

## **4.11 PUBLIC SERVICES**



This section describes the public services that are provided within the Planning Area. Specifically, this section includes an examination of fire protection and emergency medical services, law enforcement services, public schools, and other government facilities (a discussion of parks and recreational resources can be located in Section 4.14, Recreation). Each subsection includes descriptions of existing conditions and potential environmental impacts resulting from implementation of the proposed General Plan Update and identifies the appropriate proposed General Plan Update policies that would lessen the identified impacts.

### 4.11.1 FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES

This subsection discusses existing fire protection service standards, calls for service and response time, and organization, staffing, and resources of the City of South Lake Tahoe Fire Department. Information in this section is provided from existing fire reports, the South Lake Tahoe Fire Department website, and consultation with South Lake Tahoe Fire Department staff. The reader is referred to Section 4.3, Hazards, regarding wildland fire hazards.

#### 4.11.1.1 REGULATORY FRAMEWORK

##### REGIONAL

##### **Regional Plan for the Lake Tahoe Basin**

Developed by the Tahoe Regional Planning Agency (TRPA), the Regional Plan provides policy guidance to decision-makers on issues affecting the region's resources and remaining capacities. The Regional Plan also provides for the achievement and maintenance of the adopted environmental threshold carrying capacities (thresholds), while providing opportunities for orderly growth and development. The following goals and policies relate to fire protection and emergency medical services in the Planning Area:

- **Public Services and Facilities Goal 1, Policy 1.** Public services and facilities should be allowed to upgrade and expand consistent with the Land Use Element of the Regional Plan and federal, state, and local standards.
- **Public Services and Facilities Goal 1, Policy 2.** Expansion of public services and facilities should be phased in to meet the needs of new development without creating inefficiencies from overexpansion or underexpansion.
- **Public Services and Facilities Goal 2, Policy 3.** No additional development requiring water shall be allowed in any area unless there exist adequate storage and distribution systems to deliver an adequate quantity and quality of water for domestic consumption and fire protection.
- **Public Services and Facilities Goal 4, Policy 1.** The impact on educational and public safety services shall be considered when reviewing projects and plan amendments proposed within the region. To the extent feasible, adverse impacts should be mitigated as part of the review process.
- **Public Services and Facilities Goal 4, Policy 2.** Educational and emergency service organizations should anticipate and plan for projected demands and needs consistent with the Regional Plan and are encouraged to advise the agency when development potentials exceed current or anticipated service capabilities or capacities.

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### **TRPA Code of Ordinances**

Chapter 27.3B of TRPA's Code of Ordinances contains a basic water service requirement for projects proposing a new structure, reconstruction, or expansion of an existing structure designed or intended for human occupancy. The Code of Ordinances specifically requires that such projects have an adequate quantity of water to meet fire flow requirements to provide for fire protection. The TRPA Code of Ordinances applies to areas not regulated by municipal fire code.

LOCAL

### **Fire Codes and Guidelines**

The City of South Lake Tahoe has adopted the California Fire Code (CFC), 2007 Edition, including Articles 86a and 86b, and Appendices 1C through 6, with amendments specific to the City of South Lake Tahoe. The California Fire Code provides specific requirements and provisions relating to the design and construction of structures for human occupation with the goal of reducing the hazard and fire potential of the structure. The City has also adopted Public Resources Code Sections 4290 and 4291.

### **Emergency Management Plan**

The State of California passed legislation authorizing the California Emergency Management Agency (Cal EMA) to prepare a Standardized Emergency Management System (SEMS) program, which sets forth measures by which a jurisdiction should handle emergency disasters. Noncompliance with SEMS could result in the State withholding disaster relief from the noncomplying jurisdiction in the event of an emergency disaster. The preservation of life, property, and the environment is an inherent responsibility of local, state, and federal governments. The City of South Lake Tahoe has adopted an all-hazard Emergency Management Plan that focuses on actual or threatened large-scale emergencies and disasters which might require coordinated responses of multiple departments in the City and even jurisdictions or agencies autonomous of the City.

#### **4.11.1.2 AFFECTED ENVIRONMENT**

Fire protection and emergency medical services in the city are provided by the South Lake Tahoe Fire Department (SLTFD) while the Lake Valley Fire Protection District (LVFPD) services the unincorporated portions of the Planning Area.

#### **SOUTH LAKE TAHOE FIRE DEPARTMENT**

The SLTFD is a municipal fire department that is primarily organized, equipped, and trained to perform fire suppression duties in structural firefighting, initial attack wildland firefighting, vehicular fires, and initial attack for most incipient events. The SLTFD also provides local paramedic ambulance service. The SLTFD offers a series of programs for public education regarding fire safety, fire prevention programs, and programs to help children and the elderly.

#### **Stations, Equipment, and Personnel**

The SLTFD operates three staffed fire stations in the city. Another station created in a converted aircraft hangar at the Lake Tahoe Airport is unstaffed. As of February 2008, the department had

four Type 1 fire engines, two Type III engines, one 75-foot aerial ladder, one rescue vehicle, one patrol vehicle, three paramedic ambulances, five staff vehicles, one mobile command vehicle, and one rescue boat. The department staff consists of a fire chief, one administrative assistant, four division chiefs, nine captains, nine engineers, and 18 firefighters (10 of whom are licensed paramedics). The department also enlists the help of 25 non-paid reserve firefighters. Below is a breakdown by station of the SLTFD's equipment and staff per vehicle.

Station #1 (1252 Ski Run Blvd.)

- One Type 1 engine (staffed by one captain and one engineer)
- One primary paramedic ambulance (staffed by one firefighter paramedic and one firefighter)
- Mobile air trailer (breathing air)
- One reserve medical unit
- One Type III engine (cross staffed from the Type I engine)

Station #2 (2951 Lake Tahoe Blvd.)

- One Type 1 engine (staffed by one captain and one engineer)
- One wildland patrol vehicle (response to small, natural cover/vegetation fires)
- One utility vehicle
- One 75-foot ladder/quint apparatus
- One hazardous materials decontamination response trailer

Station #3 (2101 Lake Tahoe Blvd.)

- One Type 1 engine (staffed by one captain and one engineer)
- One primary paramedic ambulance (staffed by one firefighter paramedic and one firefighter)
- One Type III engine (cross staffed from the Type I engine)
- One mobile command unit
- One rescue vehicle
- Two utility vehicles
- Two staff vehicles
- One rescue boat

Station #4 (1900 Airport Rd.)

