4.0 MINOR REVISIONS TO THE DRAFT EIR

4.1 INTRODUCTION

This section includes minor edits to the Draft EIR. These modifications resulted from responses to comments received during the Draft EIR public review period as well as staff-initiated changes.

Revisions herein do not result in new significant environmental impacts and do not constitute significant new information, nor do they alter the conclusions of the environmental analysis. Changes are provided in revision marks (underline for new text and ~~strikeout~~ for deleted text).

4.2 MINOR CHANGES AND EDITS TO THE DRAFT EIR

1.0 EXECUTIVE SUMMARY

No changes were made to this section.

2.0 INTRODUCTION

No changes were made to this section.

3.0 PROJECT DESCRIPTION

No changes were made to this section.

4.0 INTRODUCTION TO THE ANALYSIS AND ASSUMPTIONS USED

No changes were made to this section.

4.1 Land Use

The following text changes have been made to page 4.1-1, third paragraph, through page 4.1-2, first paragraph, of the DEIR:

> The Sierra Nevada Forest Plan provides federal direction on habitat management for 11 national forests: Modoc, Lassen, Plumas, ~~Tahoe Region,~~ Tahoe, El Dorado, Stanislaus, Sequoia, Sierra, Inyo, ~~and~~ portions of Humboldt-Toiyabe, and the Lake Tahoe Basin Management Unit, which encompasses the Planning Area. The goal of the forest plan is to manage sensitive wildlife habitat cautiously and provide for species conservation while addressing the needs of forest managers to reduce the threat of wildfire. The Sierra Nevada Forest Plan addresses five objectives for the Sierra Nevada region:
>
> - Preserve and enhance old-forest ecosystems and associated species.
> - Identify and implement effective techniques for fire and fuel management.
> - Preserve and enhance aquatic, riparian, and meadow ecosystems and associated species.
> - Manage noxious weeds.
> - Sustain lower-westside hardwood forest ecosystems.

The Sierra Nevada Framework for Conservation and Collaboration is an effort started in 1998 by the U.S. Forest Service (USFS) to integrate the latest science and a collaborative approach into national forest management. Work resulted in an amendment to the plan known as the Sierra Nevada Forest Plan Amendment (SNFPA), published in 2001. The SNFPA describes nine alternatives to address five problem areas in Sierra Nevada national forests: old-forest ecosystems; aquatic, riparian, and meadow ecosystems; fire and fuel management; noxious weeds; and lower-westside hardwood ecosystems. A second SNFPA, that supersedes the 2001 SNFPA, was published in 2004 ~~proposing further refinements of management direction~~ amending the Land and Resource Management Plans (LRMP) of the eleven northern California National Forests, including the Lake Tahoe Basin Management Unit. ~~However, the Environmental Impact Statement (EIS) for the 2004 SNFPA was found to violate NEPA and a Supplemental EIS is currently being circulated for public review.~~

~~El Dorado National Forest Land and Resource Management Plan~~

~~The El Dorado National Forest Land and Resource Management Plan (L&RMP) was prepared by the USFS in 1988. The L&RMP covers 786,994 acres of forestland in parts of Alpine, Amador, El Dorado, and Placer counties, including both national forest and forestlands in other ownership. The plan prescribes compatible sets of forest practices for various types of land and resources, which are divided by management areas, and contains targets for the production of market and nonmarket goods and services.~~

~~As a result of the SNFPA mentioned above, the Land and Resource Management Plans of various national forests, including the El Dorado National Forest L&RMP, are now being revised to bring their management practices and guidelines into conformance with the policies of that document.~~

Lake Tahoe Basin Management Unit Land and Resource Management Plan

The Lake Tahoe Basin Management Unit (LTBMU) Land and Resource Management Plan (LRMP) was prepared by the USFS in 1988 to direct the management of the LTBMU. The LRMP has been amended several times over the past 22 years, including as a result of the 2001 and 2004 Sierra Nevada Forest Plan Amendments described above. The LTBMU is currently in the process of revising and updating the LRMP in accordance with the National Forest Management Act (NFMA), which directs that forest plans be revised every 15 to 20 years.

