,034	El Dorado County
A104	034-171-03	11,593	El Dorado County
A105	034-171-14	18,330	El Dorado County
A106	034-171-16	10,488	El Dorado County
A107	034-171-17	9,970	El Dorado County
A108	034-172-01	9,613	El Dorado County
A109	034-172-05	10,151	El Dorado County
A110	034-192-12	11,086	El Dorado County
A111	034-192-13	11,239	El Dorado County
A112	034-361-01	11,719	El Dorado County
A113	034-481-26	13,792	El Dorado County
A114	034-652-04	12,970	El Dorado County
A115	034-652-15	16,042	El Dorado County
A116	034-652-16	16,962	El Dorado County
A117	034-653-03	10,041	El Dorado County
A118	034-653-05	10,204	El Dorado County
A119	034-653-11	10,099	El Dorado County
A120	034-653-15	11,122	El Dorado County
A121	034-654-05	12,395	El Dorado County
A122	034-654-06	12,486	El Dorado County
A123	034-654-09	16,347	El Dorado County
A124	034-662-01	14,247	El Dorado County

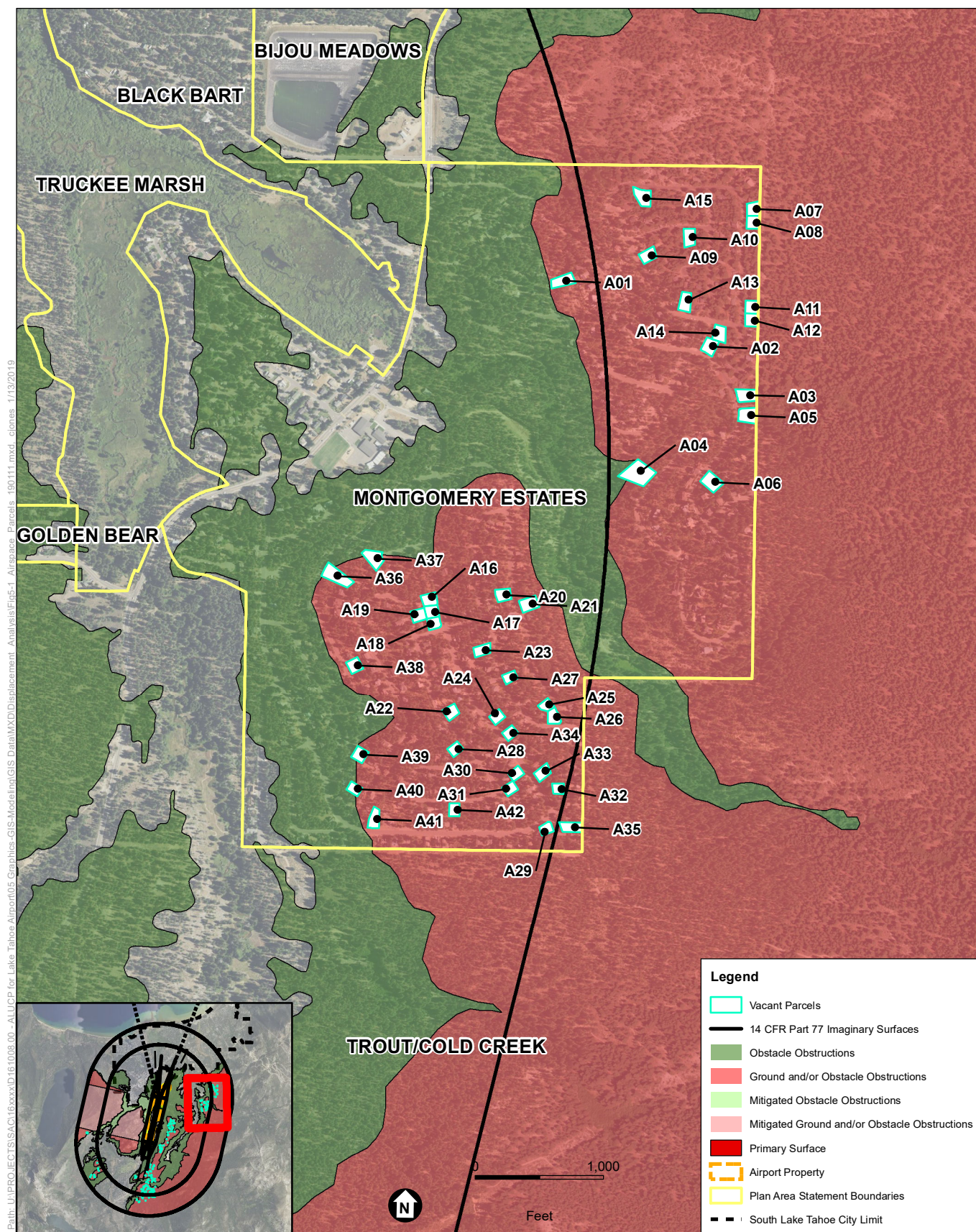
TABLE 5-1
VACANT PARCELS IN AREAS OF GROUND AND/OR OBSTACLE OBSTRUCTIONS

Parcel ID #	APN	Parcel Area (Square Feet)	Jurisdiction
A125	034-662-02	15,178	El Dorado County
A126	034-663-04	13,548	El Dorado County
A127	034-663-05	12,550	El Dorado County
A128	034-664-01	10,369	El Dorado County
A129	034-665-07	14,302	El Dorado County
A130	034-682-29	7,322	El Dorado County
A131	034-683-13	7,507	El Dorado County
A132	034-683-14	8,618	El Dorado County
A133	034-691-01	7,268	El Dorado County
A134	034-691-02	7,177	El Dorado County
A135	034-691-04	10,150	El Dorado County
A136	034-691-22	8,337	El Dorado County
A137	034-692-01	8,405	El Dorado County
A138	034-692-11	7,329	El Dorado County
A139	034-693-17	8,197	El Dorado County
A140	034-701-19	7,718	El Dorado County
A141	034-703-02	7,866	El Dorado County
A142	034-704-03	7,817	El Dorado County
A143	034-704-07	7,478	El Dorado County
A144	034-711-02	7,230	El Dorado County
A145	034-712-07	7,213	El Dorado County
A146	034-712-14	7,213	El Dorado County