- One Type1 engine
- One T-6 engine with dry chemical unit

Station #1 was built in 1993, Station #2 in 1947, and Station #3 in 1953. Station #3 was remodeled in 1982. According to the City of South Lake Tahoe Background Report, as of 2008 the City was planning to replace Stations #2 and #3 (the Station #3 replacement is part of the Tahoe Valley

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Community Plan). Headquarters, which as of 2008 are located at Station #3, would eventually be moved to the more centrally located Station #2.

### **Service Standards**

#### Response Times

For structure fires, the National Fire Protection Association (NFPA) and the Insurance Services Office (ISO) recommend a standard total response time not exceeding 5 minutes and 30 seconds from the receipt of call until the first response unit arrives at the emergency (30 seconds to dispatch the call, 60 seconds get-away time, and 4 minutes driving time from the fire station to the emergency). They recommend that this standard be met at least 90 percent of the time. SLTFD receives approximately 3,000 calls to dispatch per year. The department has indicated that their average response time, as of 2008, is 5.33 minutes. Response time is under 10 minutes 97 percent of the time.

#### ISO Rating

An Insurance Services Office rating is a collection of information on a community's public fire protection, which is determined by using a Fire Suppression Rating Schedule (FSRS). The FSRS is the manual that the ISO uses in reviewing the firefighting capabilities of individual communities. The schedule measures the major elements of a community's fire suppression system and develops a numerical grading called a Public Protection Classification (PPC). The FSRS determines a PPC from 1 to 10. The primary factors evaluated are the fire department, dispatching, and the water system. The ISO rating takes into account the number of firefighting personnel and equipment available to an area and the average emergency response times. Protection Class 1 indicates excellent fire service and Protection Class 10 indicates minimal or no protection. The South Lake Tahoe Fire Department's current ISO rating is Protection Class 5.

### **Automatic and Mutual Aid**

According to the Fire Planning Process for the Urban-Wildland Interface (Citygate Associates, 2004), the SLTFD is equipped to handle a moderate risk fire with the on-duty forces. However, the department relies upon mutual and automatic aid to provide additional staffing for fire or other emergencies that are significant.

The SLTFD maintains mutual aid agreements with other fire and emergency response agencies in the Tahoe region, including the Tahoe Douglas Fire Protection District (TDFPD), the Lake Valley Fire Protection District (LVFPD), and the Forest Service (Cooperative Agreement), providing for area-wide fire response and ambulance services both in and outside the city. During peak tourist season (July through August and ski weekends throughout the tourist season), emergency response times can increase due to heavy traffic on US Highway 50 (US 50) and winter weather conditions.

The Fire Chief Association in the area has developed a mutual aid system that incorporates eight California-based fire agencies and nine Nevada-based fire agencies in the Tahoe region. During a peak demand for fire resources, this system can generate approximately five strike teams within the first few hours of a heavy impact event. A strike team consists of five Type 1 engine companies and a command (chief-level) officer. This results in the ability of the system to put about 25 fire apparatus into service for a major event such as an urban-wildland fire. The remainder of mutual aid resources that must come from the California side has a minimum of a

two-hour drive, with the average period of total mobilization of resources likely to take in excess of four to six hours to achieve any significant level of mobilization.

The City of South Lake Tahoe entered into an automatic aid agreement with the TDFPD in Nevada. The agreement calls for reciprocal aid for major structures, including lodging, casinos, and hotels, within each district's jurisdiction. The agreement with LVFPD calls for SLTFD to cover State Route (SR) 89 north of Emerald Bay. The Lukins Brothers Water Company area of the city is rated ISO Class 9. Therefore, the Lake Valley Fire Protection District aids SLTFD in that area by providing a water tender for extended fire operations.

SLTFD has an agreement with the developer of the hotel/convention center project across from Harveys Lake Tahoe Casino and Resort that calls for the developer to provide to the SLTFD a new fire ladder/quint apparatus to maintain adequate service to the Planning Area.

### **Funding**

Most of SLTFD's \$7.068 million budget (2008) comes from the City's General Fund. Approximately \$855,000 comes from the Joint Powers Authority Agreement with LVFPD; \$140,000 per year comes from nonemergency transfers; \$300,000 comes from public safety sales tax under Proposition 172; and \$40,000 per year comes from the Master Fee Schedule through the City.

### **LAKE VALLEY FIRE PROTECTION DISTRICT**

The LVFPD is a special district that was formed in 1947 to provide fire protection along the South Shore of Lake Tahoe. The district serves the community of Meyers, an area of approximately 83 square miles. Additionally, the district's mutual aid responsibilities cover South Lake Tahoe and portions of Alpine and El Dorado counties. The LVFPD provides fire, rescue, and emergency medical services to a permanent population of approximately 12,500 people, with seasonal tourist fluctuations that swell the population to over 40,000.

### **4.11.1.3 ENVIRONMENTAL CONSEQUENCES, IMPACTS, AND MITIGATION MEASURES**

#### **STANDARDS OF SIGNIFICANCE**

Based on State CEQA Guidelines, Appendix G, and the TRPA Initial Environmental Impact Checklist, the proposed General Plan Update would be expected to result in significant fire protection and medical emergency-related impacts if the project would:

1. Have an unplanned effect upon or result in a need for new or altered governmental services.
2. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection.

The following analysis concerns the provision of fire and emergency response as well as the environmental impacts related to construction of structures and facilities to provide response capability. For a discussion of the fire hazards in the Planning Area, see Section 4.3, Hazards, of this Draft EIR.

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### Increased Demand for Fire Protection and Emergency Medical Services (Standards of Significance 1 and 2)

**Impact 4.11.1.1** Implementation of the proposed General Plan Update would result in increased demand for fire protection and emergency medical services. However, implementation of proposed General Plan Update policy provisions and continued implementation of City standards would ensure that emergency service impacts are addressed. This impact is **less than significant**.

Implementation of the proposed General Plan Update is expected to result in a total of 15,544 housing units and a population of 26,755 in the city in 2030, which represents an increase of 1,162 housing units and 2,859 persons over baseline (2009) conditions. While this growth would occur throughout the city, the proposed Land Use Diagram would focus new development in the three existing community plan areas (South Y Industrial Tract, Bijou/Al Tahoe, and Stateline/Ski Run) as well as in the proposed Tahoe Valley Community Plan (TVCP) area.