The following text changes have been made to page 4.1-27, third and fourth paragraph, of the DEIR:

Conflicts with U.S. Forest Service Plans

United States Forest Service holdings account for 12,062 acres or 47.5 percent of the General Plan Planning Area. These lands are managed by the United States Forest Service under the regulatory framework of the Sierra Nevada Forest Plan and ~~El Dorado National Forest~~ Lake Tahoe Basin Management Unit (LTBMU) Land and Resource Management Plan. The goal of the Sierra Nevada Forest Plan is to manage sensitive wildlife habitat cautiously and provide for species conservation while addressing the needs of forest managers to reduce the threat of wildfire. The ~~El Dorado National Forest~~ LTBMU Land and Resource Management Plan prescribes compatible sets of forest

practices for various types of land and resources and contains targets for the production of market and nonmarket goods and services.

4.2 Population, Housing, and Socioeconomics

No changes were made to this section.

4.3 Hazards

The following text changes have been made to page 4.3-19, Table 4.3-2, of the DEIR:

~~STPUD – Fallen Leaf Pump Station~~	~~LRWQCB – LUFT~~	~~Diesel release to soil~~	~~Fallen Leaf Road~~

4.4 Transportation and Circulation

The following text changes have been made to page 4.4-41, Impact 4.4.2, second paragraph, of the DEIR:

> The TransCAD model resulting in these figures has some capability to reflect the reduction in auto use and VMT that would accompany the increased mix of land uses under the proposed General Plan, as auto trip lengths decline~~, as well as~~. However, it does not fully capture the shift in travel mode that occurs as an increasing proportion of all trips occur within the shorter trip lengths where bicycling and walking are more relatively attractive. ~~The traffic reduction benefits of mixed and concentrated land use are thus reflected in the VMT figures. However~~ Also, the model does not reflect the additional growth in bicycle, pedestrian, and transit use that would accompany implementation of the many policy statements supporting non-auto uses in the proposed General Plan Update.

The following text change has been made to page 4.4-12, first paragraph, of the DEIR:

> During peak hours on particularly busy traffic days in the winter and summer seasons, the US 50 corridor operates at near capacity conditions near the casino core and between Ski Run Boulevard and Stateline Avenue. As this area becomes congested during the peak period, some motorists tend to use diversion routes along the local street network to bypass congestion that occurs along the US 50 corridor. This generally prevents the corridor from reaching failure mode (identified as the formation of extensive queuing to the east and west of the casino core area). One of the main bypass routes is Pioneer Trail, as it allows motorists to travel from the Stateline area to various areas in South Lake Tahoe and Meyers with reduced congestion and travel times. Lake Parkway/Montreal Road, Park Avenue, and Heavenly Village Way loops also serve as bypasses to US 50 in the Stateline area.

The following text has been added to page 4.4-14, last paragraph under "Planned Roadway Improvements", of the DEIR:

- **Caltrans Adaptive Signal Project.** This project proposes to retime traffic signals at key intersections along US 50 to provide coordination for these signals and reduce travel times. This project is currently (January 2011) in its initial stages.

4.5 Air Quality and Climate Change

The following text changes have been made to page 4.5-29 and -30 of the DEIR:

Significance Threshold Used for This Analysis

An increase in greenhouse gas emissions would be considered significant if the project ~~would result in a substantial increase in greenhouse gas emissions that~~ would obstruct implementation of any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing GHG emissions.

