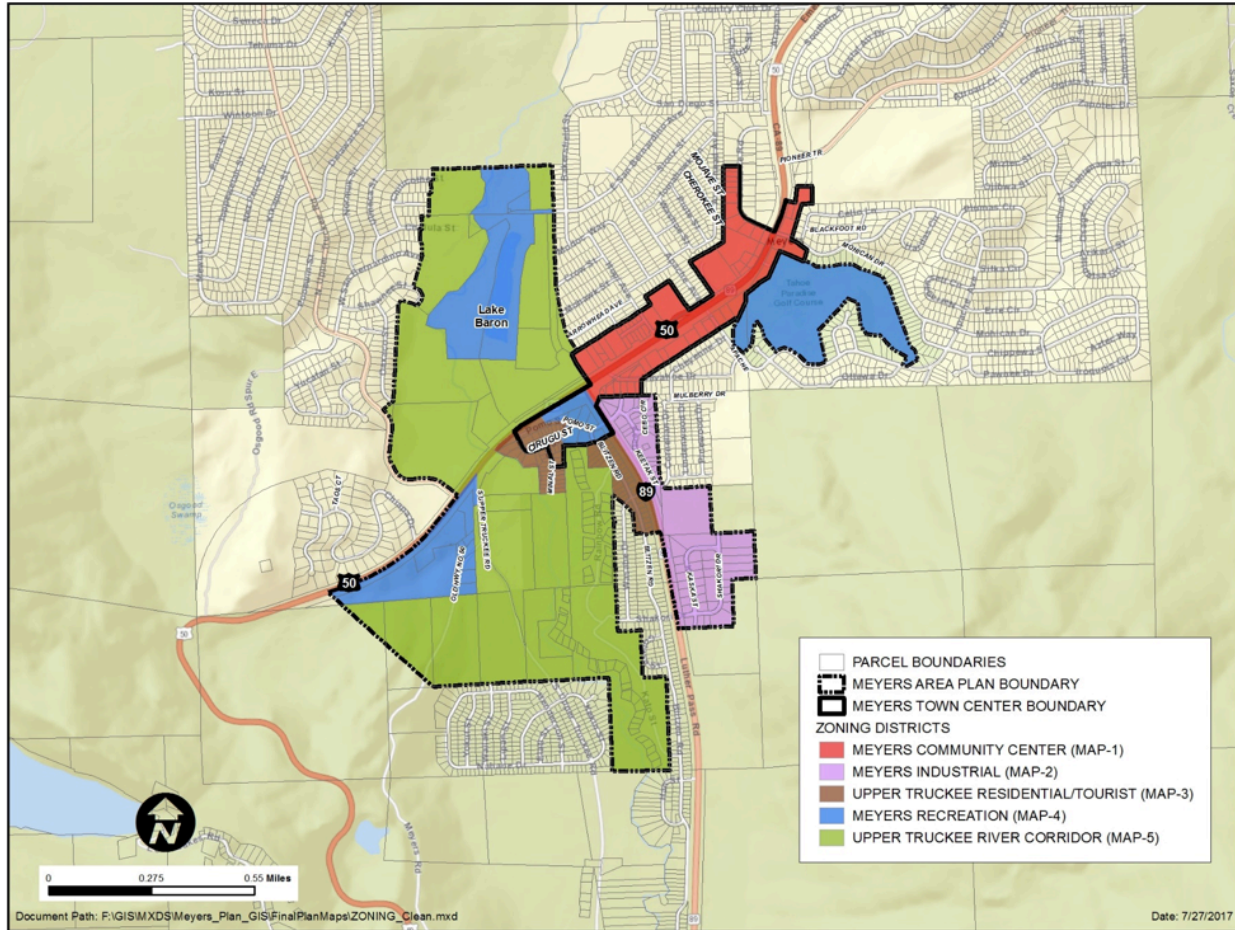


MEYERS AREA PLAN

Final Environmental Document



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November 2017

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1.0 SUMMARY AND FINDINGS

Project: Meyers Area Plan (SCH# 2017092018)

Lead Agency: CEQA: El Dorado County
Tahoe Regional Planning Compact: Tahoe Regional Planning Agency

Project Description

This Initial Study/Initial Environmental Checklist (IS/IEC) has been prepared to address the potential environmental effects of the Meyers Area Plan, located in El Dorado County, California. An Initial Study is a preliminary environmental analysis that is used by the California Environmental Quality Act (CEQA) lead agency as a basis for determining whether an EIR, a Mitigated Negative Declaration, or a Negative Declaration is required for a project under CEQA guidelines. An Initial Environmental Checklist is a preliminary environmental analysis that is used for determining whether an EIS, a Mitigated Finding of No Significant Effect, or a Finding of No Significant Effect is required for a project under TRPA Rules of Procedure.

The Meyers Area Plan serves as the comprehensive land use and zoning plan for the community of Meyers, consistent with the Tahoe Regional Planning Agency (TRPA) Regional Plan (RP) and the El Dorado County General Plan (General Plan). The plan is intended to realize the Meyers Community Vision, assist in achieving and maintaining TRPA's Environmental Threshold Carrying Capacities, implement the Tahoe Metropolitan Planning Organization's Sustainable Communities Strategy, and implement the policy direction of both the Regional Plan and General Plan. The Meyers Area Plan builds upon the existing 1993 Meyers Community Plan and maintains much of the vision and many of the same priorities as this original plan. However, the Area Plan includes lands not included in the Community Plan. It also updates the community plan to reflect current conditions and includes additional implementation measures to achieve the plan's objectives.

The Meyers Area Plan is located within El Dorado County near the intersection of US 50 and SR 89 and includes approximately 669 acres located north and south of US 50. The Area Plan includes the entirety of the Meyers Community Plan boundary, and all or a portion of TRPA Plan Area Statements 119 (Country Club Meadow), 122 (Tahoe Paradise – Mandan), 136 (KOA/Rainbow), 125 (Meyers Commercial), and 137 (Christmas Valley)

Findings

An IS/MND and IEC/FONSE has been prepared to assess the project's potential effects on the environment and the significance of those effects. Based on the IS/IEC, it has been determined that the proposed project would not have significant effects on the natural environment after implementation of mitigation measures. This conclusion is supported by the following findings:

1. The proposed project would have no effects, no impact, or less-than-significant impacts related to aesthetics/ scenic resources/community design/light and glare, agricultural and forest resources, mineral and natural resources, biological resources, cultural/archaeological/historical resources, geological/soil/land resources, greenhouse gas emissions, hazards/ hazardous materials/risk of upset/human health, hydrology and water quality, land use and planning, noise, population and housing, public services, recreation, and utilities/service systems/energy resources.

2. Mitigation is required to avoid or reduce potentially significant impacts related to air quality, transportation/traffic/circulation, and mandatory findings of significance.

The following mitigation measures have been incorporated in the Project by the County and TRPA to avoid or minimize environmental impacts. Implementation of these mitigation measures would avoid or reduce the environmental impacts of the proposed project to a less-than-significant level. Each of these measures is included in the Mitigation Monitoring and Reporting Program (Attachment A).

Mitigation Measure AQ-1: Meet Air Quality Standards.

Future development projects that are subject to discretionary review shall be evaluated in comparison to EDCAQMD-recommended thresholds of significance and, if project air emissions exceed standards, shall be required to incorporate emission-reduction measures sufficient to reduce potentially significant short-term and long-term air quality impacts to a less-than-significant level. Examples of short- and long-term operational emission-reduction measures include, but are not necessarily limited to, the following:

Short-term measures:

- Use of low- or zero-emission construction equipment and use existing electrical power, to the extent locally available;
- Use of low- or zero-VOC content architectural coatings, and prefinished/painted building materials, to the extent locally available; and
- Increased diversion of demolition and construction-generated waste for recycling/reuse, to the extent feasible.

Long-term measures:

- a. Prohibit the installation of wood-burning hearths and fireplaces. Continue supporting woodstove change-out rebate programs to reduce air quality impacts in the Meyers Area and El Dorado County.
- b. Increase building envelope energy efficiency standards in excess of applicable building standards and encourage new development to achieve zero net energy use.
- c. Incorporate energy-efficient appliances, interior and exterior lighting, and building mechanical systems in excess of applicable building and design standards. Encourage installation of solar panels for new residential and commercial development.
- d. Incorporate renewable energy sources in the project design (e.g., solar photovoltaic panels) in excess of applicable building and design standards.
- e. Incorporate higher efficacy public street and exterior lighting in excess of applicable building and design standards.
- f. Use daylight as an integral part of lighting systems in buildings in excess of applicable building and design standards.
- g. Use trees, landscaping and sun screens on west and south exterior building walls to reduce energy use in excess of applicable building and design standards.
- h. Promote the installation of energy-efficient roofing systems (e.g., “cool” roofs) and cool pavements in excess of applicable building and design standards. Cool roofs and pavements are designed to reflect more sunlight and absorb less heat than standard products.
- i. Incorporate solar and tankless hot water heaters.
- j. Include design measures and infrastructure that promotes safe and efficient use of alternative modes of transportation (e.g., neighborhood electric vehicles, bicycles) pedestrian access, and public transportation use. Such measures may include incorporation of electric vehicle charging stations, bike lanes or paths, complete streets design improvements, bicycle-friendly intersections,

electric bus infrastructure, transit shelters, well designed sidewalks, and bicycle parking and storage facilities beyond those required by TRPA Code of Ordinances, Chapter 65, Section 65.5.3.

- k. Include site design measures that promote ride sharing programs (e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles) beyond those required by TRPA Code of Ordinances, Chapter 65, Section 65.5.3.
- l. Include measures that reduce water use (e.g., installation of low-water usage landscaping and irrigation systems) in excess of applicable building standards.
- m. Include measures that reduce waste generation.

Mitigation Measure Traffic-1: Proportional Share of Obligation for Impacts to the US 50/SR 89 Intersection.

If intersection LOS operations are shown to deteriorate below acceptable standards in future agency monitoring, mitigation measures for this intersection will be considered. Modeling estimates show a potential for the US 50/SR 89 intersection to operate at a LOS F in 2035 conditions. However, much of the traffic growth that would result in the predicted level of service is attributed to development outside of the Meyers Area Plan boundary. Therefore, the projects developed under the Meyers Area Plan are only responsible for their proportional share of the proposed mitigation under this scenario. Since the impact is identified under the 2035 scenario, the timing of the improvement is a function of the rate of population and employment growth both within and outside of the Meyers Area Plan boundary. Appropriate mitigation developed at the time that monitoring indicates an impact will occur (as determined by the El Dorado County, Caltrans and TRPA), includes one of the following:

- Prior to issuance of a discretionary approval after determining that mitigation measures are required, fully complete road capacity improvements to prevent new development cumulative traffic impacts from reaching LOS F during peak hours on any highways, arterial roads, and their intersections during weekday, peak-hour periods, OR
- Payment of the project's air quality mitigation fee in accordance with Chapter 65 – Traffic and Air Quality Mitigation Program of the TRPA Code of Ordinances; assessed in accordance with the mitigation fee schedule in the TRPA Rules of Procedure (Article 10.8.5).

TRPA RPU EIS Mitigation Measure 3.3-1: Phased Release of Allocations/LOS Monitoring/Travel Demand Management.

Mitigation Measure 3.3-1 from the TRPA Regional Plan Update Draft EIS (page 3.3-43).