The SLTFD does not have a standard goal ratio of duty personnel per city population. The staffing and apparatus inventory of the SLTFD reflects the orientation toward structural fires and emergency medical services, yet budget considerations often mandate the level of staffing and upgrades of equipment (Citygate Associates, 2004). SLTFD currently operates three staffed fire stations. Another station created in a converted aircraft hangar at the Lake Tahoe Airport is unstaffed. SLTFD staff consists of a fire chief, one administrative assistant, four division chiefs, nine captains, nine engineers, and 18 firefighters (10 of whom are licensed paramedics). The SLTFD also enlists the help of 25 non-paid reserve firefighters.

The proposed General Plan Land Use Diagram does not identify any locations for new fire protection or emergency medical facilities. However, the proposed General Plan Update identifies requirements for future developments to ensure adequate fire protection services, which could result in new or expanded facilities. The typical environmental effects associated with the construction and operation of a fire protection/EMS facility could include noise (sirens), soil erosion, and air quality (during the construction of the facility), biological resources (depending on location), cultural resources (depending on location), public utilities (demand for electric, water, and wastewater service), and traffic on a local level due to the interruption of traffic light timing by fire engines. Future fire protection/EMS facilities would be subject to project-level CEQA review at such time as an application for a project was submitted to the appropriate agency. The environmental effects of construction of such facilities in the Planning Area have been programmatically evaluated in the technical analyses of this EIR as part of overall development of the Planning Area (the reader is referred to Sections 4.1 through 4.14 of the Draft EIR).

The City does not have any specific plans to annex areas outside the city limits. However, should annexations occur during the life of the proposed General Plan Update, the annexed areas would become part of the SLTFD's service area and would no longer be served by the LVFPD. Therefore, no significant impacts to the LVFPD are anticipated as a result of the proposed project.

#### Proposed General Plan Update Provisions that Provide Mitigation

The following list includes those provisions that contain specific, enforceable requirements and/or restrictions and corresponding performance standards that address potential impacts to fire protection and emergency medical services.

- Policy PQP-6.1: The City shall develop fire safety programs and incentives for existing communities, new development, and substantially rehabilitated development.*
- Policy PQP-6.3: The City shall ensure that any traffic controls and traffic calming measures are designed and installed to minimize impacts on emergency vehicle response.*
- Policy PQP-6.4: The City shall ensure that Fire Department staffing levels reflect enough aggregate personnel to perform the needed tasks to control the emergency and provide for life safety of the public and the responders.*
- Policy PQP-6.5: The City shall maintain Fire equipment consistent with best practices, community needs, and industry standards.*
- Policy PQP-6.7: The City shall provide fire fighters with training opportunities to stay up-to-date with modern practices.*
- Policy PQP-6.8: The City shall maintain fire protection services at the Airport consistent with the Airport Master Plan.*
- Policy HS-2.1: The City shall require new, remodeled, and/or rehabilitated developments to be constructed using fire resistant materials, particularly roofing, and state-of-the-art fire prevention techniques.*
- Policy HS-2.2: The City shall require defensible space plans for all new and rehabilitated structures to conform to the principles of fire-safe landscaping, including incorporation of fire resistant plants and strategic planting, to create defensible space.*
- Policy HS-2.3: The City shall require property owners to maintain defensible space through annual landscaping maintenance, including the removal of dead/dying material and pruning/thinning of flammable vegetation.*
- Policy HS-2.7: The City shall expand the Fire Safe Council program to train volunteers in each neighborhood for coordination and protection in the event of a threatening fire and to raise awareness to potential fire threats specific to certain neighborhoods (e.g., fires in adjacent meadows, opens spaces, etc.).*
- Policy HS-2.8: The City should continue to support and participate in fire hazardous fuel reduction programs. The City shall also participate with the Tahoe Basin Multi Agency Coordination Group (MAC) and the Tahoe Fire and Fuels Team (TFFT) in a continued coordinated effort to reduce the threat from wildfires in the wildland/urban interface.*

In addition to the proposed General Plan policies listed above, compliance with the 2007 California Fire Code and the City Municipal Code would help to prevent and minimize the occurrence of fires, thus reducing the need for fire protection services. The 2007 California Fire Code (Title 24, Part 9 of the California Code of Regulations) establishes regulations to safeguard against hazards of fire, explosion, or dangerous conditions in new and existing buildings, structures, and premises. The Fire Code also establishes requirements intended to provide safety and assistance to firefighters and emergency responders during emergency operations. The provisions of the Fire Code apply to the construction, alteration, movement, enlargement,

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replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure throughout the State of California. The Fire Code includes regulations regarding fire-resistance-rated construction, fire protection systems such as alarm and sprinkler systems, fire services features such as fire apparatus access roads, means of egress, fire safety during construction and demolition, and wildland-urban interface areas. Municipal Code Chapter 12, Fire Protection, clearly establishes the function of the SLTFD and formally adopts the California Fire Code.

Compliance with the 2007 California Fire Code and the City of South Lake Tahoe Municipal Code and implementation of the proposed General Plan policies listed above would ensure the provision of adequate fire protection services. Therefore, impacts associated with fire protection and emergency medical services would be **less than significant**.

### Mitigation Measures

None required.

### **Adequate Fire Flow (Standards of Significance 1 and 2)**

**Impact 4.11.1.2** Implementation of the proposed General Plan Update would result in additional need for water supply and infrastructure to provide adequate fire flows for fire protection. However, implementation of proposed General Plan Update policy provisions would ensure that adequate fire flows are provided. This impact is **less than significant**.

In addition to the fire protection facilities discussed under Impact 4.11.1.1 above, adequate water supply and pressure for fire flows would be necessary to ensure fire protection for future development. Water supplies are discussed in detail in Section 4.12, Utilities and Service Systems, of this DEIR. As identified by Impact 4.12.1.1 in Section 4.12, adequate water supplies are available to serve 2030 conditions under the proposed General Plan Update. However, as identified by Impact 4.12.1.2, also in Section 4.12, the Lukins Brothers Water Company's (LBWC) water system contains water delivery pipes and other infrastructure that are of a size incapable of delivering adequate fire flow to hydrants in its service area. The needed improvements to LBWC's distribution system will require substantial investment, and funding is currently uncertain (Lukins, 2008).