This standard of significance approach for analysis of climate change impacts is generally supported by the California Air Resources Control Board (Preliminary Draft Staff Proposal - Recommended Approaches for Setting Interim Significance Thresholds for Greenhouse Gases under the California Environmental Quality Act, October 2008). ~~In accordance with the emissions target identified under AB 32, the General Plan Update would be considered to have a significant impact if proposed policies and actions would fail to achieve an overall community-wide 15-percent reduction in GHG emissions by year 2020.~~ As previously discussed, AB 32 requires total statewide GHG emissions to be reduced to 1990 emissions level by year 2020, which represents an approximate 15 percent reduction, in comparison to current GHG emissions. Given that TRPA's transCAD region-wide traffic model is designed to provide VMT data for the entire Tahoe Basin and cannot provide accurate vehicle miles travel (VMT) data for the City of South Lake Tahoe and its Planning Area, the mobile emission analysis was based on a comparison of year 2030 conditions under the existing General Plan and TRPA Regional Plan to the proposed General Plan Update and proposed TRPA Regional Plan Update. Given these same limitations, a baseline GHG emissions inventory specific to the Planning Area cannot currently be quantified. However, though not available at the time this analysis was prepared, the City of South Lake Tahoe will be preparing a GHG emissions inventory as part of its Sustainability Plan. As a result, this analysis is based on quantifiable reductions in GHG emissions associated with proposed General Plan Update policies and actions, taking into consideration anticipated percentage contributions by source category, as well as, estimated net increases in GHG emissions resulting from implementation of the proposed General Plan Update. The General Plan Update <u>is</u> ~~would also be~~ considered to have a significant impact if proposed policies and actions would be inconsistent with GHG reduction measures recommended by the California Attorney General.

In addition, the proposed General Plan Update would be considered to have a significant impact from global climate change if it would result in the exposure of residents to hazards associated with climate change.

The following text changes have been made to page 4.5-49, third full paragraph, of the DEIR:

Reductions in VMT attributable to the proposed policies and action items would account for an approximate 2 percent reduction in mobile-source GHG emissions. Additional reductions would also occur associated with implementation of proposed policies that would decrease emissions from area sources, such as measures that would promote green building, energy conservation, and sustainable development. ~~Given that the City is largely built out, it is unlikely that the proposed policies, when taking into account the increase in GHG emissions attributable to future development, would achieve an overall 15 percent reduction in GHG emissions by year 2020 (as identified as a target under the~~

~~Climate Change Scoping Plan). Although~~ The proposed policies are consistent with measures currently proposed by the California Office of the Attorney General as well as efforts by the state under the AB 32 Scoping Plan to reduce GHG emissions to the ~~, these policies may not ensure that the City will meet a~~ reduction goal of 15 percent by year 2020.

The following text changes have been made to page 4.5-56, last paragraph, of the DEIR:

Implementation of relevant policies from the proposed General Plan Update, the City's Sustainability Plan (which calls for development of a GHG inventory and reduction target), and associated mitigation measure MM 4.5.6 are anticipated to mitigate GHG emissions in a manner consistent with current state efforts to reduce GHG emissions under AB 32 and SB 375. Specifically implementation of IMP-8.6 (Greenhouse Gas Emission Reduction Strategy in the years 2013-2015) in combination with implementation of Mitigation Measure MM 4.5.6 that would require coordination with future TRPA future GHG reduction efforts and the establishment of an emission reduction target consistent with AB 32 and SB 375 reduction efforts would ensure that City GHG emissions are mitigated. ~~However, the exact extent of the implementation of these policies and other future greenhouse gas reduction measures are not known at this time and it is unclear whether the 15 percent reduction in current GHG emissions set forth in the Climate Change Scoping Plan is feasible for the City to meet.~~ Thus, this impact is considered **less than significant** ~~**significant and unavoidable.**~~

4.6 Noise

The following text changes have been made to page 4.6-21, first paragraph, of the DEIR:

According to **Table 4.6-9**, an increase in the traffic noise level of 5 dB or more would be significant where the pre-project noise level exceeds 60 dB CNEL. Extending this concept to higher noise levels, an increase in the traffic noise level of 1.5 dB or more may be significant where the pre-project traffic noise level exceeds 65 dB CNEL. The rationale for the **Table 4.6-9** criteria is that as ambient noise levels increase, a smaller increase in noise resulting from a project is sufficient to cause annoyance. This significance analysis is used where noise levels are already projected to exceed noise standards to determine whether additional noise increases are considered significant. ~~approach was confirmed appropriate by TRPA staff (Emerson, 2010).~~

4.7 Hydrology and Water Quality

No changes were made to this section.