A147	034-713-17	7,213	El Dorado County
A148	034-714-10	7,153	El Dorado County
A149	034-722-31	11,972	El Dorado County
A150	034-722-43	7,806	El Dorado County
A151	034-724-01	7,213	El Dorado County
A152	034-724-02	8,258	El Dorado County
A153	034-725-05	7,123	El Dorado County
A154	034-734-14	7,206	El Dorado County
A155	034-753-03	11,719	El Dorado County
A156	034-753-15	10,266	El Dorado County
A157	034-754-07	11,204	El Dorado County
A158	034-772-01	10,882	El Dorado County
A159	080-061-01	18,978	El Dorado County
A160	081-061-05	17,628	El Dorado County
A161	081-064-14	7,994	El Dorado County

TABLE 5-1
VACANT PARCELS IN AREAS OF GROUND AND/OR OBSTACLE OBSTRUCTIONS

Parcel ID #	APN	Parcel Area (Square Feet)	Jurisdiction
A162	081-066-10	7,981	El Dorado County
A163	081-071-03	20,956	El Dorado County
A164	081-072-08	8,027	El Dorado County
A165	081-073-11	8,007	El Dorado County
A166	081-074-04	8,424	El Dorado County
A167	081-074-05	7,830	El Dorado County
A168	081-082-03	8,909	El Dorado County
A169	081-085-17	8,072	El Dorado County
A170	081-085-18	9,213	El Dorado County
A171	081-085-19	8,427	El Dorado County
A172	081-085-25	9,176	El Dorado County
A173	081-092-05	8,636	El Dorado County
A174	081-093-12	8,154	El Dorado County
A175	081-093-15	8,314	El Dorado County
A176	081-103-17	20,259	El Dorado County
A177	081-141-03	10,932	El Dorado County
A178	081-141-04	10,926	El Dorado County
A179	081-141-05	11,265	El Dorado County
A180	081-141-06	10,049	El Dorado County
A181	081-141-07	10,500	El Dorado County
A182	081-141-08	10,518	El Dorado County
A183	081-141-09	10,518	El Dorado County
A184	081-141-10	10,500	El Dorado County
A185	081-141-11	10,518	El Dorado County
A186	081-141-12	10,500	El Dorado County
A187	081-141-14	10,500	El Dorado County
A188	081-141-19	10,529	El Dorado County
A189	081-141-30	10,518	El Dorado County
A190	081-151-18	10,507	El Dorado County

SOURCE: ESA AIRPORTS, 2018.