### Proposed General Plan Update Provisions that Provide Mitigation

The following list includes those provisions that contain specific, enforceable requirements and/or restrictions and corresponding performance standards that address potential impacts to fire flows.

*Policy PQP-6.2: The City shall coordinate efforts with water providers to ensure that fire protection needs and adequate water flows are met throughout the community. The City shall also work with water providers to design systems and processes, and build infrastructure necessary to ensure fire protection.*

*Policy HS-2.4: The City shall require all public water providers to maintain adequate water supply systems and flows to meet fire suppression needs throughout the city.*

*Policy HS-2.5: The City shall require that all new construction meets the minimum fire flow requirements as set forth in the California Building and Fire Codes.*

Implementation of the proposed General Plan Update policies listed above would ensure that adequate fire flow (see specifically Policy HS-2.5 regarding fire flows) would be available to serve new development. Therefore, impacts are considered **less than significant**.

#### Mitigation Measures

None required.

### **4.11.2 LAW ENFORCEMENT**

This section identifies the law enforcement service providers in the Planning Area and describes staffing levels and equipment, number of calls received, dispatch times, and jail facilities. Information for this section is based on consultation with staff of the South Lake Tahoe Police Department and the El Dorado County Sheriff's Department.

#### **4.11.2.1 REGULATORY FRAMEWORK**

##### REGIONAL

#### **Regional Plan for the Lake Tahoe Basin**

Developed by TRPA, the Regional Plan provides policy guidance to decision-makers on issues affecting the region's resources and remaining capacities. The Regional Plan also provides for the achievement and maintenance of the adopted environmental threshold carrying capacities (thresholds), while providing opportunities for orderly growth and development. The following goals and policies relate to law enforcement services in the Planning Area:

- **Public Services and Facilities Goal 1, Policy 1.** Public services and facilities should be allowed to upgrade and expand consistent with the Land Use Element of the Regional Plan and federal, state, and local standards.
- **Public Services and Facilities Goal 1, Policy 2.** Expansion of public services and facilities should be phased in to meet the needs of new development without creating inefficiencies from overexpansion or underexpansion.
- **Public Services and Facilities Goal 4, Policy 1.** The impact on educational and public safety services shall be considered when reviewing projects and plan amendments proposed within the region. To the extent feasible, adverse impacts should be mitigated as part of the review process.
- **Public Services and Facilities Goal 4, Policy 2.** Educational and emergency service organizations should anticipate and plan for projected demands and needs consistent with the Regional Plan and are encouraged to advise the agency when development potentials exceed current or anticipated service capabilities or capacities.

##### LOCAL

#### **City of South Lake Tahoe Emergency Response/Evacuation Plans**

The City of South Lake Tahoe is responsible for emergency operations within the city limits. In 1991 the State of California passed legislation authorizing the State's Office of Emergency Services

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(OES) to prepare a Standard Emergency Management System (SEMS) program which sets forth measures by which a jurisdiction handles emergency disasters. Government Code Sections 8607 and 8607.2 describe disaster preparedness requirements for the state and local agencies; Title 19, Chapter 1 of the California Code of Regulations describes SEMS requirements. Each jurisdiction incorporated by 1993 must demonstrate to OES that it is in compliance with SEMS through a number of measures, including having an up-to-date emergency management plan. As of 2008, the City of South Lake Tahoe's Emergency Management Plan complies with OES standards.

### 4.11.2.2 AFFECTED ENVIRONMENT

Law enforcement services are provided in the Planning Area by the South Lake Tahoe Police Department (SLTPD), the El Dorado County Sheriff's Department (EDCSD), and the California Highway Patrol (for US 50 and SR 89).

#### SOUTH LAKE TAHOE POLICE DEPARTMENT

The SLTPD provides police services within incorporated South Lake Tahoe. The SLTPD has a jurisdictional area of approximately 13 square miles. Approximately 5 of these acres include the waters of Lake Tahoe. The SLTPD consists of 44 sworn officers, 22 non-sworn staff, and 10 reserve officers. The department is located at 1532 Johnson Boulevard, which is the City's only police facility.

#### Divisions

The SLTPD is organized into three divisions:

- **Operations Division.** The Operations division consists of uniformed officers patrolling the city in vehicles, on bicycles, in watercraft, or on foot. The Operations division spearheads the Community Oriented Policing and Problem Solving effort. The various Neighborhood Watch efforts in the city are supported by this division. Assigned to the Operations division are the traffic enforcement programs, the police canine squad, and the field training officer program, as well as the Latino affairs, peer support, honor guard details, and police reserve officer program.

The Operations division also includes dispatch officers. The dispatch center receives over 100,000 phone calls per year: 36,000 are calls for legitimate police and fire concerns, and the SLTPD is dispatched to approximately 32,000 of these calls. Police data for average response time to emergency and non-emergency calls in Fiscal Year 2006/2007 was 10 minutes, although this number is estimated by the Police Department to be up to 2 minutes higher than actual response times due to issues related to the proper logging of calls, which have been resolved for the years following Fiscal 2006/2007. The dispatch center logs when a call is made to report a crime, when an officer is dispatched, when the officer arrives at the scene, and when the officer leaves the scene.

- **Support Division.** The Support division consists of detectives and evidence, records, and community service officers.
- **Administration Division.** The Administration division consists of the Chief of Police, who creates the department's budget. The SLTPD is primarily funded through the City's General Fund. Additionally, the department receives anywhere from \$400,000 to \$700,000 in officer grant funds.

**Fleet**

The SLTPD had a fleet of 37 vehicles as of January 2008. This fleet includes 14 marked police vehicles, 2 motorcycles, and 21 other vehicles, including pickup trucks, unmarked detective vehicles, and mobile command vehicles. Vehicles receive routine maintenance and are scheduled for replacement depending on age and/or mileage.

**EL DORADO COUNTY SHERIFF'S DEPARTMENT**

The EDCSD provides law enforcement services in the unincorporated portions of the Planning Area.

**Jail Facilities**

The El Dorado County Sheriff's Department operates a jail facility in South Lake Tahoe, adjacent to the SLTPD facility at 1051 Al Tahoe Boulevard. The jail is part of the Sheriff's Department's Custody Division.