The level of service standard under evaluation for Impact 3.3-1 is oriented toward alleviating congestion during the peak hour of peak travel times in the Region. The Compact directs TRPA to focus transportation improvements on transit investments and enhancements to non-auto modes, rather than new roadway capacity. Therefore, the mitigation measures below seek first to provide additional travel capacity in the form of bicycle, pedestrian, and transit improvements, with an ongoing monitoring program. New roadway improvements beyond those already listed in the RTP/SCS, are proposed if other measures are not able to meet community needs during peak travel times.

TRPA will develop and implement a program for the phased release of land use allocations in four-year cycles in conjunction with future updates of the Regional Plan and RTP. Two years after each release, monitoring of existing and near-term LOS will occur at intersections and roadways to evaluate

compliance with applicable LOS policies. Should LOS projections indicate that applicable LOS goals and policies will not be met, actions will be undertaken through TRPA-approved plans, project permitting, or projects/programs developed in coordination with local or other governments to maintain compliance. Actions may include, but are not limited to the following:

1. TRPA will prioritize, and cause to be implemented, if feasible, enhanced non-motorized and public transportation projects and services to accommodate the additional travel demand,
2. TRPA will modify the land use allocation releases to reduce travel demand,
3. To the extent that roadway capacity expansions do not result in significant, unavoidable environmental impacts, TRPA will investigate and cause to be implemented, if feasible, additional multi-modal corridor improvements (beyond those listed in the RTP project list). The following is an example list of potential candidate improvements based on the identified significant impacts of the RTP/SCS alternatives:
 - US 50 between the South Y and South Stateline – modify US 50 to consist of enhanced access control (e.g., raised median with channelized turn lanes at selected locations, driveway consolidation to limit turning locations on the highway, etc.), to the extent that planned traffic signal coordination does not provide sufficient capacity increases.
 - US 50 between SR 89 and Pioneer Trail – modify US 50 to consist of enhanced access control (e.g., raised median with channelized turn lanes, driveway consolidation, etc.) to increase the capacity of the highway.

TRPA RPU EIS Mitigation Measure 3.5-1: Implement Sustainability Measures with Performance Standard

Mitigation Measure 3.5-1 from the TRPA Regional Plan Update Draft EIS (page 3.5-24).

Within twelve months of adoption of an updated Regional Plan, TRPA will coordinate implementation of a GHG Emission Reduction Policy through TRPA-approved plans, project permitting, or projects/programs developed in coordination with local or other governments addressing Best Construction Practices and ongoing operational efficiency. Until that time, TRPA will continue existing practice to require measures developed on a project-specific basis. The policy will require implementation of measures for the reduction of GHG emissions generated by demolition and construction activity in the Region and by ongoing building and property operations. Where local ordinances already require GHG Emission Reductions consistent with the Policy, no further action is necessary. Where local government ordinances do not adequately address GHG reduction practices, those practices will be implemented through local government and/or TRPA permitting activities. Such measures may include, but are not limited to, the following:

Minimize Construction-Related GHG Emissions

- Limit equipment idling time to a maximum of five (5) minutes.
- Recycle or reuse construction waste and demolition material to the maximum extent feasible.
- Use electrified or alternative-fueled construction equipment to the maximum extent feasible.
- Use local and sustainable building materials to the extent possible.

Minimize Operation-Related GHG Emissions

- Use on-site renewable energy, such as photovoltaic systems.
- Exceed building code standards for energy efficiency.
- Install energy efficient appliances and equipment in new buildings.
- Retrofit existing buildings to exceed energy efficiency building code standards.

- Construct new development to allow for electric lawn maintenance and snow removal equipment compatibility.
- Require minimum passive solar design standards in new buildings.
- Expand recycling opportunities and increase recycling infrastructure, including food waste diversion into a composting process.
- Implement water conservation standards in new development.

TRPA will require through TRPA-approved plans, project permitting, or projects/programs developed in coordination with local or other governments that GHG emissions from project-specific construction and operational activities permitted pursuant to and in accordance with the Regional Plan are reduced to the maximum extent feasible. As described in the RTP/SCS EIR/EIS, all feasible mitigation measures pertaining to mobile-source GHG emissions have been considered within the range of transportation strategies already included in the three RTP/SCS Transportation Strategy Packages. Through the grant awarded to the Lake Tahoe Region from the California Strategic Growth Council, a partnership of agencies and organizations are working on a Region-wide Sustainability Plan, which will address other primary sources of GHG emissions (i.e., energy use and efficiency, water supply and conservation, and solid waste). At such time, a Sustainability Plan is completed for the Tahoe Region, TRPA will coordinate implementation measures through TRPA-approved plans, project permitting, or projects/programs developed in coordination with local or other governments recommended in that plan along with other appropriate measures, as feasible.

Questions or comments regarding this MND/FONSE may be addressed to:

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2.0 APPROVAL OF THE IS/MND

Certification by Those Responsible for Preparation of this Document. The County has been responsible for the preparation of this mitigated negative declaration and the incorporated initial study. I believe this document meets the requirements of the California Environmental Quality Act, is an accurate description of the proposed project, and that the lead agency has the means and commitment to implement the project design measures that will assure the project does not have any significant, adverse effects on the environment. I recommend approval of this document.

Brendan Ferry, Principal Planner
County of El Dorado

Date

Approval of the Project by the Lead Agency. Pursuant to Section 21082.1 of the California Environmental Quality Act, the County of El Dorado Board of Supervisors has independently reviewed and analyzed the initial study and mitigated negative declaration for the proposed project and finds that the initial study and mitigated negative declaration for the proposed project reflect the independent judgment of the County of El Dorado. The lead agency finds that the project design features will be implemented as stated in the mitigated negative declaration.

I hereby approve this project.

Name
El Dorado County

Date

3.0 APPROVAL OF THE IEC/FONSE

TRPA CERTIFICATION

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Brandy McMahon, Principal Planner
Tahoe Regional Planning Agency

Date

Approval of the Project by the Lead Agency. Pursuant to Tahoe Regional Planning Compact, as amended and Article 6 of the TRPA Rules of Procedures, the Tahoe Regional Planning Agency Governing Board has independently reviewed and analyzed the initial environmental checklist and finding of no significant effect for the proposed project and finds that the initial environmental checklist and finding of no significant effect for the proposed project reflect the independent judgment of the Tahoe Regional Planning Agency. The lead agency finds that the project design features will be implemented as stated in the finding of no significant effect.

I hereby approve this project.

Name
Tahoe Regional Planning Agency

Date

4.0 RESPONSE TO COMMENTS

The Draft IS/IEC was circulated for public review and comment between September 6, 2017 and October 6, 2017. Hardcopies were provided to reviewing agencies and persons and organizations expressing interest in the project. Copies of the Draft IS/IEC and Area Plan were available at County offices, as well as online on the County website. The TRPA Regional Plan Implementation Committee conducted a public meeting on October 25, 2017.

Comments in the form of letters, emails, and phone calls were received from agencies and members of the public on the Draft IS/IEC. The following pages provide a formal response to the comments contained within each letter/call. Copies of the letters are provided in Attachment B. A list of those who offered comments is provided below:

Comments Received By Date:

1. Diane Verwoest, Meyers Resident – 9/21/17
2. Jeffrey Morneau, Caltrans Branch Chief – 9/28/17
3. Sue Kloss, Meyers Resident – 10/3/17
4. Marissa C. Fox, League to Save Lake Tahoe Senior Policy Analyst – 10/6/17
5. Jason Drew, Lake Tahoe South Shore Chamber of Commerce Board Chair – 10/6/17
6. State of California OPR State Clearinghouse – 10/9/17

Comment Summaries and Responses

Each unique comment is summarized below, followed by a response to the full comment. Each individual comment is identified by commenter and assigned a numerical number corresponding to the order the comment was made. Each comment summary can be cross-referenced to the original comment letters in Attachment B.

1. Diane Verwoest, Meyers Resident, 9/21/17

Comment Summary:

1. Via phone, Ms. Verwoest expressed concern about traffic and higher density under the proposed Meyers Area Plan (MAP).
2. She also requested a meeting in Meyers regarding the Meyers Area Plan.

Response:

1. Modifications to the permissible uses in the Meyers Area Plan (MAP) support the mixing of uses in the small Community Center area and reflect land uses associated with existing established businesses that are already present. For example, the Upper Truckee Residential/Tourist District encompasses existing multi-family dwellings; therefore, the MAP updates the allowed uses in this District to reflect current conditions. Please refer to the discussion of changes per district on pages 17 and 18 of the Initial Study/ Initial Environmental Checklist (IS/IEC). The environmental review showed that there are sufficient provisions proposed in MAP to ensure the density would improve the scenic quality and not significantly increase air quality impacts.

Density levels within the Community Center encourage mixed-use, a regional land use outlined for this area in the TRPA Regional Plan, which in turn encourages pedestrian and bicycle travel

and reduces vehicle trips within Meyers, resulting in an overall beneficial change. The transition to higher-density, compact, transit-oriented development is anticipated to reduce environmental impacts associated with traffic (vehicle miles traveled), air quality, land disturbance, and infrastructure/services, and will provide opportunities for stream environment restoration and improved water quality treatment facilities (additional detail is provided on page 138 in the IS/IEC).

Traffic volumes are discussed on pages 150 through 163 of the IS/IEC, and conclude that while full build-out of the MAP may increase daily vehicle trips as compared to the existing Community Plan, the increase would not be substantial enough to worsen roadway levels of service and the same roadway level of service would occur under the MAP and the Community Plan. Future development projects would be required to implement mitigating measures to ensure no significant traffic impact occurs.

2. There will be a number of public meetings/hearings to consider adoption of the Area Plan. They include:
 - El Dorado County Planning Commission - November 9, 2017
 - El Dorado County Board of Supervisors - December 12, 2017
 - TRPA hearings will begin in January 2018 – dates to be determined

2. Jeffrey Morneau, Caltrans Branch Chief – 9/28/17

Comment Summary:

1. Please clarify if the signal upgrade at the Pioneer Trail/US 50 intersection is an alternative to the Caltrans preferred roundabout or an interim improvement prior to roundabout construction.
2. Please clarify if the Rapid Rectangular Flashing Beacon on page 16 for the US 50/Apache intersection is an interim solution or if it would operate in conjunction with the Caltrans proposed roundabout at this location.
3. Page 430 indicates the 2010 Highway Capacity Manual was used to analyze LOS; however, Caltrans uses the Highway Capacity Manual 6th Edition; A guide to Multimodal Mobility Analysis (2016), which is now the current standard.
4. Caltrans does not recognize Syncro as a recommended tool for roundabout analysis.
5. Any work or traffic control in the State ROW requires an encroachment permit, and associated construction plans and mitigation measure submittal.

Response:

1. The signal upgrade at Pioneer Trail/US 50 is an interim improvement that could occur prior to roundabout construction or if long-term improvements, such as the roundabout currently being planned by Caltrans, TRPA, and El Dorado County, are not implemented in the near future.
2. The Rapid Rectangular Flashing Beacon at US 50/Apache is an interim improvement prior to roundabout construction or if long-term improvements, such as the roundabout currently being contemplated by Caltrans, TRPA, and El Dorado County, are not implemented in the near future.
3. Comment noted. If additional analysis is conducted in the future, the latest standard will be used.
4. Comment noted. If additional analysis is conducted in the future, the latest standard will be used.
5. Comment noted.