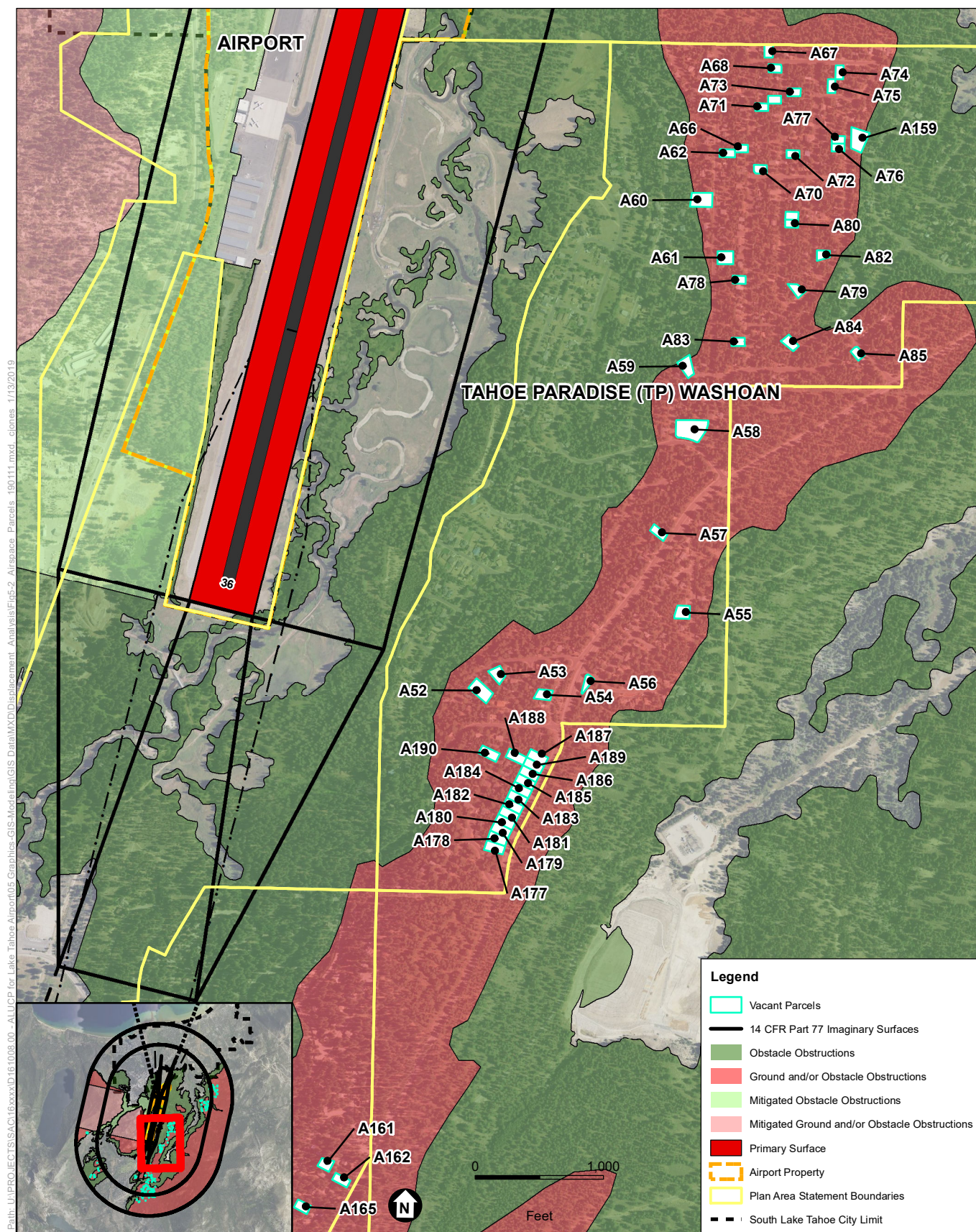
SOURCE: USDOT. FAA 14 CFR Part 77, Safe, Efficient Use and Preservation of Navigable Airspace, July 21, 2010; Lake Tahoe Airport, 2018; ESRI, 2018; ESA, 2019