4.8 Geology, Soils, and Land Capability and Coverage

The following text changes have been made to page 4.8-32, first paragraph, of the DEIR:

In addition to the potential future development allowed under the proposed land use and circulation diagrams, the proposed General Plan Update also includes policy provisions that could affect land coverage in the Planning Area. For instance, the proposed maximum density and maximum land coverage standards for the Tourist Center land use designation (see Table LU-2 of the General Plan Policy Document) would conflict with TRPA's existing development standards. In addition, Policy LU-2.10 encourages high-density development within the proposed nodes through various

incentive programs including an increase in allowed coverage and exemptions from coverage limitations for affordable and moderate-income housing. This policy would conflict with TRPA's land coverage restrictions as TRPA does not currently provide for any exemptions from coverage limitations. However, planned areas for new development under the proposed General Plan Update are currently substantially developed with land coverage in ~~some~~ several cases in excess of current TRPA standards. Therefore, future development and redevelopment in these areas in compliance with the proposed General Plan Update coverage standards shown in Table LU-2 would result in an overall reduction of land coverage in these areas as compared to existing conditions and would, therefore, assist TRPA in attaining the land coverage threshold. ~~Further increases in the amount of existing land coverage in these areas are not anticipated.~~

4.9 Biological Resources

The following text changes have been made to page 4.9-4, second and third paragraphs, of the DEIR:

The Sierra Nevada Framework for Conservation and Collaboration is an effort begun in 1998 by the U.S. Forest Service (USFS) to integrate the latest science and a collaborative approach into national forest management. Work by the framework resulted in ~~a federal environmental document~~ an amendment to the plan known as the Sierra Nevada Forest Plan Amendment (SNFPA), published in 2001. A second SNFPA, which supersedes the 2001 SNFPA, was published in 2004, amending the Land and Resource Management Plans (LRMP) of the eleven northern California National Forests, including the Lake Tahoe Basin Management Unit. The SNFPA describes nine alternatives to address five problem areas in Sierra Nevada national forests: old-forest ecosystems; aquatic, riparian, and meadow ecosystems; fire and fuel management; noxious weeds; and lower-westside hardwood ecosystems.

~~**Eldorado National Forest Land and Resource Management Plan**~~

~~The Eldorado National Forest Land and Resource Management Plan (L&RMP) was prepared by the USFS in 1988. The L&RMP covers 786,994 acres of forestland in parts of Alpine, Amador, El Dorado, and Placer counties, including both National Forest and forestlands in other ownership. The plan prescribes compatible sets of forest practices for various types of land and resources divided by management areas and contains targets for the production of market and nonmarket goods and services. As a result of the SNFPA, the L&RMPs of various National Forests, including the El Dorado National Forest L&RMP, are now being revised to bring their management practices and guidelines into conformance with the policies of that document.~~

Lake Tahoe Basin Management Unit Land and Resource Management Plan

The Lake Tahoe Basin Management Unit (LTBMU) Land and Resource Management Plan (LRMP) was prepared by the USFS in 1988 to direct the management of the LTBMU. The LRMP has been amended several times over the past 22 years, including as a result of the 2001 and 2004 Sierra Nevada Forest Plan Amendments described above. The LTBMU is currently in the process of revising and updating the LRMP in accordance with the National Forest Management Act (NFMA), which directs that forest plans be revised every 15 to 20 years.