According to the El Dorado County Sheriff's Department, jails are maintained for:

- Detention of persons charged with a crime and committed for trial.
- Confinement of persons committed for contempt, or upon civil process or by other authority of law.
- Confinement of persons sentenced to imprisonment upon conviction of a crime.
- Detention of persons committed in order to secure their attendance as witnesses in criminal cases.

The South Lake Tahoe Jail Facility operates under the authority of the Corrections Standards Authority, as set forth in Title 15 of the California Code of Regulations and Section 6030 of the Penal Code. The facility receives male and female inmates who are committed to custody by the courts and arrested by local, state, and federal law enforcement agencies. The jail serves as the main booking facility for South Lake Tahoe, as well as for eight other agencies.

The South Lake Tahoe Jail Facility is a Type II facility and may house both pre-sentenced and post-sentenced male and female defendants. The jail has a State Board of Corrections-rated capacity of 158 beds. The South Lake Tahoe Jail Facility provides all programs for the care and custody of sentenced inmates and operates defendant work programs as an alternative to incarceration, as well as work programs for those incarcerated. The jail also provides transportation for jail inmates to court proceedings, medical appointments, and other custodial institutes.

**CALIFORNIA HIGHWAY PATROL**

The City of South Lake Tahoe is located within the California Highway Patrol's (CHP) Valley Division, which consists of the greater Sacramento area and the Sierra Nevada foothills to the east. CHP Area Office #246 is located in the city at 2063 Hopi Avenue. The Valley Division oversees four major highways: Interstate 80, Interstate 5, US 50, and SR 99, in addition to thousands of miles of state and county roads. Within the Planning Area, the division is responsible for both SR 89 and US 50 (CHP, 2010).

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### 4.11.2.3 ENVIRONMENTAL CONSEQUENCES, IMPACTS, AND MITIGATION MEASURES

#### STANDARDS OF SIGNIFICANCE

Based on State CEQA Guidelines, Appendix G, and the TRPA Initial Environmental Impact Checklist, the proposed General Plan Update would be expected to result in significant law enforcement-related impacts if the project would:

1. Have an unplanned effect upon or result in a need for new or altered governmental services.
2. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives [for law enforcement].

#### METHODOLOGY

Evaluation of potential law enforcement impacts was based on information provided by the SLTPD, as well as review of the existing City of South Lake Tahoe General Plan and Municipal Code and other relevant literature. This material was then compared to the proposed General Plan Update's specific impacts related to law enforcement. The impact analysis below focuses on whether those impacts would have a significant effect on the physical environment.

#### PROJECT IMPACTS AND MITIGATION MEASURES

##### Increased Demand for Law Enforcement Services (Standards of Significance 1 and 2)

**Impact 4.11.2.1** Implementation of the proposed General Plan Update would result in increased demand for law enforcement services and could result in the need for new or physically altered law enforcement facilities. However, implementation of proposed General Plan Update policy provisions and continued implementation of City standards would ensure that law enforcement service impacts are addressed. This impact is **less than significant**.

Implementation of the proposed General Plan Update is expected to result in a total of 15,544 housing units and a population of 26,755 in the city in 2030, which represents an increase of 1,162 housing units and 2,859 persons over baseline (2009) conditions. While this growth would occur throughout the city, the General Plan Land Use Diagram (shown in **Figure 3.0-2**) would focus development in the three existing community plan areas (South Y Industrial Tract, Bijou/Al Tahoe, and Stateline/Ski Run) as well as in the proposed Tahoe Valley Community Plan (TVCP) area.

Assuming that the SLTPD would seek to maintain current staffing levels in relation to current development and population conditions of the city, 2,859 new residents would require the addition of five additional officers. Additional facilities and/or equipment may be required in order to support the five additional officers, potentially creating an impact on the environment. Typical environmental effects regarding the construction and operation of law enforcement facilities can include issues with noise (sirens), air quality (during the construction of the facility), biological resources (depending on location), cultural resources (depending on location), and

public utilities (demand for electric, water, and wastewater service). Future law enforcement facilities would be subject to project-level CEQA review at such time as an application for a project was submitted to the appropriate agency. The programmatic environmental effects of construction of such facilities have been considered in the technical analyses of this Draft EIR as part of overall development of the Planning Area.

The City does not have any specific plans to annex areas outside the city limits. However, should annexations occur during the life of the proposed General Plan Update, the annexed areas would become part of the SLTPD's service area and would no longer be served by the El Dorado County Sheriff's Department. Therefore, no significant impacts to the Sheriff's Department are anticipated as a result of the proposed project.

As described in Section 4.4, Transportation and Circulation, development consistent with the proposed General Plan Update would not result in a significant increase in traffic congestion on either SR 89 or US 50. As such, the proposed project is not anticipated to significantly impact California Highway Patrol services.

#### Proposed General Plan Update Provisions that Provide Mitigation

The following list includes those provisions that contain specific, enforceable requirements and/or restrictions and corresponding performance standards that address potential impacts related to increased demand for law enforcement services.

- Policy PQP-5.1: The City shall continue to provide adequate police protection and law enforcement by maintaining a police department capable of meeting the needs of the entire community today and in the future.*
- Policy PQP-5.3: The City shall provide necessary police services for residents, visitors, and businesses by ensuring adequate funding to support City law enforcement operations. The City shall facilitate outreach programs to ensure needs of the community are heard and addressed.*
- Policy PQP-5.4: The City shall strive to maintain appropriate law enforcement staffing levels and provide necessary equipment and vehicles to ensure maximum efficiency within the City's overall budgetary constraints.*
- Policy PQP-5.8: The City shall provide law enforcement officers with training opportunities to stay up-to-date with modern practices.*
- Policy PQP-5.9: The City shall maintain police equipment consistent with best practices, community needs, and industry standards.*
- Policy PQP-5.10: The City Police Department shall continue to utilize and expand the use of bicycles for policing and replace fleet vehicles with alternative fuel vehicles when feasible or when that the technology is adequate.*

Implementation of proposed General Plan Policy PQP-5.1 would ensure that the City would provide adequate law enforcement services to meet the City of South Lake Tahoe's needs, and Policy PQP-5.3 ensures the necessary funding would be available to support City law enforcement operations. Compliance with the proposed General Plan Update policies would ensure the provision of adequate law enforcement services and future law enforcement facilities. Therefore, impacts would be **less than significant**.

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### Mitigation Measures

None required.