3. Sue Kloss, Meyers Resident – 10/3/17

Comment Summary:

1. Most residents oppose the new MAP and the proposed MAP is very similar to the existing Community Plan, which was also not supported.

2. Opposes high density housing, establishments providing amusements or entertainment outside existing businesses, and outdoor amusements, particularly in open space.
3. Events at Lake Baron result in a large amount of trash and debris that is not cleaned. Are these events properly permitted? Park use should include responsible cleanup.
4. The residents of Meyers want to maintain the quiet atmosphere and access to public open space, therefore, commercial use of open space that limits public access is not supported. This includes golf courses, cross country ski businesses, campgrounds, equestrian trail use if it limits pedestrian use, new rural sports, snowmobiles except in the area adjacent to the Lake Tahoe Golf Course clubhouse, new developed campgrounds (the existing KOA is acceptable and supports limited expansion on their land), and undeveloped campgrounds/tent sites and associated sanitary facilities or fire rings.
5. High density housing, commercialism, large crowds and amusements belong in South Lake Tahoe to maintain the rural atmosphere of Meyers. It is unfair to develop Meyers contrary to the wishes of the residents.

Response:

1. Comment noted.
2. Comment noted.
3. Comment noted. The Tahoe Paradise Park includes Lake Baron and is operated by the Tahoe Paradise Resort Improvement District. Currently a temporary use permit is required through El Dorado County for special events and use of the park at these events is managed by the Tahoe Paradise Resort Improvement District. MAP would allow for temporary use permit exemptions at Tahoe Paradise Park but only if the event does not create excess noise and parking impacts. In response to this comment, a provision has been added to page 2-18 of the MAP requiring such events to provide litter removal and site cleanup during and immediately following use. Please refer to Section 5.0 for the complete text addition to the MAP.
4. Comment noted. The MAP proposes increased protection of open space and passive recreation access to open space, and prohibits most developed recreation in the Upper Truckee River Corridor (MAP-5), where most public open space is located. Page 18 of the IS/IEC discusses the land use allowed within the Upper Truckee River Corridor District. Since this area is managed to maintain environmental values and provide dispersed recreation, high volume commercial recreation uses would be prohibited under the MAP. Campgrounds and rural sports would only be allowed conditionally, which means that establishing this type of land use would require a Conditional Use Permit. It is important to note that the MAP reflects existing uses in the area, so some changes to the uses allowed, conditionally allowed, or prohibited in a district are a reflection of the current uses in that district. Please also refer to the Appendix A - Table of Existing and Proposed Uses starting on page A-1 of the IS/IEC, which identifies the existing community plan and proposed area plan uses that would be allowed, conditionally allowed, or prohibited.

The Meyers Recreation District (MAP-4) encompasses existing developed recreation areas, such as Tahoe Paradise Park, Tahoe Paradise golf course, the KOA campground and adjacent publicly owned recreation land that is partly designated for a variety of commercial uses in the existing Community Plan. The MAP would conditionally allow outdoor amusements, publicly owned assembly and entertainment, and recreation centers, and would only allow cultural and group facilities, participant and rural sports, and local assembly. Residential and non-recreational commercial uses would no longer be allowed. Within the Meyers Recreation District there are approximately 4 acres of federal public open space. Developed recreation uses on federal land is subject to federal permits, so the potential for commercial recreation on federal land is limited.

5. Comment noted.

4. Marissa C. Fox, League to Save Lake Tahoe Senior Policy Analyst – 10/6/17

Comment Summary:

1. The MAP incorporates positive goals and policies that successfully implement the directives of the TRPA Regional Plan and RTP, particularly in terms of area-wide BMPs that improve the environment and support regional goals and transportation objectives.
2. Vehicle Miles Traveled (VMT) and traffic mitigation measures are insufficient. The current annual VMT is rapidly approaching the adopted threshold and a VMT increase of 7% will exceed that threshold, thereby requiring effective mitigation measures to make CEQA and TRPA findings for this impact.
3. Regional Plan EIS mitigation measure 3.3-1 cannot be used to mitigate potential impacts to the VMT threshold standard. TRPA has provided no annual reporting of this mitigation measure and has demonstrated non-compliance. Since TRPA has not implemented mitigation measure 3.3-1, the IS/IEC may not depend on this measure to mitigate the impact, cannot find this to be a less than significant impact with this mitigation measure, and must provide alternate mitigation measures such as improved transit services to reduce the impact.
4. Mitigation Measure Traffic-1 requires projects to pay their proportional share of mitigation for impacts related to traffic LOS deterioration, including payment of the project's air quality mitigation fee; however, since TRPA has not raised the air quality mitigation fee in over ten years, the mitigation fees do not conform to TRPA policy or Code. If TRPA does not revise the air quality mitigation fee to reflect current conditions, payment of this fee is not adequate to mitigate the impact.
5. Outside the mitigation measures to address additional trip generation and VMT, the MAP is an important and positive step towards implementation of the Regional Plan and serves as a positive example of community development.

Response:

1. Comment noted.
2. Please refer to the detailed responses below under Response item 3 regarding TRPA RPU EIS Mitigation Measure 3.3-1 and Mitigation Measure Traffic-1.
3. The 2012 Tahoe Regional Plan Update EIS Mitigation Measure 3.3-1 was evaluated in 2017 for the Tahoe Regional Transportation Plan update and this evaluation showed that the VMT indicator is currently in attainment. The VMT Threshold Standard, as reported in the 2015 Threshold Evaluation Report is 2,030,938 VMT. The 2040 VMT forecast for the 2017 RTP/SCS is 2,168,384 VMT. Based on the updated VMT modeling, the relevant environmental significance conclusion for VMT in the 2017 RTP/SCS would be the same as the 2012 RPU, which was cited in the 2012 RTP/SCS EIR/EIS. The mitigation presented in the 2012 RPU EIS would be applicable to the current RTP and would adequately address the impact (See Attachment C, Transportation, Traffic, and Circulation Section of the 2017 Linking Tahoe: Regional Transportation Plan IS/IEC).

The MAP provides supportive provisions for transit service and the associated infrastructure improvements for the Meyers community. MAP Goal 3 in Section B encourages El Dorado County, transit providers and recreation area shuttles to increase transit service to and from Meyers and to provide high quality transit stops and facilities to encourage ridership and connections to key community hubs. Policy 3.3 on page 3-4 of the MAP has been added to support the El Dorado County Tahoe Transportation District in implementing Meyers transit service improvements in the Linking Tahoe: Tahoe Transit Master Plan, 2017. Please refer to the MAP text changes in Section 5 of this document for the addition of Transportation and Circulation Policy 3.3.

Finally, Caltrans is planning intersection improvements in Meyers at US 50 and SR 89, as well as at the nearby intersection of US 50 and Pioneer Trail to calm traffic and improve safety.

The increase in trip generation resulting from the MAP is relatively small on a regional basis, and would not significantly change overall regional VMT, while the adoption of the Area Plan could result in a minor increase in vehicle trip generation as a result of potential growth in recreational and commercial activities in Meyers. At present, Meyers residents must travel to destinations in South Lake Tahoe for many of their shopping or recreational trips (such as to visit an indoor recreational facility). By increasing access to these recreational and commercial opportunities and reducing the associated trip lengths, these new mixed use land uses could well reduce overall VMT associated with the buildout of the Meyers Area Plan.

4. The air quality mitigation fee schedule was increased in 2007 pursuant to Ordinance 2007-07. The air quality mitigation fee schedule was reviewed by TRPA for an update in 2011. The results of the review did not merit an update to the fee schedule due to decreased vehicle trips and economic activity between 2007 and 2011. TRPA plans to review the air quality mitigation fee in early 2018.
5. Comment noted.

5. Jason Drew, Lake Tahoe South Shore Chamber of Commerce Board Chair – 10/6/17

Comment Summary:

1. The Lake Tahoe South Shore Chamber of Commerce (Tahoe Chamber) has been engaged in the development of the MAP and concur with the IS/IEC to support the findings of a CEQA MND and TRPA FONSE, including the use of tiering under both the CEQA Guidelines and TRPA rules. Tahoe Chamber finds the environmental analysis comprehensive and the impacts adequately mitigated. In addition, Tahoe Chamber fully supports the Meyers Vision and MAP Purpose and Need. The public outreach process for the MAP has been extensive and the summary of the MAP on pages 14-16 of the IS/IEC is correct and succinct. Tahoe Chamber supports the MAP and IS/IEC as written, will remain actively engaged in the planning process, and will remain supportive of the Plan's implementation actions following adoption.

Response:

1. Comment noted.

6. State of California OPR State Clearinghouse – 10/9/17

Comment Summary:

1. Form letter from OPR acknowledging the comment period has ended and no comments from state agencies were received directly by OPR.

Response:

1. Comment noted.

5.0 TEXT MODIFICATIONS TO THE IS/IEC AND MAP

Because no comments on the IS/IEC required a text change to the environmental document and no changes to the MAP result in changes to the IS/IEC text, no text changes will be made to the IS/IEC dated September 2017.

The following changes to the MAP have been made based on agency input and public comment on the IS/IEC. **Bold/Underlined** text is new text that has been added to the MAP. Text that is shown in ~~strikeout~~ has been removed from the MAP.

MAP Text Changes

Chapter 2 – Land Use Element

Page 2-18, 100 Special Events and Temporary Uses, add condition 100.A.9:

- 9. The temporary use includes provisions for trash removal and site cleanup during and immediately following use.**

Chapter 3 – Transportation and Circulation

Page 3-1:

The Transportation and Circulation Element is a supplement to the TRPA Regional Plan, TRPA/~~TMPO~~ Linking Tahoe: Regional Transportation Plan and to the Transportation Element of El Dorado County's General Plan. Consistent with these plans, this chapter lists the specific policies applicable to the Area Plan and describes the improvements necessary to implement these policies. Additional detail on capital improvements can be found in Chapter 7, Implementation.

Page 3-2, Pedestrian/Bicycle Facilities:

A Class I shared-use trail, known as the Pat Lowe Memorial Bike Trail, runs along both sides of US 50 from Pioneer Trail to SR 89. On the north side of US 50, the Class I shared-use trail continues along US 50 towards the City of South Lake Tahoe. This trail is proposed to be continued providing non-motorized transportation connectivity between Meyers and South Lake Tahoe and Stateline. Other ~~shared-use~~ trails, bike routes, and bike lanes are proposed in the ~~Lake Tahoe Bicycle and Pedestrian Master Plan~~ **Linking Tahoe: Active Transportation Plan** to improve connectivity between Meyers and surrounding residential areas and recreation sites. Additional conceptual **safety, and access** trail connections are shown in Figure 3-1. Other informal dirt paths connect Meyers to adjacent residential neighborhoods or nearby open space.