The following text changes have been made to page 4.9-11, first paragraph, of the DEIR:

Much of the biological diversity within El Dorado County is on lands managed by the USFS. Land under the jurisdiction of the USFS's Lake Tahoe Basin Management Unit ~~includes portions of the Eldorado and Tahoe national forests, which, combined,~~ cover most of the land in the eastern two-thirds of the county (see **Figure 4.9-1**). The USFS is responsible for sustaining the health of the ecosystems on the lands it manages. In total, more than 550,000 acres of land in the county are held in state or federal public ownership and managed principally by state or federal agencies (EDAW, 2003). The Planning Area is surrounded by land in state and federal management including Lake Tahoe~~,~~ and NFS land including the Desolation Wilderness~~,~~ within the LTBMU ~~Eldorado National Forest, and Toiyabe National Forest~~.

The following text changes have been made to page 4.9-11, last paragraph, of the DEIR:

~~**Eldorado National Forest** is a U.S. National Forest located in the central Sierra Nevada mountains in California. Portions of Alpine, Amador, El Dorado, and Placer counties lie within the forest's boundary. The forest is bordered on the north by the Tahoe National Forest, on the east by the Lake Tahoe Basin Management Unit, on the southeast by the Humboldt-Toiyabe River, and to the south by the Stanislaus National Forest. Many of the species found in Desolation Wilderness can also be found in Eldorado National Forest.~~

~~The **Humboldt-Toiyabe National Forest** (HTNF), with an area of 6.3 million acres, is the largest National Forest in the U.S. outside of Alaska. The HTNF is located mostly in Nevada, with a portion also in California, and encompasses a broad array of wildlife habitats ranging in elevation from approximately 4,100 feet to 12,374 feet. HTNF is located to the south and east of the Planning Area. The forest exhibits a great variation in climate, ranging from arid and desert-like in some areas to sub-alpine in others, and can have temperature fluctuations ranging from below zero in the winter to up to 120 degrees Fahrenheit during the summer. Many of the species found in Desolation Wilderness can also be found in HTNF.~~

The following text changes have been made to page 4.9-28, last paragraph, and Table 4.9-5 of the DEIR:

Local Timber Resources

U.S. Forest Service holdings account for approximately 7,126.22~~25,383~~ acres ~~of the area~~ in the Planning Area. Approximately 2,800 acres are used for reduced timber harvest and approximately 2,600 acres are used for timber stand maintenance. **Table 4.9-5** shows the holdings of the USFS within the Planning Area.

TABLE 4.9-5
UNITED STATES FOREST SERVICE LANDS BY USE TYPE ~~MANAGEMENT AREAS~~ WITHIN THE PLANNING AREA

USFS Management Areas	Acreage within the Planning Area
Alpine Skiing	67.94
Developed Recreation	710.57
~~Lake~~	~~4,935.97~~
Maintenance	569.55
~~Non USFS~~	~~13,321.12~~
Reduced Timber Harvest	2,816.13

USFS Management Areas	Acreage within the Planning Area
Timber Stand Maintenance	2,569.71
Un-roaded Recreation	18.08
Wetlands Management	374.24
USFS Lands Subtotal	**7,126.22**
Lake	4,935.97
Non-USFS	13,321.12
Planning Area Total	**25,383.31**

Source: TRPA, 2008

4.10 Cultural Resources

No changes were made to this section.

4.11 Public Services

No changes were made to this section.

4.12 Utilities and Service Systems

No changes were made to this section.

4.13 Scenic Resources

The following changes are made to mitigation measures MM 4.13.1a and MM 4.13.1c on page 4.13-53:

MM 4.13.1a The City will add the following as a policy to the Land Use Element:

As part of the update of the City's Citywide Design Guidelines, the following shall be incorporated into that update process for structures in excess of ~~three stories~~ 36 feet in the Tahoe Valley and Stateline nodes (identified on Figure NPL-1 of the General Plan):

- Structures shall be "stepped back" from the edges of the property at a ratio of 1:1 (one foot increase in height for one foot of additional setback from the property for a maximum height of 45 feet in the Tahoe Valley node);
- Building design will incorporate decks and vegetation or other appropriate features into the upper levels to eliminate the possibility of an institutional appearance; and
- Building siting and design will not completely obstruct mountain views, views of Lake Tahoe, or stream environment zones from arterial roadways or public recreation areas.