### **4.11.3 PUBLIC SCHOOLS**

This section describes the schools operating in South Lake Tahoe as of the year 2008. The city is served by one school district, the Lake Tahoe Unified School District (LTUSD), which provides primary, secondary, and high school education services to residents.

#### **4.11.3.1 REGULATORY FRAMEWORK**

STATE

##### **Leroy F. Greene School Facilities Act of 1998 (SB 50)**

The "Leroy F. Greene School Facilities Act of 1998," also known as Senate Bill No. 50 or SB 50 (Stats. 1998, Ch. 407), governs a school district's authority to levy school impact fees. This comprehensive legislation, together with a \$9.2 billion education bond act approved by the voters in November 1998 as Proposition 1A, reforms methods of school construction financing in California. SB 50 instituted a new school facility program by which school districts can apply for state construction and modernization funds. It imposed limitations on the power of cities and counties to require mitigation of school facilities impacts as a condition of approving new development and provided the authority for school districts to levy fees at three different levels.

Level I fees are the current statutory fees allowed under Education Code 17620. This code section provides the basic authority for school districts to levy a fee against residential and commercial construction for the purpose of funding school construction or reconstruction of facilities. These fees vary by district for residential construction and commercial construction and are increased biannually.

Level II developer fees are outlined in Government Code Section 65995.5, allowing school districts to impose a higher fee on residential construction if certain conditions are met. These conditions include having a substantial percentage of students on multi-track year-round scheduling, having an assumed debt equal to 15–30 percent of the district's bonding capacity (percentage is based on revenue sources for repayment), having at least 20 percent of the district's teaching stations housed in reloadable classrooms, and having placed a local bond on the ballot in the past four years which received at least 50 percent plus one of the votes cast. A facility needs assessment must demonstrate the need for new school facilities for unhoused pupils is attributable to projected enrollment growth from the construction of new residential units over the next five years.

Level III developer fees are outlined in Government Code Section 65995.7. If state funding becomes unavailable, this code section authorizes a school district that has been approved to collect Level II fees to collect a higher fee on residential construction. This fee is equal to twice the amount of Level II fees. However, if a district eventually receives state funding, this excess fee may be reimbursed to the developers or subtracted from the amount of state funding.

**The Kindergarten-University Public Education Facilities Bond Act of 2002 (Prop 47)**

This act was approved by voters in November 2002 and provides for a bond issue of \$13.05 billion to fund necessary education facilities to relieve overcrowding and to repair older schools. Funds are targeted at areas of greatest need and must be spent according to strict accountability measures. Funds are used to upgrade and build new classrooms in the California Community Colleges, the California State University, and the University of California in order to provide adequate higher education facilities to accommodate growing student enrollment.

**California Department of Education**

The California Department of Education (CDE) School Facilities Planning Division (SFPD) has prepared a School Site Selection and Approval Guide that provides criteria for locating appropriate school sites in the State of California. School site and size recommendations were changed by the CDE in 2000 to reflect various changes in educational conditions, such as lowering of class sizes and use of advanced technology. The expanded use of school buildings and grounds for community and agency joint use and concern for the safety of the students and staff members also influenced the modification of the CDE recommendations.

Specific recommendations for school size are provided in the publication, School Site Analysis and Development. This document suggests a ratio of 1:2 between buildings and land. CDE is aware that in a number of cases, primarily in urban settings, smaller sites cannot accommodate this ratio. In such cases, the SFPD may approve an amount of acreage less than the recommended gross site size and building-to-ground ratio.

Certain health and safety requirements for school site selection are governed by state regulations and the policies of the SFPD relating to:

- Proximity to airports, high-voltage power transmission lines, railroads, and major roadways;
- Presence of toxic and hazardous substances;
- Hazardous facilities and hazardous air emissions within one-quarter mile;
- Proximity to high-pressure natural gas lines, propane storage facilities, gasoline lines, pressurized sewer lines, or high-pressure water pipelines;
- Noise;
- Results of geological studies or soil analyses; and
- Traffic and school bus safety issues.

**REGIONAL****Regional Plan for the Lake Tahoe Region**

Developed by TRPA, the Regional Plan provides policy guidance to decision-makers on issues affecting the region's resources and remaining capacities. The Regional Plan also provides for the achievement and maintenance of the adopted environmental threshold carrying

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capacities (thresholds), while providing opportunities for orderly growth and development. The following goals and policies relate to school services in the Planning Area:

- **Public Services and Facilities Goal 1, Policy 1.** Public services and facilities should be allowed to upgrade and expand consistent with the Land Use Element of the Regional Plan and federal, state, and local standards.
- **Public Services and Facilities Goal 1, Policy 2.** Expansion of public services and facilities should be phased in to meet the needs of new development without creating inefficiencies from overexpansion or underexpansion.
- **Public Services and Facilities Goal 4, Policy 1.** The impact on educational and public safety services shall be considered when reviewing projects and plan amendments proposed within the region. To the extent feasible, adverse impacts should be mitigated as part of the review process.
- **Public Services and Facilities Goal 4, Policy 2.** Educational and emergency service organizations should anticipate and plan for projected demands and needs consistent with the Regional Plan and are encouraged to advise the agency when development potentials exceed current or anticipated service capabilities or capacities.

### LOCAL

#### Local School Funding

Schools in the LTUSD are funded through property taxes and a developer fee. In 2007 LTUSD received over \$16 million in City General Obligation Bonds. Education Code Section 17620 authorizes school districts to levy a fee, charge, dedication, or other form or requirement against any development project for the construction or reconstruction of school facilities provided the district can show justification for levying of fees. A developer fee study in 2005 determined that a fee of \$2.24 per square foot of residential construction and \$0.36 per square foot of commercial or industrial construction should be charged.

#### 4.11.3.2 AFFECTED ENVIRONMENT

##### LAKE TAHOE UNIFIED SCHOOL DISTRICT

The Lake Tahoe Unified School District (LTUSD) serves a 10.1 square mile area that includes the entire City of South Lake Tahoe. LTUSD operates eight schools in the city, as shown in **Table 4.11.3-1**. This includes four elementary schools with classes from kindergarten through either fifth or sixth grade, one middle school with classes from sixth through eighth grade, one high school with classes from ninth through twelfth grade, and two transitional schools for students from ninth through twelfth grades.