Traffic conditions and a lack of improved pedestrian crossings across US 50 present a major impediment to pedestrian activity in Meyers. Some pedestrian infrastructure is provided by individual businesses throughout Meyers and a crosswalk was constructed in 2015 at the intersection of US 50 and Apache Avenue. An additional crosswalk and roundabout is expected to be constructed at the intersection of US 50 and SR 89 by Caltrans in 2018 or 2019 and this Area Plan identifies the need for two additional pedestrian crossings (Figure 3-1), **and the relocation of the crosswalk at US 50 and Apache Avenue to the west side of Apache with installation of a Rapid Rectangular Flashing Beacon. Caltrans is also contemplating a roundabout improvement at Pioneer Trail/US 50 north of the Area Plan and at US 50/Apache Avenue.** Bicycle and pedestrian trails are typically not maintained during winter months

limiting their year-round use; **however, the class I trail was maintained for year-round use in 2016/17, and is expected to continue to be maintained year-round through use of the measure R/S funds.**

Page 3-2, Existing Traffic Conditions:

Congested traffic conditions generally occur during **seasonal** weekends and holidays. The normal pattern involves visitors entering the basin on Fridays and Saturdays and leaving the basin on Sundays or on weekday holidays. It causes severe backups and queues on US 50 for motorists travelling back and forth over Echo Summit. During winter snowstorms the situation can be easily compounded by chain-up and snow removal procedures. Congestion caused by US 50 traffic exiting the basin produces backups at intersections within Meyers including SR 89 and most side streets. This is especially true for vehicles (generally local residents) attempting to make left turns. During periods of particularly bad congestion, the backup of traffic on US 50 traffic leaving the basin can extend all the way into the City of South Lake Tahoe. When this occurs, traffic in Meyers can become gridlocked.

Caltrans and ~~TRPA Tahoe Metropolitan Planning Organization (TMPO)~~ traffic counts (count data collected in 2014) on US 50 through Meyers indicate peak hour traffic (peak month summer weekend) of 1,900 vehicles. Average Daily Traffic (ADT) for peak season (August) weekdays is estimated at 17,200 ADT along US 50 just east of the SR 89 intersection, and 5,600 ADT along SR 89 south of US 50.

Page 3-3:

Level of service (LOS) standards for roadways in Meyers are prescribed in the TRPA Regional Plan, and the Linking Tahoe: Regional Transportation Plan. Roadways must maintain LOS “D” with exceptions during peak periods when LOS “E” may be acceptable for no longer than four hours a day. Individual projects may cause these standards to be exceeded only when multi-modal amenities (i.e. the Transit Service and Pedestrian and Bicycle Facilities listed in section C, below) are provided to mitigate the traffic generation. As of 2010, US 50 through Meyers operated at LOS “E” for up to four hours per day **during high season, peak travel**. As such, the roadway meets the level of service standard but could exceed the standard if the Transportation and Circulation Implementation Actions listed in section C, below are not implemented concurrently with increases in traffic. Current data on the LOS at the unsignalized intersection of US 50 and SR 89 is not available, but congestion observed at this intersection on peak weekends indicates that it likely operates at LOS “E” for periods of time.

~~TRPA and TMPO~~ administers regional programs to reduce Vehicle Miles Travelled (VMT) and achieve regional VMT standards in the Tahoe Basin. Data on VMT specific to Meyers is not available, but implementation of measures to reduce VMT contained in this Area Plan (Transportation Element and Land Use Element), are important components of the regional VMT reduction effort. ~~TRPA and TMPO~~ will monitor LOS standards and VMT, and make short-term projections of future conditions every four years. If short-term projections indicate that LOS or VMT standards are likely to be exceeded, TRPA will take actions to ensure standards will be achieved, and may not release additional development allocations until those standards are met.

Page 3-4, add Policy 3.3:

Policy 3.3: Support implementation of the Meyers transit service improvements in the Linking Tahoe: Tahoe Transit Master Plan, 2017.

Page 3-4, Policy 4.1:

*Policy 4.1: Develop a community plaza within the ~~community plan~~ **Town Center** area which can be served by transit and recreation area shuttles.*

Page 3-4, Policy 6.1:

*Policy 6.1: **Continue to participate and support the TRPA and Lake Tahoe Unified School District Safe Routes to school program.** ~~Encourage the development of a Safe Routes to School Program in coordination with the Environmental Science Magnet School and local law enforcement agencies. The Safe Routes to School Program should include elements of education, law enforcement, and capital improvements.~~*

Page 3-5, Policy 6.2:

*Policy 6.2: Support development of bicycle and pedestrian facilities identified in the Linking Tahoe: Active Transportation Plan including, **but not limited to**, the Greenway Multi-Use Trail, and the Upper Truckee River crossing at San Bernardino Avenue.*

Page 3-5, Policy 6.6:

*Policy 6.6: Promote a ~~non-interface or grade separated (e.g. an underpass)~~ **safe** pedestrian crossing of US 50 within the Meyers Town Center **including consideration of a non-interface/grade separated facility.***

Page 3-7:

10. Transit Center. Develop an appropriately scaled transit center to reduce vehicle trips and promote multi-modal transportation. Locate the transit center with or adjacent to public parking facilities, ~~and~~ commercial establishments, **and bicycle amenities.**
12. Transit Shelters. Construct transit shelters at transit stops to promote additional use of public transit **and increase safety.**
14. Proposed Bicycle and Pedestrian Facilities. Construct the bicycle and pedestrian facilities proposed in the Linking Tahoe: Active Transportation Plan to promote non-motorized transportation. Construct, upgrade, and maintain active transportation facilities along major travel routes as part of all roadway improvements. Projects should be designed to maximize visibility at vehicular, bicycle, and pedestrian conflict points through increased safety signage, ~~sign~~ **sight** distance, and other design features, as appropriate.

Page 3-8:

17. Snow Removal. **Continue to** ~~Implement~~ snow removal operations on bicycle and pedestrian trails within the Meyers Town Center and eliminate snow storage on trails to promote year- round non-motorized transportation and pedestrian activity.

ATTACHMENT A MITIGATION MONITORING AND REPORTING PROGRAM

The Mitigation Monitoring and Reporting Program (MMRP) for the Meyers Area Plan Project is provided in Table A-1 and prepared in compliance with requirements of California Public Resources Code Section 21081.6 and Section 15097 of the California Environmental Quality Act Guidelines. In general, the County and/or TRPA shall be responsible for implementing and monitoring the measures identified below. Table A-1 describes each mitigation measure and identifies the responsible agency, timing, and monitoring requirements.

Table A-1

Mitigation Monitoring and Reporting Program Checklist for Meyers Area Plan Project

Mitigation Measure Description	Monitoring Responsibility	Timing	Monitoring Requirement
<p><u>AQ-1: Meet Air Quality Standards.</u></p> <p>Future development projects that are subject to discretionary review shall be evaluated in comparison to EDCAQMD-recommended thresholds of significance and, if project air emissions exceed standards, shall be required to incorporate emission-reduction measures sufficient to reduce potentially significant short-term and long-term air quality impacts to a less-than-significant level. Examples of short- and long-term operational emission-reduction measures include, but are not necessarily limited to, the following:</p> <p><i>Short-term measures:</i></p> <ul style="list-style-type: none"> • Use of low- or zero-emission construction equipment and use existing electrical power, to the extent locally available; • Use of low- or zero-VOC content architectural coatings, and prefinished/painted building materials, to the extent locally available; and • Increased diversion of demolition and construction-generated waste for recycling/reuse, to the extent feasible. <p><i>Long-term measures:</i></p> <ul style="list-style-type: none"> • Prohibit the installation of wood-burning hearths and fireplaces. Continue supporting woodstove change-out rebate programs to reduce air quality impacts in the Meyers Area and El Dorado County. • Increase building envelope energy efficiency standards in excess of applicable building standards and encourage new development to achieve zero net energy use. • Incorporate energy-efficient appliances, interior and exterior lighting, and building mechanical systems in excess of applicable building and design standards. Encourage installation of solar panels for new residential and commercial development. • Incorporate renewable energy sources in the project design (e.g., solar photovoltaic panels) in excess of applicable building and design standards. • Incorporate higher efficacy public street and exterior lighting in excess of applicable building and design standards. • Use daylight as an integral part of lighting systems in buildings in excess of applicable 	<p>El Dorado County Community Development Services, and Tahoe Regional Planning Agency</p>	<p>Following adoption of the Area Plan and ongoing during subsequent project environmental review</p>	<p>Analysis of project-specific air quality impacts and if necessary, identification of measures to reduce emissions to meet standards as determined by El Dorado County Community Development Services, EDCAQMD, and Tahoe Regional Planning Agency</p>

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
INITIAL ENVIRONMENTAL CHECKLIST/FINDING OF NO SIGNIFICANT EFFECT

Mitigation Measure Description	Monitoring Responsibility	Timing	Monitoring Requirement
<p>building and design standards.</p> <ul style="list-style-type: none"> • Use trees, landscaping and sun screens on west and south exterior building walls to reduce energy use in excess of applicable building and design standards. • Promote the installation of energy-efficient roofing systems (e.g., “cool” roofs) and cool pavements in excess of applicable building and design standards. Cool roofs and pavements are designed to reflect more sunlight and absorb less heat than standard products. • Incorporate solar and tankless hot water heaters. • Include design measures and infrastructure that promotes safe and efficient use of alternative modes of transportation (e.g., neighborhood electric vehicles, bicycles) pedestrian access, and public transportation use. Such measures may include incorporation of electric vehicle charging stations, bike lanes or paths, complete streets design improvements, bicycle-friendly intersections, electric bus infrastructure, transit shelters, well designed sidewalks, and bicycle parking and storage facilities beyond those required by TRPA Code of Ordinances, Chapter 65, Section 65.5.3. • Include site design measures that promote ride sharing programs (e.g., by designating a certain percentage of parking spaces for ride sharing vehicles, designating adequate passenger loading and unloading and waiting areas for ride sharing vehicles) beyond those required by TRPA Code of Ordinances, Chapter 65, Section 65.5.3. • Include measures that reduce water use (e.g., installation of low-water usage landscaping and irrigation systems) in excess of applicable building standards. • Include measures that reduce waste generation. 			
<p><u>Traffic-1: Proportional Share of Obligation for Impacts to the US 50/SR 89 Intersection.</u></p> <p>If intersection LOS operations are shown to deteriorate below acceptable standards in future agency monitoring, mitigation measures for this intersection will be considered. Modeling estimates show a potential for the US 50/SR 89 intersection to operate at a LOS F in 2035 conditions. However, much of the traffic growth that would result in the predicted level of service is attributed to development outside of the Meyers Area Plan boundary. Therefore, the projects developed under the Meyers Area Plan are only responsible for their proportional share of the proposed mitigation under this scenario. Since the impact is identified under the 2035 scenario, the timing of the improvement is a function of the rate of population and employment growth both within and outside of the Meyers Area Plan boundary. Appropriate mitigation developed at the time that monitoring indicates an impact will occur (as determined by the El Dorado County, Caltrans and TRPA), includes one of the following:</p> <ul style="list-style-type: none"> • Prior to issuance of a discretionary approval after determining that mitigation measures are required, fully complete road capacity improvements to prevent new development cumulative traffic impacts from reaching LOS F during peak hours on any highways, 	<p>El Dorado County Department of Transportation and Tahoe Regional Planning Agency</p>	<p>Following adoption of the Area Plan</p>	<p>Payment of fees or share of costs, or construction of the improvement shall occur as determined by El Dorado County and Tahoe Regional Planning Agency as traffic conditions require</p>