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Figure 5-1

Lake Tahoe Airport

Vacant Parcels in Areas of Terrain Penetration - Northeast



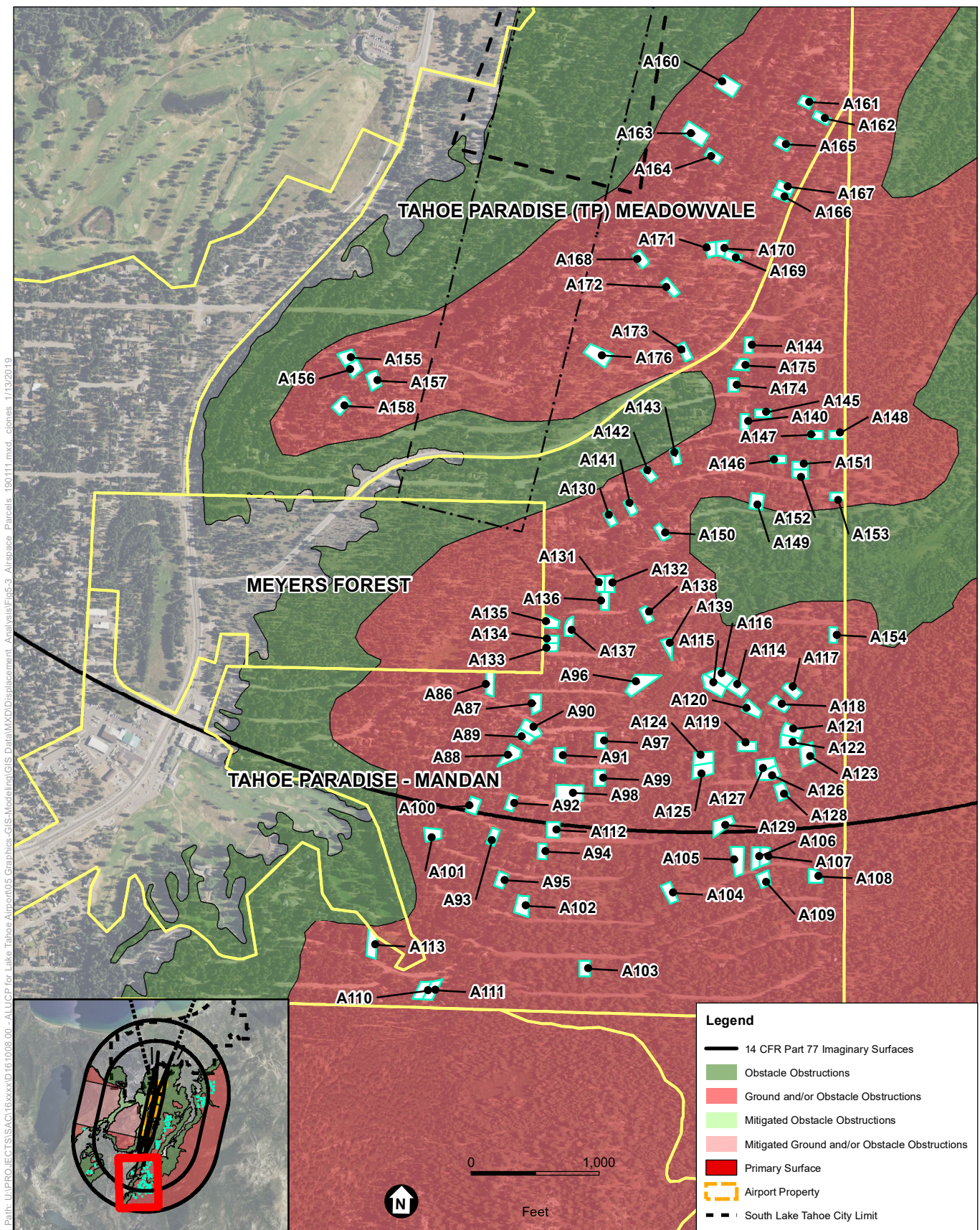
SOURCE: USDOT. FAA 14 CFR Part 77, Safe, Efficient Use and Preservation of Navigable Airspace, July 21, 2010; Lake Tahoe Airport, 2018; ESRI, 2018; ESA, 2019