**TABLE 4.11.3-1  
LAKE TAHOE UNIFIED SCHOOL DISTRICT FACILITIES (2008)**

Name	Address
Bijou Community School	3501 Spruce Avenue
Lake Tahoe Environmental Science Magnet School	1095 San Bernardino Avenue
Mt. Tallac Continuation School	1735 Lake Tahoe Boulevard
Sierra House Elementary School	1709 Remington Trail
South Tahoe Middle School	2940 Lake Tahoe Boulevard
South Tahoe High School	1735 Lake Tahoe Boulevard
Tahoe Valley Elementary School	943 Tahoe Island Drive
Transitional Learning Center	1735 Lake Tahoe Boulevard

*Source: City of South Lake Tahoe, 2008*

There are two charter schools within the Planning Area, both of which are chartered through the San Juan Unified School District. These schools include John Muir Charter School in Meyers and the Visions in Education Charter School Learning Center in South Lake Tahoe.

LTUSD closed two schools, Meyers Elementary and Al Tahoe Elementary, due to declining enrollment. The Meyers Elementary site is now being used as the Lake Tahoe Environmental Science Magnet School. The Al Tahoe Elementary site is now being used to house supplemental programs, independent learning facilities, the special education program, and preschool facilities. The fields of the Al Tahoe Elementary site are used by LTUSD schools for school sports.

### **Transportation**

The Lake Tahoe Unified School District charges students to ride the district's bus system. In addition to these fees, the bus system is funded through the State of California and through the City's General Fund. Students are eligible for the school bus service based on how far they live from school. Depending on the grade level, the minimum distance from school is between 0.75 and 2 miles.

### **Enrollment and Staffing**

For the 2006/2007 school year, the Lake Tahoe Unified School District had an enrollment of 4,291 students. Enrollment in LTUSD has declined over the last decade, with enrollment decreasing between 14 and 312 students per year since the 1997/1998 school year. LTUSD has stated that enrollment in grades kindergarten through 7 has been fairly consistent, with a cycling out of historically larger high school classes. **Table 4.11.3-2** shows total district enrollment trends since the 1995/1996 school year. LTUSD projects district enrollment will stabilize at approximately 3,800 students by the year 2012. Given the current facilities and declining enrollment, LTUSD is not experiencing any capacity issues and does not expect any such issues to occur in the future.

As of 2007, LTUSD had 84 students in the Gifted and Talented Education (GATE) program, 971 English learners (903 of whom have Spanish as a first language and 40 of whom have Tagalog as

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their first language), 61 students enrolled in independent study, 5 students enrolled in opportunity programs, and 34 students enrolled in a continuation program.<sup>1</sup>

**TABLE 4.11.3-2  
LAKE TAHOE UNIFIED SCHOOL DISTRICT ENROLLMENT TRENDS  
(1995–2007 SCHOOL YEARS)**

School Year	District Enrollment	Change from Previous Year
1995/96	5,845	86
1996/97	5,978	133
1997/98	5,862	-116
1998/99	5,793	-69
1999/00	5,779	-14
2000/01	5,712	-67
2001/02	5,489	-223
2002/03	5,238	-251
2003/04	5,083	-155
2004/05	4,771	-312
2005/06	4,520	-251
2006/07	4,291	-229

Source: City of South Lake Tahoe, 2008

**Table 4.11.3-3** shows the enrollment of individual schools, teaching staff by school, and per-pupil ratio in the LTUSD for the 2006/2007 school year.

**TABLE 4.11.3-3  
LAKE TAHOE UNIFIED SCHOOL DISTRICT ENROLLMENT AND TEACHING STAFF (2006/2007 SCHOOL YEAR)**

School Name	Grade Levels	Total Enrollment	Number of Teachers	Per-Pupil Ratio
Bijou Community	K–6	519	31	16.7
Environmental Science Magnet	K–5	348	17	20.5
Mt. Tallac High School	9–12	99	5	23.0
Sierra House Elementary	K–5	476	24	19.8
South Tahoe High	9–12	1,384	70	17.0
South Tahoe Middle	6–8	982	44	21.6
Tahoe Valley Elementary	K–5	451	23	19.6
Transitional Learning Center	11–12	32	4	11.0
<b>Total (District)</b>	--	<b>4,291</b>	<b>218</b>	<b>18.7</b>

Source: City of South Lake Tahoe, 2008

<sup>1</sup> Tagalog is a language spoken in the Philippines.

### **Academic and Special Programs**

LTUSD operates a variety of academic and special programs for students. The district offers preschool programs, a Gifted and Talented Education (GATE) program, special education, English as a Second Language (ESL) programs, an Honors and Advanced Placement program, a Transitional Learning Center, and two continuation school facilities. As previously stated, the district operates an independent learning facility and special education facilities. The Boys and Girls Club, in conjunction with the El Dorado County Office of Education, offers after-school programs to the public.

#### **LAKE TAHOE COMMUNITY COLLEGE**

Lake Tahoe Community College (LTCC) is a fully accredited two-year community college serving the residents of the Tahoe region. Founded in 1975, the college is located in South Lake Tahoe at 1 College Drive. Enrollment averages approximately 4,000 students per quarter. Beyond the classrooms and labs, the 164-acre wooded campus features a 192-seat black box theater, extensive art labs, and a demonstration garden. A 26,000 square foot gymnasium, with a dance studio and fitness education center and a student center, which includes a café, Internet terminals, and teaching kitchens for the culinary arts program, was opened in 2002. In 2006 the college opened a new 27,000 square foot library and adjoining art gallery. The library is equipped with wireless Internet access.

The University of California, the California State University system, and other accredited colleges and universities give full credit for equivalent and transferable courses completed at Lake Tahoe Community College. The college is also approved for veterans benefits.

### **4.11.3.3 ENVIRONMENTAL CONSEQUENCES, IMPACTS, AND MITIGATION MEASURES**

#### **STANDARDS OF SIGNIFICANCE**

Based on State CEQA Guidelines, Appendix G, and the TRPA Initial Environmental Impact Checklist, the proposed General Plan Update would be expected to result in significant school-related impacts if the project would:

1. Have an unplanned effect upon, or result in a need for new or altered schools.
2. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services.

#### **METHODOLOGY**

The analysis of potential environmental impacts associated with public schools was based on information provided by the LTUSD and enrollment information from the California Board of Education. This material was compared to the potential number of students that could be generated by the proposed General Plan Update, as well as existing and planned school facilities, in order to determine whether the proposed General Plan Update would have a significant effect on the physical environment associated with the provision of public school services.