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
INITIAL ENVIRONMENTAL CHECKLIST/FINDING OF NO SIGNIFICANT EFFECT

Mitigation Measure Description	Monitoring Responsibility	Timing	Monitoring Requirement
<p>arterial roads, and their intersections during weekday, peak-hour periods, OR</p> <ul style="list-style-type: none"> • Payment of the project’s air quality mitigation fee in accordance with Chapter 65 – Traffic and Air Quality Mitigation Program of the TRPA Code of Ordinances; assessed in accordance with the mitigation fee schedule in the TRPA Rules of Procedure (Article 10.8.5). 			
<p><u>TRPA RPU EIR Mitigation Measure 3.3-1: Phased Release of Allocations/ LOS Monitoring/Travel Demand Management.</u></p> <p>The level of service standard under evaluation for Impact 3.3-1 is oriented toward alleviating congestion during the peak hour of peak travel times in the Region. The Compact directs TRPA to focus transportation improvements on transit investments and enhancements to non-auto modes, rather than new roadway capacity. Therefore, the mitigation measures below seek first to provide additional travel capacity in the form of bicycle, pedestrian, and transit improvements, with an ongoing monitoring program. New roadway improvements beyond those already listed in the RTP/SCS, are proposed if other measures are not able to meet community needs during peak travel times.</p> <p>TRPA will develop and implement a program for the phased release of land use allocations in four-year cycles in conjunction with future updates of the Regional Plan and RTP. Two years after each release, monitoring of existing and near-term LOS will occur at intersections and roadways to evaluate compliance with applicable LOS policies. Should LOS projections indicate that applicable LOS goals and policies will not be met, actions will be undertaken through TRPA-approved plans, project permitting, or projects/programs developed in coordination with local or other governments to maintain compliance. Actions may include, but are not limited to the following:</p> <ol style="list-style-type: none"> 1. TRPA will prioritize, and cause to be implemented, if feasible, enhanced non-motorized and public transportation projects and services to accommodate the additional travel demand 2. TRPA will modify the land use allocation releases to reduce travel demand, 3. To the extent that roadway capacity expansions do not result in significant, unavoidable environmental impacts, TRPA will investigate and cause to be implemented, if feasible, additional multi-modal corridor improvements (beyond those listed in the RTP project list). The following is an example list of potential candidate improvements based on the identified significant impacts of the RTP/SCS alternatives: <ul style="list-style-type: none"> › US 50 between the South Y and South Stateline – modify US 50 to consist of enhanced access control (e.g., raised median with channelized turn lanes at selected locations, driveway consolidation to limit turning locations on the highway, etc.), to the extent that planned traffic signal coordination does not provide sufficient capacity increases. › US 50 between SR 89 and Pioneer Trail – modify US 50 to consist of enhanced access control (e.g., raised median with channelized turn lanes, driveway consolidation, etc.) to 	<p>Tahoe Regional Planning Agency - Transportation Division</p>	<p>Ongoing (continuation of existing mitigation measure implemented under the RPU)</p>	<p>Monitor existing and near-term LOS at area intersections and roadways. Ensure additional actions are implemented as needed should LOS projections indicate LOS goals will not be met.</p>

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
INITIAL ENVIRONMENTAL CHECKLIST/FINDING OF NO SIGNIFICANT EFFECT

Mitigation Measure Description	Monitoring Responsibility	Timing	Monitoring Requirement
increase the capacity of the highway.			
<p><u>TRPA RPU EIR Mitigation Measure 3.5-1: Implement Sustainability Measures with Performance Standard.</u></p> <p>Within twelve months of adoption of an updated Regional Plan, TRPA will coordinate implementation of a GHG Emission Reduction Policy through TRPA-approved plans, project permitting, or projects/programs developed in coordination with local or other governments addressing Best Construction Practices and ongoing operational efficiency. Until that time, TRPA will continue existing practice to require measures developed on a project-specific basis. The policy will require implementation of measures for the reduction of GHG emissions generated by demolition and construction activity in the Region and by ongoing building and property operations. Where local ordinances already require GHG Emission Reductions consistent with the Policy, no further action is necessary. Where local government ordinances do not adequately address GHG reduction practices, those practices will be implemented through local government and/or TRPA permitting activities. Such measures may include, but are not limited to, the following:</p> <p><i>Minimize Construction-Related GHG Emissions</i></p> <ul style="list-style-type: none"> • Limit equipment idling time to a maximum of five (5) minutes. • Recycle or reuse construction waste and demolition material to the maximum extent feasible. • Use electrified or alternative-fueled construction equipment to the maximum extent feasible. • Use local and sustainable building materials to the extent possible. <p><i>Minimize Operation-Related GHG Emissions</i></p> <ul style="list-style-type: none"> • Use on-site renewable energy, such as photovoltaic systems. • Exceed building code standards for energy efficiency. • Install energy efficient appliances and equipment in new buildings. • Retrofit existing buildings to exceed energy efficiency building code standards. • Construct new development to allow for electric lawn maintenance and snow removal equipment compatibility. • Require minimum passive solar design standards in new buildings. • Expand recycling opportunities and increase recycling infrastructure, including food waste diversion into a composting process. • Implement water conservation standards in new development. <p>TRPA will require through TRPA-approved plans, project permitting, or projects/programs developed in coordination with local or other governments that GHG emissions from project-specific construction and operational activities permitted pursuant to and in accordance with the</p>	Tahoe Regional Planning Agency - Transportation Division	Ongoing (continuation of existing mitigation measure implemented under the RPU)	Ensure permitted plans, projects, programs implement GHG emission strategies, as needed/feasible

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
INITIAL ENVIRONMENTAL CHECKLIST/FINDING OF NO SIGNIFICANT EFFECT

Mitigation Measure Description	Monitoring Responsibility	Timing	Monitoring Requirement
<p>Regional Plan are reduced to the maximum extent feasible. As described in the RTP/SCS EIR/EIS, all feasible mitigation measures pertaining to mobile-source GHG emissions have been considered within the range of transportation strategies already included in the three RTP/SCS Transportation Strategy Packages. Through the grant awarded to the Lake Tahoe Region from the California Strategic Growth Council, a partnership of agencies and organizations are working on a Region-wide Sustainability Plan, which will address other primary sources of GHG emissions (i.e., energy use and efficiency, water supply and conservation, and solid waste). At such time a Sustainability Plan is completed for the Tahoe Region, TRPA will coordinate implementation measures through TRPA-approved plans, project permitting, or projects/programs developed in coordination with local or other governments recommended in that plan along with other appropriate measures, as feasible.</p>			

ATTACHMENT B COMMENT LETTERS RECEIVED ON THE DRAFT IS/IEC

1. Diane Verwoest, Meyers Resident – 9/21/17
2. Jeffrey Morneau, Caltrans Branch Chief – 9/28/17
3. Sue Kloss, Meyers Resident – 10/3/17
4. Marissa C. Fox, League to Save Lake Tahoe Senior Policy Analyst – 10/6/17
5. Jason Drew, Lake Tahoe South Shore Chamber of Commerce Board Chair – 10/6/17
6. State of California OPR State Clearinghouse – 10/9/17

From: Brandy McMahon bmcmahon@trpa.org

Subject: Concerned with Meyers Area Plan

Date: September 21, 2017 at 5:14 PM

To: Brendan Ferry brendan.ferry@edcgov.us, Rob Brueck rbrueck@haugebrueck.com, Jennifer Cannon jcannon@trpa.org



Brendan,

I just got a call from Diane Verwoest (?). She did not want to leave her phone. She is upset about traffic and higher density in the Meyers Area Plan. She would like a meeting in Meyers on the Meyers Area Plan.

Brandy

Brandy McMahon, AICP, Principal Planner
Long Range and Transportation Planning Division
Tahoe Regional Planning Agency
P.O. Box 5310, Stateline, NV 89449
(775) 589-5274
bmcmahon@trpa.org

DEPARTMENT OF TRANSPORTATION
DISTRICT 3 – SACRAMENTO AREA OFFICE
2379 GATEWAY OAKS DRIVE, STE 150 – MS 19
SACRAMENTO, CA 95833
PHONE (916) 274-0635
FAX (916) 263-1796
TTY 711



*Making Conservation
a California Way of Life.*

September 28, 2017

03-ED-2017-00074
03-ED-50/89 / VAR
SCH 2017902018

Mr. Brendan Ferry
El Dorado County
924 B Emerald Bay Road / State Route 89
South Lake Tahoe, CA 96150

Meyers Area Plan –Initial Study (IS) / Mitigated Negative Declaration (MND) Comments

Dear Mr. Ferry:

Thank you for including the California Department of Transportation (Caltrans) in the early consultation review process for the project referenced above. Caltrans' new mission, vision, and goals signal a modernization of our approach to California's transportation system. We review this local development for impacts to the State Highway System in keeping with our mission, vision and goals for sustainability/livability/economy, and safety/health. We provide these comments consistent with the State's smart mobility goals that support a vibrant economy, and build communities, not sprawl.

The Meyers Area Plan will serve as the comprehensive land use and zoning plan for the community of Meyers, and is considered consistent with both the Tahoe Regional Planning Agency's Regional Plan, as well as the County's General Plan. Meyers, the primary gateway into the Lake Tahoe Region, is generally located at the intersection of United States Highway 50 (US-50) and State Route 89 (SR 89). The 1-mile segment of US-50 encompassing Meyers, from the intersection of US-50 / Cirugu St. to the intersection of US-50/SR 80 / Pioneer Trail, is designated as a Scenic Corridor, has bike paths running parallel to US-50, and provides access to some of the Region's best recreational resources. The following comments are based on the September 2017 IS/MND.

Traffic Operations

- This study references a proposed signal upgrade at the Pioneer Trail/US50 intersection. However, there is a proposed roundabout alternative there which appears to be the preferred alternative and is currently in the ICE (Intersection Control Evaluation) process. Caltrans requests clarification on if the proposed signal upgrade is an alternative to the roundabout or if it is an interim improvement

before the roundabout is constructed.

- One of the elements of the Meyers Area Plan is a Rapid Rectangular Flashing Beacon (RRFB), which is prescribed, on page 16, for installation at the westernmost intersection of US-50/Apache Avenue. Most recent conceptual plans show a roundabout would be constructed at this intersection. Caltrans requests clarification on whether or not the planned RRFB discussed in the IS/MND would act as an interim solution, or if it would operate in conjunction with the conceptual roundabout.
- In Appendix G (Transportation Memo regarding the Trip Generation Analysis), on page 430 the IS/MND indicates Level of Service (LOS) was analyzed for roundabouts using the 2010 Highway Capacity Manual (HCM). Going forward the current standard, recognized by the Department, is the *Highway Capacity Manual, 6th Edition: A Guide to Multimodal Mobility Analysis* which was published in 2016. Also, the Department does not recognize Syncro (macroscopic modeling analysis and optimization software) as a recommended tool for roundabout analysis.

Encroachment Permit

Please be advised that any work or traffic control that would encroach onto the State Right of Way (ROW) requires an encroachment permit that is issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State ROW must be submitted to the address below.

Charles Laughlin
California Department of Transportation
District 3 Office of Permits
703 B Street
Marysville, CA 95901

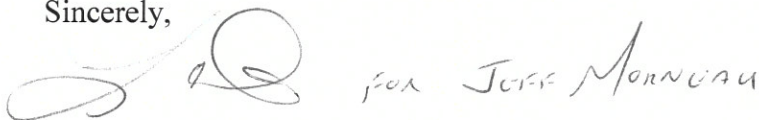
Traffic-related mitigation measures should be incorporated into the construction plans prior to the encroachment permit process. See the website link below for more information.

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>.

Please provide our office with copies of any further actions regarding this project. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any questions regarding these comments or require additional information, please contact Arthur Murray by email at: arthur.murray@dot.ca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read "JEFF MORNEAU". The signature is stylized and written in cursive.