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Figure 5-2

Lake Tahoe Airport

Vacant Parcels in Areas of Terrain Penetration - Southeast



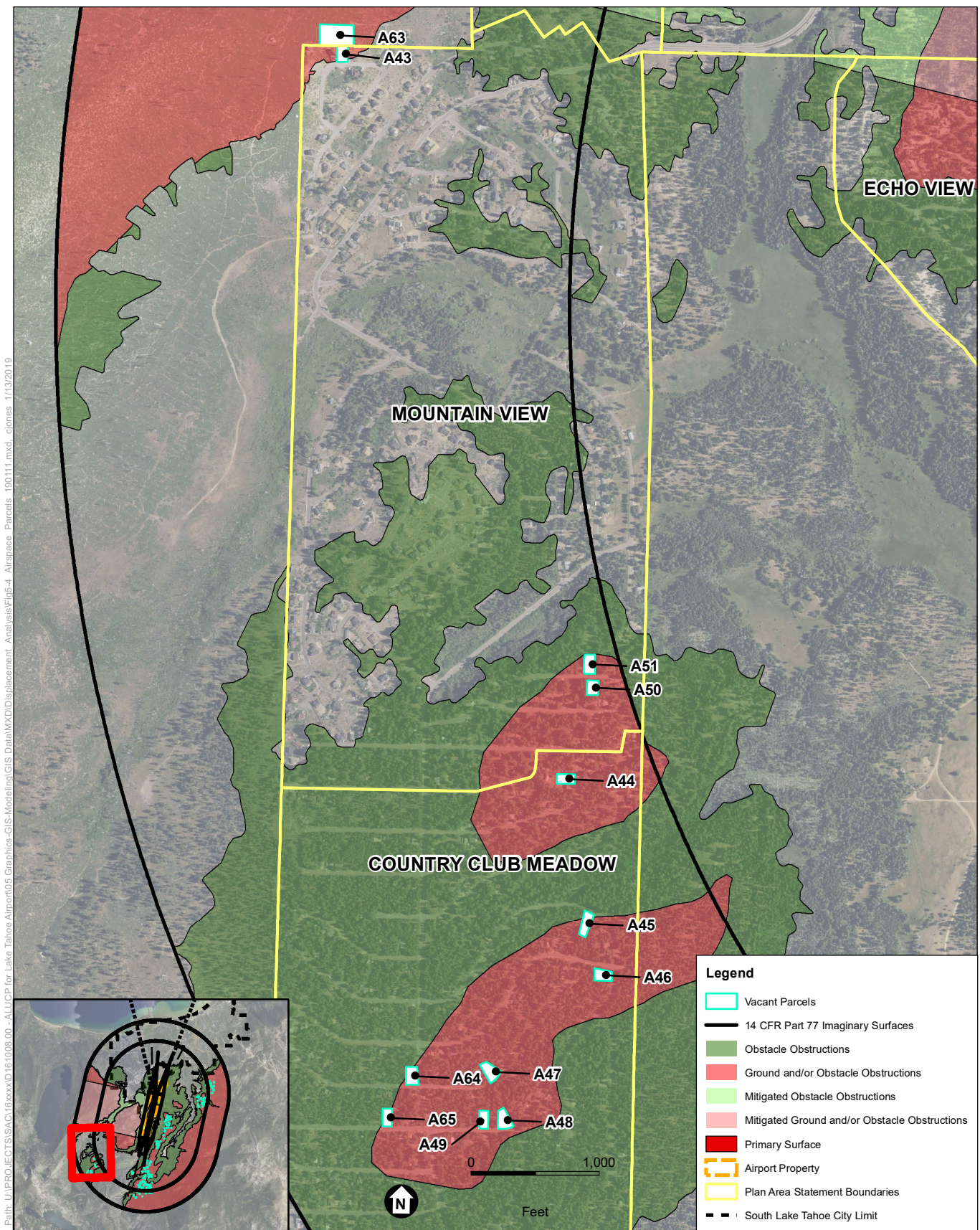
SOURCE: USDOT. FAA 14 CFR Part 77, Safe, Efficient Use and Preservation of Navigable Airspace, July 21, 2010; Lake Tahoe Airport, 2018; ESRI, 2018; ESA, 2019

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Figure 5-3

Lake Tahoe Airport

Vacant Parcels in Areas of Terrain Penetration - South



SOURCE: USDOT. FAA 14 CFR Part 77, Safe, Efficient Use and Preservation of Navigable Airspace, July 21, 2010; Lake Tahoe Airport, 2018; ESRI, 2018; ESA, 2019

Lake Tahoe Draft ALUCP Development Displacement Analysis.161008

Figure 5-4

Lake Tahoe Airport

Vacant Parcels in Areas of Terrain Penetration - Southwest