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### IMPACTS AND MITIGATION MEASURES

#### Increased Demand for Public Schools (Standards of Significance 1 and 2)

**Impact 4.11.3.1** Implementation of the proposed General Plan Update would increase population in the LTUSD service area, which would subsequently increase student enrollment in LTUSD schools. New or expanded school facilities would not be necessary to serve the increased demand that would result in physical effects to the environment. This impact is **less than significant**.

Implementation of the proposed General Plan Update is expected to result in a total of 15,544 housing units and a population of 26,755 in the city in 2030, which represents an increase of 1,162 housing units and 2,859 persons over baseline (2009) conditions. While this growth would occur throughout the city, the General Plan Land Use Diagram would focus development in the three existing community plan areas (South Y Industrial Tract, Bijou/Al Tahoe, and Stateline/Ski Run) as well as in the proposed Tahoe Valley Community Plan (TVCP) area.

For the purposes of the following analysis, the number of students estimated to be generated by the proposed General Plan Update must be determined. No specific data as to student generation rates exist for the South Lake Tahoe area. Therefore, the El Dorado County countywide estimated rate of 0.338 students per household was used to determine the likely student load created by the proposed General Plan Update. According to this rate, the proposed General Plan Update would result in the addition of approximately 393 new students (1,162 housing units x 0.338).

The Lake Tahoe Unified School District has been experiencing a drop in student enrollment of 28.6 percent over nine years (Education Data Partnership, 2009). Future projections by the district indicate that this trend will continue for some time (LTUSD, 2009). As such, it is expected that any additional students generated under the proposed General Plan Update would be adequately served by existing educational facilities in the city.

According to its 2004 Educational Master Plan, Lake Tahoe Community College anticipates enrollment to continue to increase in the future but at a slower pace than previously estimated due primarily to recent fee increases, decreased course offerings due to state funding reductions, declining enrollment in the LTUSD, and the increasing cost of living in the Tahoe area. The proposed General Plan Update is not anticipated to substantially increase community college enrollment as a substantial percentage of new residents would likely be seasonal (LTCC, 2004). As such, the projected increase in enrollment resulting from the proposed General Plan Update could be accommodated by the existing facilities and faculty of the LTCC.

#### Proposed General Plan Update Provisions that Provide Mitigation

The following list includes those provisions that contain specific, enforceable requirements and/or restrictions and corresponding performance standards that address potential impacts related to increased demand for public schools.

*Policy PQP-7.1: The City shall coordinate with the Lake Tahoe Unified School District to ensure that needed school facilities are available for use in a timely manner.*

The proposed General Plan Update would not require the provision of new or updated schools to serve students generated in the Planning Area. In the event that LTUSD does propose the construction or expansion of school sites, such proposals would be subject to CEQA and

California Department of Education (CDE) standards for school sites. The CDE standards include the consideration of certain environmental, toxic, and other student and staff safety issues during school site selection. These standards would reduce the potential for significant environmental impacts to occur in association with the construction of new school facilities in the Planning Area. Finally, current state law indicates that the environmental impact of new development on school facilities is considered fully mitigated through the payment of required development impact fees. California Government Code Section 65995(h) states that “the payment or satisfaction of a fee, charge or other requirement levied or imposed [is] deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization as defined in Section 56021 or 56073, on the provision of adequate school facilities.” Therefore, impacts associated with the provision of public school facilities are considered **less than significant**.

#### Mitigation Measures

None required.

### **4.11.4 OTHER GOVERNMENT FACILITIES**

#### **4.11.4.1 REGULATORY FRAMEWORK**

Land use planning and decision-making conducted by the City of South Lake Tahoe must comply with applicable state and federal laws that affect public facilities and services.

#### **4.11.4.2 AFFECTED ENVIRONMENT**

City facilities are located throughout the City of South Lake Tahoe, many of which are used for recreational purposes. The reader is referred to Section 4.14, Recreation, of this DEIR for further discussion of recreational facilities in the city. In addition, the City owns nearly two dozen buildings in the Planning Area, including the airport terminal, four fire stations, and the Rufus Allen shop.

#### **4.11.4.3 ENVIRONMENTAL CONSEQUENCES, IMPACTS, AND MITIGATION MEASURES**

##### STANDARDS OF SIGNIFICANCE

Based on State CEQA Guidelines, Appendix G, and the TRPA Initial Environmental Impact Checklist, the proposed General Plan Update would be expected to result in significant facility-related impacts if the project would:

1. Have an unplanned effect upon or result in a need for a new or altered City-owned facility.
2. Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services.

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### METHODOLOGY

Evaluation of potential impacts on City-owned buildings and spaces was based on consultation with South Lake Tahoe staff and review of the proposed General Plan Update, as well as other pertinent literature.

#### **Increased Demand for City-Owned Buildings and Spaces (Standards of Significance 1 and 2)**

**Impact 4.11.4.1** Implementation of the proposed General Plan Update may increase the demand for community facilities and services as well as alter facilities. However, the changes community services and facilities are not expected to result in substantial effects to the physical environment. This impact is **less than significant**.

The proposed General Plan Update would require additional City facilities. For example, Policy PQP-10.1 of the Public/Quasi-Public Facilities and Services Element programmatically proposes new community centers and other types of public facilities as social activity centers. Similarly, Policy PQP-10.7 ensures the development of a City Hall with consolidated City departments and services, and Policy PQP-10.8 proposes the consolidation of the City corporation yards at one location. While none of these policies contains project-level, site-specific development plans, they do identify subsequent future development as a result of the proposed General Plan Update.

Typical environmental effects regarding the construction and operation of new City buildings and facilities may involve issues with noise (during construction), air quality (during the construction of the facility), biological resources (depending on location), historic/cultural resources (depending on location), public services and utilities (demand for police and fire protection, electric, water, and wastewater service), and traffic on a local neighborhood level. Future City-owned facility development would be required to comply with applicable General Plan policies, City ordinances, and TRPA regulations pertaining to site development. The programmatic environmental effects of construction of such facilities have been considered in the technical analyses of this Draft EIR as part of overall development of the Planning Area. In addition, the future City-owned facility expansion and improvements proposed through the policies discussed above would be subject to project-level CEQA review at such time as they are more thoroughly designed and proposed.

#### Mitigation Measures

None required.

**REFERENCES**

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