JEFFEREY MORNEAU, Branch Chief
Office of Transportation Planning – South Branch

To: El Dorado County Supervisors and TRPA Planners
From: Sue Kloss, Meyers Resident
Re: Comments about the proposed Meyers Plan
Date: October 3, 2017

It appears to me that the Supervisors and El Dorado County are moving forward with plans for development in the town of Meyers to which most of the residents are opposed. The plan appears to have changed very little to the plan proposed several years ago, which was NOT supported by a majority of input of Meyers residents.

I would like to make it understood that I am absolutely opposed to any development in Meyers that includes:

high density housing;
any establishments providing amusement or entertainment unless housed in already existing businesses; and
outdoor amusements, particularly in areas that are currently publicly accessed open space.

It seems to me the Lake Baron area Park, (I believe it is currently called Tahoe Paradise Park), has already been hosting many events with crowds approaching or greater than 300 people. Have these activities not been properly permitted? The amount of trash and toilet paper in the USFS and Conservancy lands adjacent is disgraceful, disgusting, and needs to be cleaned up on a routine basis. If you are promoting use of the park, please be responsible and clean up after your events.

I would support some public facilities of a noncommercial nature, but I moved to Meyers because of its quietness and immediate access to open space.

I do not support commercial use of ANY current public open space in Meyers, including cross country skiing businesses, golf courses, campgrounds or camps, or anything that limits uses by the general population for commercial purposes.

I don't support use of paths for equestrian purposes if it limits the current users (bikers, hikers, dog walkers, kiddie wagons, etc.)

I don't support development for any new rural sports. We have existing opportunities for rural sports in Meyers (e.g. fishing in Lake Baron) and I think these should be continued.

I don't support use of snowmobiles except in the area adjacent to the clubhouse of Lake Tahoe Golf Course in Washoe Meadows State Park. I especially don't support use of snowmobiles in any areas adjacent to the Upper Truckee River.

I don't support development of any campgrounds in Meyers. The KOA does a great job of taking care of their business and customers. I would support limited expansion of that business in the location they already occupy.

I don't support undeveloped campgrounds for use by campers traveling by foot or horse; I don't support tent sites or fire rings or sanitary facilities associated with this use.

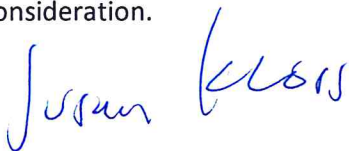
If I wanted more commercialism, high density housing, large crowds, amusements and other activities listed, I would have chosen to live in the city of South Lake Tahoe. I wouldn't have purchased a house in Meyers. I hope our county leadership respect the voice of the people who currently live in the town of Meyers. It is exceptionally unfair for local government to execute development plans which run contrary to wishes of most of the residents of a small town.

Thank you for your consideration.

Sincerely,

Sue Kloss

1008 Modoc Way, S. Lake Tahoe, CA

A handwritten signature in blue ink that reads "Sue Kloss". The signature is written in a cursive style with a large, looped "S" at the beginning.

October 6, 2017

El Dorado County
924 B Emerald Bay Road
South Lake Tahoe, CA 96150
Attn: Brendan Ferry

Dear Mr. Ferry:

The League to Save Lake Tahoe (the “League”) appreciates the opportunity to review the Meyers Area Plan (the “Area Plan”) and the associated Initial Study/Mitigated Negative Declaration and Initial Environmental Checklist/Finding of No Significant Effect (collectively, the “Environmental Review”) advanced by El Dorado County and the Tahoe Regional Planning Agency (“TRPA”) (collectively, the “Project Proponents”).

The League is dedicated to protecting and restoring the environmental health, sustainability, and scenic beauty of the Lake Tahoe Basin. In connection with our mission, we advocate for the implementation of policies contained within regional land use and planning documents, including, without limitation, the Bi-State Compact (the “Compact”), the 2012 Regional Plan Update (the “Regional Plan”) and the 2017 Regional Transportation Plan (the “RTP”). Overall, the Area Plan meets Regional Plan goals and objectives and is a positive step towards environmentally beneficial redevelopment. However, the mitigation measures offered by the Environmental Review to address increased vehicle trips and traffic are insufficient and must be amended. Additionally, and although it is outside of the scope of this review, the League renews its request that TRPA revise its air quality mitigation fees. The League welcomes the opportunity to provide input on meaningful mitigation measures that will address increased traffic and vehicle trips generated by the Area Plan.

1. The Area Plan Incorporates Positive Goals and Policies that Successfully Implement the Directives of the Regional Plan and the RTP.

The Area Plan is the product of many years of work and collaboration between the Project Proponents, the Meyers community, and other stakeholders. Ultimately, the result is a model for community development that incorporates positive water quality improvements, promotes restoration, encourages transportation improvements, and incentivizes environmentally sound redevelopment. In particular, the League applauds the Area Plan’s area wide BMP program that addresses storm water runoff and pollutant loading, the targets for reduction in excess land coverage, and the incentives for the restoration of sensitive lands.

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League to Save Lake Tahoe

2608 Lake Tahoe Boulevard
South Lake Tahoe, CA 96150
530.541.5388
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Protecting Lake Tahoe since 1957

As TRPA recently acknowledged in the 2017 RTP, “[t]he Bi-State Compact and California legislation mandates the Region to reduce reliance on the private automobile to decrease vehicle miles travelled and associated GHG emissions and protect water clarity.”¹ Similarly, a primary objective of the 2012 RTP is to “establish a safe, secure, efficient, and integrated transportation system that reduces reliance on the private automobile.”² The League supports the implementation of measures that advance these mandates, as well as other transportation initiatives that may lead to the reduction of fine sediment generated from roadways. The Area Plan presents a unique opportunity to further these goals and actualize Compact directives by improving transit infrastructure, implementing a shared parking management strategy, and incentivizing transit oriented development. The League further supports the addition of at least three designated pedestrian crossings on Hwy 50.³ Improving pedestrian safety will further encourage reliance on non-auto modes of transportation for residents and visitors alike.

Improving transit service is essential to reducing reliance on private cars, and the Area Plan incorporates several policies intended to further this objective.⁴ For example, Policy 5.1 calls for the improvement of “transit opportunities that access recreation facilities on a year-round basis.”⁵ Similarly, Policy 3.1 and Policy 3.2 call for strategically located transit stops and transit shelters, respectively.⁶ The League recognizes that Project Proponents are not transit operators, however, the Area Plan lacks the inclusion of meaningful implementation measures that advance this policy. While transit shelters and high-quality transit stops and facilities are a step in the right direction, a transit pilot project connecting South Lake Tahoe to Meyers would provide residents access to the community college, additional recreation opportunities, shopping, dining, and the community college without necessitating private cars.

2. Mitigation Measures Offered to Mitigate Potential Impacts Related to Vehicle Miles Traveled and Traffic are Insufficient.

The Compact requires TRPA to adopt environmental threshold carrying capacities for the region and to make findings prior to project approval that the project under review “will not cause the adopted environmental threshold carrying capacities of the region to be exceeded.”⁷ Here, the most recent estimate of annual vehicle miles traveled (“VMT”) provided by TRPA is 1,937,070, which is rapidly approaching TRPA’s adopted threshold standard of 2,067,600. If VMT increases by only 7% it will exceed the adopted threshold. Effective mitigation measures are therefore not only required to make a finding of

¹ TRPA & Tahoe Metro. Planning Org. (“TMPO”), Linking Tahoe: Reg’l Transp. Plan (Apr. 2017) p. 3-2.

² TRPA & TMPO., Reg’l Trans. Plan: Mobility 2035 (Dec. 2012) p. 2-3.

³ Meyers Area Plan (Sept. 2017) p.3-7

⁴ TTD’s Long-Range Transit Plan confirms that the “greater the use of the transit system, the fewer vehicle miles travelled by automobile.” (TTD, Linking Tahoe: Transit Master Plan (Feb. 2017) p.31.

⁵ Meyers Area Plan (Sept. 2017) p.3-4.

⁶ *Id.* at p.3-3.

⁷ Tahoe Reg’l Planning Compact, Pub. L. No. 96-551, Article V § (b), (g).

Board of Directors

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less than significant under the California Environmental Quality Act (“CEQA”), but essential for TRPA to make the findings mandated by the Compact.

a. The Project Proponents May Not Rely on Regional Plan EIS Mitigation Measure 3.3-1 to Mitigate Potential Impacts to the VMT Threshold Standard.

The full build-out of the Area Plan would potentially generate an additional 1,180 additional daily vehicle trips on average and an additional 89 peak hour trips.⁸ This is equivalent to a six percent increase in trip generation over baseline when compared to the Community Plan build-out.⁹ The Environmental Review concludes that “potential impacts related to the VMT standard are considered to be less than significant with implementation of TRPA Regional Plan mitigation measure 3.3-1.”¹⁰

Regional Plan mitigation measure 3.3-1 (“Mitigation Measure 3.3-1”) calls for the phased release of land use allocations, followed by monitoring and forecasting of actual roadway traffic counts and VMT. This measure, which is also codified as TRPA Code Section 50.4.3, provides that:

New development allocations will be authorized for release by the TRPA Governing Board every four years, beginning with the approval of the Regional Plan in 2012. Approval of the release of allocations is contingent upon demonstrating, through modeling and the use of actual traffic counts, that the VMT Threshold Standard will be maintained over the subsequent four year period.¹¹

CEQA requires a public agency to “adopt a program for monitoring or reporting . . . the measures it has imposed to mitigate or avoid significant environmental effects.”¹² Reporting and monitoring are “suited to all but the most simple projects.”¹³ Here, TRPA has provided no annual report detailing the mitigation and monitoring of mitigation measures mandated by CEQA and the Regional Plan EIR/EIS. In fact, TRPA’s recent release of allocations demonstrate TRPA’s noncompliance with Mitigation Measure 3.3-1. On May 24, 2017, the TRPA Governing Board released residential allocations to the local jurisdictions.¹⁴ As the base year for the threshold evaluation was 2014, TRPA Code Section 50.4.3 required TRPA to demonstrate, through modeling and the use of actual traffic counts, that the VMT threshold standard would be maintained through 2018 prior to releasing these allocations. The staff summary included no such four-year (2018) forecast. Because this mitigation measure exists but has not

⁸ Meyers Area Plan Draft Initial Study and Initial Envl. Checklist (Sept. 2017) p.153.

⁹ *Id.*

¹⁰ *Id.* at p.155-156

¹¹ TRPA Code of Ordinances § 50.4.3.

¹² Cal. Code Regs., tit. 14, § 15097(a); Cal. Pub. Resources Code § 21081.6.

¹³ Cal. Code Regs., tit. 14, § 15097(c)(3).

¹⁴ See minutes from TRPA Governing Board meeting, available at <http://www.trpa.org/wp-content/uploads/Amended-June-28-2017-Governing-Board-Packet.pdf> (May 24, 2017).

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been implemented by TRPA to date and appears likely to never be effectively executed, the Environmental Review may not properly depend on the phased release of allocations to mitigate any potential impacts. Accordingly, reliance on this measure to serve as adequate mitigation for the potential exceedance of the VMT Threshold is improper. The Project Proponents may therefore not make a determination that this impact is less than significant and TRPA may not make its findings mandated by the Compact. The League welcomes the opportunity to discuss alternative mitigation measures with Project Proponents that do meet CEQA's requirements and could potentially mitigate the impacts of increased vehicle travel through the Area Plan boundaries, including increased transit service.

b. TRPA's Air Quality Mitigation Fees are Outdated and Must be Revised.

Mitigation Measure Traffic-1 requires projects developed under the Area Plan to pay their proportional share of mitigation for impacts related to traffic if level of service ("LOS") operations deteriorate to an unacceptable standard.¹⁵ Appropriate mitigation includes payment of the project's air quality mitigation fee in accordance with Chapter 65 of the TRPA's Code of Ordinances (the "TRPA Code").¹⁶

The TRPA Code and the Rules of Procedure require TRPA to "review the [air quality mitigation] fee schedules . . . in light of the costs of needed improvements and the funds available to support those improvements and recommend adjustments to the fee schedules as appropriate."¹⁷ In a memorandum drafted by TRPA staff dated September of 2007 (attached as Exhibit A hereto and incorporated by reference herein) TRPA acknowledges that mitigation fee increases generally occur every five years, concurrent with the review of the Threshold Evaluation.¹⁸ To support the increase in fees, TRPA cites rising real estate values, as well as fuel and material prices.¹⁹ Here, despite the fact that the cost of fuel and material has risen significantly since 2007, TRPA did not raise air quality mitigation fees in connection with the 2016 Threshold Evaluation. In fact, TRPA has not raised air quality mitigation fees in over ten years. TRPA's air quality mitigation fees therefore do not conform to TRPA's internal policy or the TRPA Code. Accordingly, if TRPA fails to revise its air quality mitigation fees to reflect current conditions, payment of TRPA's air quality mitigation fees is not an adequate mitigation measure to address this impact.

¹⁵ Meyers Area Plan Draft Initial Study and Initial Envl. Checklist (Sept. 2017) p.156.

¹⁶ *Id.*

¹⁷ TRPA Code of Ordinances § 65.2.5, subd. (D); TRPA Rules of Procedure § 10.8.5, subd. (A)(2).

¹⁸ Memorandum from TRPA Staff to TRPA Governing Board (Sept. 2007) p.1.

¹⁹ *Id.*

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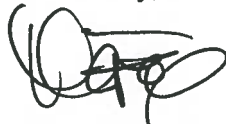
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3. Conclusion.

The Area Plan is an important step towards implementation of the Regional Plan and a positive example of community development. The Area Plan incorporates incentives for reducing reliance on the private car, encourages a reduction in excess land coverage, promotes restoration of sensitive lands and incentivizes environmentally beneficial redevelopment. However, mitigation measures offered by the Area Plan to address additional trip generation and increased VMT are insufficient. The League welcomes the opportunity to discuss meaningful mitigation measures with TRPA and El Dorado County staff, including, without limitation, contributions to improved transit service between South Lake Tahoe and Meyers.

The League appreciates the opportunity to comment on these items. Should you have any questions or require any clarification regarding these comments, please do not hesitate to contact me.

Sincerely,



Marissa C. Fox, Esq.
Senior Policy Analyst
League to Save Lake Tahoe

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EXHIBIT A

TAHOE REGIONAL PLANNING AGENCY

128 Market Street
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www.trpa.org

P.O Box 5310
Stateline, Nevada 89449-5310

Phone (775) 588-4547
Fax (775) 588-4527
Email: trpa@trpa.org

MEMORANDUM

Date: September 2007

To: TRPA Governing Board

From: TRPA Staff

Subject: Amendment of Chapter 82, Water Quality Mitigation and Amendment of Chapter 93, Traffic and Air Quality Mitigation Program, to Raise the Mitigation Fees to Reflect Increased Cost of Construction

Proposed Action: TRPA staff is requesting the Governing Board move to adopt the following Code amendments for increases in the Air and Water Quality Mitigation Fees, and approve the finding of no significant environmental effect.

Staff Recommendation: Staff recommends that the Governing Board make the required findings and approve the proposed Regional Plan Amendments for fee increases.

Required Motion(s): To approve the proposed amendments, the Board must make the following motions, based on this staff summary and the evidence in the record:

- 1) A motion to approve the required findings (see Attachment A), including a finding of no significant effect; and 2) A motion to approve the proposed ordinance, subject to the conditions contained in the draft ordinance (see Attachment B).

In order for the motion to pass, a 4-4 vote of the Board is required.

Project Description/Background: Staff will present a summary of the proposed Regional Plan amendments resulting from the Draft 2006 Threshold Evaluation that are recommended adjustments to assist in Threshold attainment, specifically the air and water quality mitigation fees.

The TRPA Goals and Policies Implementation Element Chapter VII calls for mitigation for new development through air and water quality fees. This implementation is specified in the following code sections:

- Water Quality Mitigation Fee, Chapter 82.3 (see Attachment C)
- Air Quality Mitigation Fee, Chapter 93.3.D (see Attachment C)

Issues/Concerns: Mitigation fees increases have generally occurred every 5 years with the review of the Threshold Evaluation. New fees increases are necessary to offset the higher construction costs of EIP project implementation and the very large increase in property values. Since the last increase in 2002, real estate values for acquisitions and easements have risen substantially, as well as fuel and materials prices. Detailed explanation of the last increases can be found in the 2001 Threshold Report. The

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AGENDA ITEM XI.B

general formulas used are detailed in Attachment C. A reasonable approach to adjust to the rising costs of project construction is to apply the increase to both fees based on the California Construction Cost Index. The CCI was chosen as an inflationary index because the costs of construction are more applicable to mitigation projects than a consumers good index such as the CPI. The CCI also provides a more reasonable regional picture of costs than a national average.

Regional Plan Compliance: The proposed ordinance is part of the Regional Plan, and therefore complies with all requirements of the TRPA Goals and Policies and Code of Ordinances, including all required findings in Chapters 6 (see attachment A for details).

If you have any questions about this agenda item, please contact Rita Whitney, Threshold Monitoring Program Manager at 775-588-4547 ext. 258 or rwhitney@trpa.org.

Attachments:

Chapter 6 Findings and Ordinance 87-8 Findings (Attachment A)

Draft Ordinance (Attachment B)

Issues and Concerns Discussion (Attachment C)



October 6, 2017

El Dorado County
924 B Emerald Bay Road
South Lake Tahoe, CA 96150
Attention: Mr. Brendan Ferry, Principal Planner

Re: Comments on the Initial Study/Mitigated Negative Declaration
(IS/MND)
Initial Environmental Checklist/Finding of No Significant Effect
(IEC/FONSE)
for the Meyers Area Plan

Dear Mr. Ferry:

These comments are submitted on behalf of the Lake Tahoe South Shore Chamber of Commerce (Tahoe Chamber). As you are aware, members of our Government Affairs Committee, Board leadership and Chamber members in the Meyers community have been actively engaged in the development of the Meyers Area Plan. These comments reflect that background knowledge and engagement.

In summary, following our review of the IS/MND and IEC/FONSE, Tahoe Chamber concurs with the California Environmental Quality Act (CEQA) Environmental Determination finding 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 or agreed to by the project proponent (El Dorado County).” Accordingly, an IS/MND was the appropriate type of environmental review to prepare, consistent with applicable provisions of the California Environmental Quality Act; **and,**

for TRPA’s environmental review requirements:

“The proposed project could have a significant effect on the environment, but due to the listed mitigation measures which have been added to the project, could have no significant effect on the environment and a mitigated finding of no significant effect shall be prepared in according with TRPA’s Rules of Procedures.”

The Environmental Review Tiering Process - CEQA

CEQA and CEQA Guidelines encourage the use of tiered environmental documents to reduce delays and excessive paperwork in the environmental review process. This is accomplished in tiered documents by eliminating repetitive analyses of issues that were adequately



addressed in the Program EIR and by incorporating those analyses by reference. The Initial Study (IS) is tiered from the El Dorado County General Plan EIR, where the General Plan addresses the Meyers community, specifically from the following aspects of the 2003 General Plan EIR:

- A discussion of general background and setting information for several environmental topic areas;
- Overall growth-related issues;
- Issues that were evaluated in sufficient detail in the 2003 General Plan EIR for which there is no significant new information or change in circumstances that would require further analysis; and
- Assessment of cumulative impacts.

We note that the proposed Meyers Area Plan is an element of the changes that were anticipated in the 2004 El Dorado County General Plan and evaluated in the 2003 General Plan EIR. The Meyers Area Plan IS also tiers from General Plan amendments adopted since 2004.

Tiering - TRPA

Tiering under TRPA rules refers to the coverage of general matters in a broader EIS (Program EIS) and subsequent documents incorporated by reference the general discussions and concentrating solely on the issues specific to the document subsequently prepared. TRPA tiering is limited to situations where a later project or matter is consistent with a program, plan, policy or ordinance for which an EIS was prepared, is consistent with applicable TRPA plans, and a supplemental EIS is not required. The proposed Meyers Area Plan is an element of the growth that was anticipated in the 2012 TRPA Regional Plan Update (RPU) EIS. The Meyers Area Plan IEC specifically tiered from the 2012 RPU EIS for the following:

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

Environmental Analysis

In our review of Meyers Area Plan environmental analysis (CEQA IS/MND and TRPA IEC/FONSE), we found the work comprehensive and forthright. **Of the full range of environmental factors and considerations analyzed, we note only three triggered the need for mitigation measures - Air Quality; Transportation, Traffic and Circulation; and Cumulatively “considerable impacts.”**



We concur that with the mitigation measures proposed for the impacts identified in these three categories, the resulting findings for each are **Less Than Significant with Mitigation Measures.**

The Meyers Community Plan Vision
Tahoe Chamber fully supports the Meyers Community Vision as developed by community members. This represents a foundational guiding vision for the Area Plan:

“Meyers is an ideally situated, spacious, historic and walkable mountain community that values sustainability, health, wellbeing and the natural environment. Uniquely concentrated with year-round outdoor sport and recreational opportunities, the Meyers mountain culture is the hallmark of our thriving local-based economy boasting a diverse commercial and retail environment, welcoming visitors and providing residents with an extraordinary place to live, work and play.”

Meyers Area Plan - Purpose and Need

Tahoe Chamber members and representatives helped shape the adopted Purpose and Need. We fully support the Plan’s Purpose and Need and related objectives. The fundamental purposes and needs are...

- To create consistent and integrated land use planning and development regulations for the County and TRPA;
- The Plan is intended to realize and support the Meyers Community Vision;
- The Plan will assist in achieving and maintaining TRPA’s Environmental Threshold Carrying Capacities and implement the Tahoe Metropolitan Planning Organization’s Sustainable Communities Strategy (SCS); and,
- The Plan will implement the policy direction of both the TRPA Regional Plan and County General Plan.

Tahoe Chamber agrees that action is needed now because the existing Meyers Community Plan and other affected Area Plan Statements which currently provide land use guidance in this area are more than 23 years old and have had only minor changes since adoption. In addition, Goal 2.10 of the County’s General Plan specifically calls for the County to coordinate the County’s land use planning efforts in the Tahoe Basin with those of TRPA. The TRPA 2012 RPU and associated EIS studied and adopted conceptual land use categories, design standards (e.g., density and height) and a proposed Town Center boundary for Meyers that would provide incentives to encourage transfers, infill, and the rehabilitation and redevelopment of aging infrastructure and commercial uses within Meyers that will simultaneously drive environmental improvements.

Public Involvement



The public outreach and participation process that supported development of the Meyers Area Plan has been extensive, covering a more than five-year period dating back to May 2012. We note that the scope of this process is detailed on pages 7 and 8 of the IS/IEC.

A succinct summary of the Meyers Area Plan elements that represent the proposed changes from existing plans, maps and ordinances is presented in Table 1 on pages 14-16 of the IS/IEC.

Plan Provisions and Environmental Review of Height, Density

The issues of allowable height, density, and the “scale” of potential rehabilitation, redevelopment and any new development were the subject of much discussion and debate during the public meetings and planning process. Because there were times during the process when less than accurate information was circulated in the community that created confusion, we believe it’s important to highlight the Table 1 summary.

Elements of the Meyers Area Plan (Proposed Change from Existing Plans, Maps & Ordinances) Goals and Policies (All Elements)

- Deletes goals and policies no longer applicable to the plan area or have been previously implemented.
- Adds goals and policies to implement the vision and capital improvements defined by the Meyers Advisory Council (MAC)
- Modifies goals and policies to implement the vision and capital improvements identified by the MAC.

Land Use: Zoning Districts

- As designated in the 2012 TRPA RPU conceptual land use map, the Meyers Area Plan combines three existing Commercial and Community Services Zoning Districts along US 50 into one Zoning District called “Meyers Community Center” to allow mixed-use development consistent with a Town Center.
- Expands the “Upper Truckee River” Residential Zoning District to include existing multi-family residential units located along SR 89 to the south. Renames the Zoning District “Upper Truckee Residential/Tourist” to recognize newly added tourist land uses near the intersection of US 50 and SR 89.
- Defines the mixed-use core plus a portion of the Upper Truckee Residential/Tourist Zoning District as a “Town Center” consistent with TRPA’s 2012 Regional Plan Conceptual Land Use Map (Note: The Area Plan excludes a portion of the westernmost Town Center boundary mapped in the 2012 Regional Plan). Parcels within the overlay are suitable for redevelopment or infill and qualify for incentives when development is transferred from less suitable locations within the Lake Tahoe Region.

Area Plan Element



- Adds Conservation and Recreation Zoning Districts to incorporate Tahoe Paradise Park, Lake Baron, the Upper Truckee River corridor, and other public lands into the Meyers Area Plan boundary.
- The Regional Land Use Classifications for the Meyers Area Plan have been updated to incorporate minor modifications to be consistent with the Zoning District adjustments, described above.

Land Use: Permitted Uses

- Meyers Community Zoning District: Applies list of permissible uses from the three existing Commercial and Community Services Districts to the Community Center and relaxes some of the permitting requirements for certain uses (e.g., changes some uses from conditional to permitted) while increasing the requirement for certain uses (e.g., nursing homes) or prohibiting others (e.g., timeshare units).
- Meyers Industrial Zoning District: Relaxes some of the permitting requirements for certain uses (changes some uses from conditional to permitted).
- Upper Truckee Residential/Tourist Zoning District: Adds multi-family residential as a permitted use and tourist accommodation to allow low density hotel/motel units only within the Town Center portion of the District. Increases the variety of public service and recreational uses that may be located in the District.
- Meyers Recreation Zoning District: Increases the variety of public service and recreation uses that may be located in the District, and adds employee housing as a conditional use.
- Upper Truckee River Corridor (Conservation) Zoning District: Limits uses to those related to low impact recreation (e.g., hiking trails, day use areas, cross country ski courses) and public service facilities as conditional uses (e.g., transportation routes, power transmission facilities, transit stations).

Land Use: Development Standards

- Meyers Community Center Zoning District: Maintains maximum building height (established in to the existing 1993 Meyers Community Plan) at 42 feet. (Note: The Meyers Area Plan does not take advantage of maximum building heights of 56 feet as contemplated and allowed in the TRPA 2012 RPU for Town Center areas) and simplifies the building height standards consistent with the El Dorado County Zoning Ordinance. Reduces setback and adjusts land coverage restrictions to encourage mixed-use development (allowing up to 70% coverage on high capability land). Reduces the westernmost Town Center area contemplated in the 2012 TRPA RPU by approximately 7.8 acres to exclude sensitive lands near the Upper Truckee River that were deemed less suitable for development.
- Meyers Industrial Zoning District: Maintains existing requirements to comply with TRPA Code Chapter 37.4 for maximum building heights and simplifies the building height standards.



- Upper Truckee Residential/Tourist Zoning District: Maintains maximum building height at 42 feet in the Town Center and simplifies the building height standards. Adds density standards for multi-family residential and tourist accommodation uses.
- Meyers Recreation and Conservation Zoning Districts: Maintains existing requirements to comply with TRPA Code Chapter 37.4 for maximum building heights and simplifies the building height standards.

Land Use: Allocation of Commercial Floor Area (CFA)

- The fee for allocations of additional CFA may be waived if the Planning Commission makes written findings certifying that the project will:
- Provide passive solar, alternative energy or other design components that the Meyers Advisory Committee (MAC) and Planning Commission find will reduce greenhouse gas emissions.
- Exceed state and regional green building standards.
- Be consistent with Meyers Design Standards and Guidelines, contributing to an improvement in scenic quality ratings for Roadway Unit 36C.
- Provide a landscaped area for outdoor public use equal to at least 10 percent of the project area or 800 square feet (whichever is less).
- Exceed stormwater quality treatment standards by at least 10 percent.

Land Use: Building Height Measurement

- Replaces existing TRPA building height calculation method (Code Section 37.3) with a substitute standard based on El Dorado County Zoning Ordinance building height calculation method (Section 130.30.040). Establishes one height calculation methodology (using average finished grade of each building wall, and measuring the distance [height] between this average point and the highest point of the building) for planners to use when processing projects within the Meyers Area Plan

Attachment A: Design Standards and Guidelines

- Modifies Sign Standards to create more consistent sign setbacks from the roadway and improve visibility of signage that is affected by exceptionally wide US 50 Right-of-Way (ROW) and snow storage operations. Specific Revisions include:
 - Allow greater total sign area for freestanding signs placed over 100 feet from the US 50 centerline on parcels adjacent to US 50.
 - Allow off-premise freestanding signs within the US 50 ROW if approved by Caltrans. Require a minimum 50-foot setback from the US 50 centerline and 15-foot setback from multi-use trails for both on premise and off-premise freestanding signs.
- Moved Design Guidelines for protection of Sierra juniper trees, fencing, screening of outdoor storage areas, highway landscape buffers, bear-proof trash facilities and bicycle racks to the Design Standards section to make them mandatory for all projects.
- Added Design Guidelines to encourage streetscape improvements along US Highway 50 and sustainable business design.



- Revised Design Guidelines to be consistent with the vision and capital improvements identified by the MAC.
US 50 Pedestrian Crossing at Apache Avenue
- A striped crosswalk of US 50 is currently provided approximately 150 feet west of the westernmost intersection of US 50 and Apache Avenue. No enhancements are provided beyond standard striping and permanent signs. The location of the existing crossing adds approximately 300 feet of walk distance, reducing the cross utilization and effectiveness. As part of the Meyers Sustainable Mobility Project, the County is proposing to relocate the crossing location to the west side of Apache Avenue and install a modern Rapid Rectangular Flashing Beacon (RRFB). The use of RRFB's has proven to substantially increase the proportion of vehicles that yield to pedestrians in the crosswalks. The proposal would enhance pedestrian safety and convenience and encourage greater pedestrian activity in the Town Center.

As part of the Meyers Area Plan, El Dorado County has confirmed its intent to comply with all aspects of the TRPA Regional Plan and Code of Ordinances not specifically substituted by standards within the Area Plan, including mitigation measures from the RPU EIS certified by the TRPA Governing Board on December 12, 2012.

In Meyers Area Plan Chapter 7, Implementation Element, El Dorado County also commits to establishing and maintaining a Meyers Advisory Council (MAC):

Implementation Vision, Goals and Policies (page 7-1):

Policy 1.2: El Dorado County shall establish and maintain a Meyers Advisory Council (MAC) with regularly scheduled and publicly noticed meetings to provide recommendations to the Planning Commission, County Board of Supervisors, and/or TRPA on the implementation of this Plan. The MAC shall include seven residents or property owners in the Lake Tahoe Region of unincorporated El Dorado County. The MAC shall include community members representing business, environmental, recreation and other appropriate interests necessary to carry out the vision of the Meyers Area Plan. The MAC shall be comprised of elected board members of a Municipal Advisory Council or other appropriate special district, or if no appropriate entity exists, the MAC members may be appointed by the El Dorado County Board of Supervisors.

We of the Lake Tahoe Chamber of Commerce thank you for the opportunity to provide these comments on the Meyers Area Plan and supporting environmental analyses. Consistent with our mission, vision and goals, Tahoe Chamber will remain actively engaged in support of certification of the CEQA IS/MND and TRPA IEC/FONSE and adoption of the Meyers Area Plan, and supportive of implementation actions consistent with the Plan subsequent to adoption.

Lake Tahoe South Shore
Chamber of Commerce



TahoeChamber.org

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Sincerely,

Jason Drew



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

October 9, 2017

Brendan Ferry
El Dorado County
924 B Emerald Bay Rd
South Lake Tahoe, CA 96150

Subject: Meyers Area Plan
SCH#: 2017092018

Dear Brendan Ferry:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on October 6, 2017, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Morgan".

Scott Morgan
Director, State Clearinghouse

**Document Details Report
State Clearinghouse Data Base**

SCH# 2017092018
Project Title Meyers Area Plan
Lead Agency El Dorado County

Type **MND** Mitigated Negative Declaration

Description The Meyers Area Plan serves as the comprehensive land use and zoning plan for the community of Meyers, consistent with the TRPA Regional Plan and the El Dorado County General plan. The plan is intended to realize the Meyers Community Vision, assist in achieving and maintaining TRPA'S Environmental Threshold Carrying Capacities, implement the Tahoe Metro Planning Org's Sustainable communities strategy, and implement the policy direction of both the Regional Plan and General Plan. The Meyers Area Plan builds upon the existing 1993 Meyers Community Plan and maintains much of the vision and many of the same priorities as this original plan. However, the Area Plan includes lands not included in the community plan. It also updates the community plan to reflect current conditions and includes additional implementation measures.

Lead Agency Contact

Name Brendan Ferry
Agency El Dorado County
Phone 530-573-7905
email
Address 924 B Emerald Bay Rd
City South Lake Tahoe
Fax
State CA **Zip** 96150

Project Location

County El Dorado
City
Region
Lat / Long 38° 52' 53.1" N / 120° 1' 57.3" W
Cross Streets US Hwy 50 and SR 89
Parcel No.
Township 12N **Range** 18E **Section** 29 **Base** MDM

Proximity to:

Highways 50
Airports
Railways
Waterways Angora Creek and Upper Truckee River
Schools
Land Use Meyers Community plan Z: replaced with Meyers area plan zoning districts

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Public Services; Recreation/Parks; Soil Erosion/Compaction/Grading; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Landuse

Reviewing Agencies Resources Agency; Department of Conservation; Department of Fish and Wildlife, Region 2; Department of Parks and Recreation; Office of Historic Preservation; Cal Fire; California Highway Patrol; Caltrans, District 3 S; Regional Water Quality Control Bd., Region 6 (So Lake Tahoe); Office of Emergency Services, California; Department of Housing and Community Development; Native American Heritage Commission; State Lands Commission; Tahoe Regional Planning Agency; Other Agency(ies)

Date Received 09/06/2017 **Start of Review** 09/07/2017 **End of Review** 10/06/2017