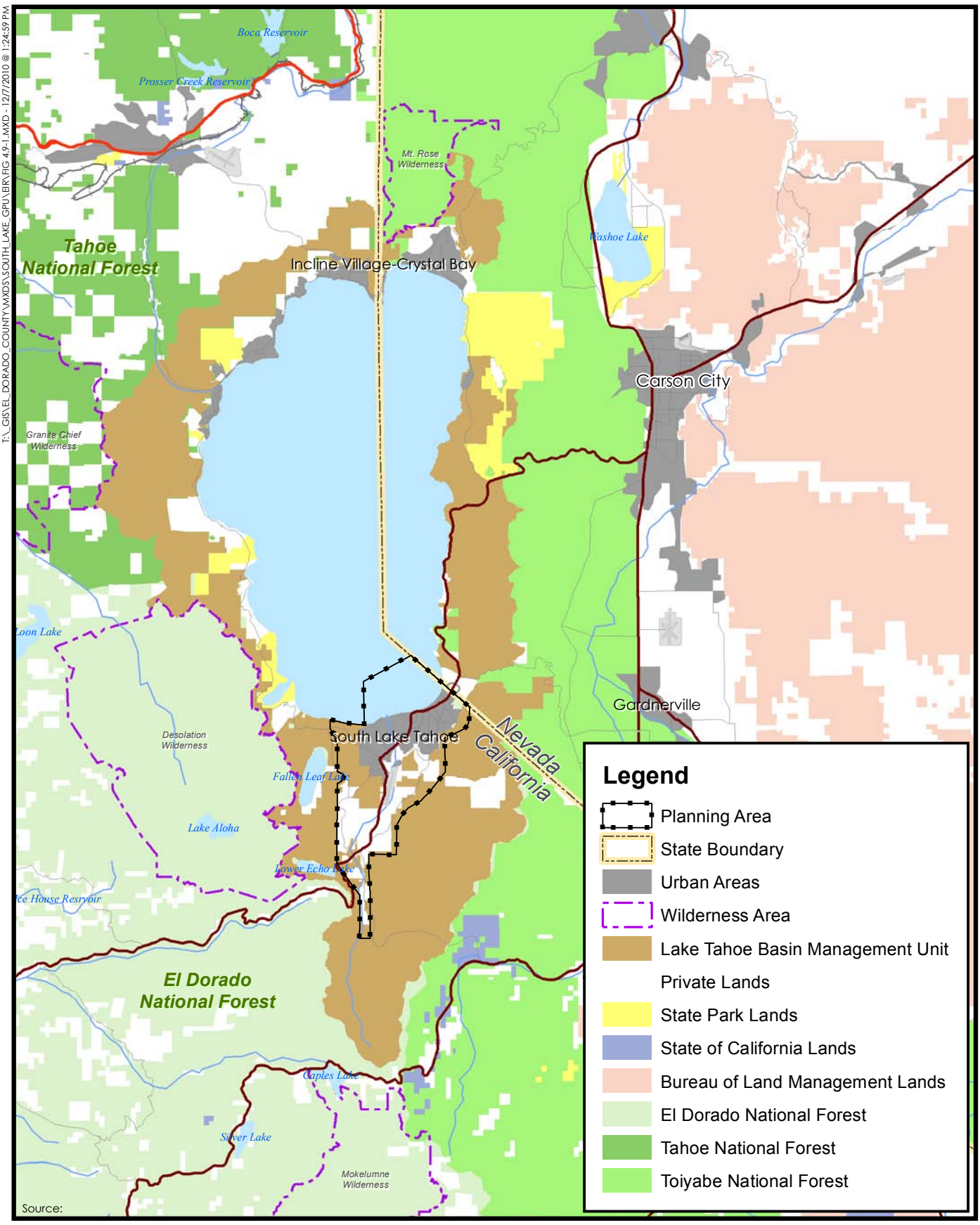

Figure 4.9-1
Areas of Biological Significance

MM 4.13.1c The City shall revise Table LU-2 of the Land Use Element to limit maximum building height consistent with TRPA height standards ~~within the Town Center and Tourist Center land use designations to three stories~~ except within the designated node ~~nodes~~ for Tahoe Valley ~~and Stateline~~ (identified on Figure NPL-1 of the General Plan Update) where a maximum of 45 feet would be allowed in the Tahoe Valley node.

4.14 Recreation

No changes were made to this section.

4.15 Consistency with Plans and Relevant Regulations

No changes were made to this section.

5.0 Cumulative Impacts

The following text changes are made to page 5.0-16, fourth paragraph, of the DEIR:

> Implementation of relevant policies from the proposed General Plan Update, the City's Sustainability Plan (which calls for development of a GHG inventory and reduction target), and associated mitigation measure MM 4.5.6 is anticipated to mitigate GHG emissions in a manner consistent with current state efforts to reduce GHG emissions under AB 32 and SB 375. Specifically implementation of IMP-8.6 (Greenhouse Gas Emission Reduction Strategy in the years 2013-2015) in combination with implementation of Mitigation Measure MM 4.5.6 that would require coordination with future TRPA future GHG reduction efforts and the establishment of an emission reduction target consistent with AB 32 and SB 375 reduction efforts would ensure that City GHG emissions are mitigated. ~~However, the exact extent of the implementation of these policies and other future greenhouse gas reduction measures is not known at this time, and it is unclear if the 15 percent reduction in current GHG emissions set forth in the AB 32 Scoping Plan is feasible for the City to meet.~~ Thus, this impact is considered **less than cumulatively considerable** ~~and a **significant and unavoidable** impact~~.

The following text changes are made to page 5.0-16 and -17 of the DEIR:

Impact 5.11 Implementation of the proposed General Plan Update, in combination with other development in the Tahoe Basin, would increase transportation noise along area roadways substantially from existing conditions. The increase in transportation noise levels would not exceed TRPA CNEL noise standards ~~is the primary contributor to the cumulative increase in noise~~. This impact would be **less than cumulatively considerable**.

> As identified in **Table 4.6-10** in Section 4.6, Noise, implementation of the proposed General Plan Update in combination with anticipated future growth would not result in noticeable increases in traffic noise, when comparing the noise levels to year 2030 conditions under the existing General Plan. In comparison to existing conditions (**Table 4.6-6** in comparison to **Table 4.6-10**), increases in traffic noise levels of up to approximately 5 dBA CNEL could occur along area roadways.

~~However, it should be noted that~~ The increases of 5 dBA CNEL are not due entirely to the General Plan Update and would not exceed TRPA CNEL noise standards.

The proposed General Plan Update policies include requirements that contain specific performance standards addressing transportation noise. These policies are listed under Impact 4.6.1 in Section 4.6, Noise.

Mitigation Measures

None required. ~~Implementation of the proposed General Plan Update noise policies would reduce potential transportation noise impacts in the Planning Area. Future development projects would be required to analyze project-related noise impacts and incorporate necessary noise reduction measures sufficient to achieve applicable noise standards. However, it may not be possible to fully mitigate transportation noise in all areas of the Planning Area, particularly in existing development areas. As a result, the proposed General Plan Update's contribution to cumulative traffic noise would be **cumulatively considerable** and a **significant and unavoidable** impact.~~

6.0 Alternatives

The following text change is made to page 6.0-10, fourth paragraph, of the DEIR:

The proposed General Plan Update would have a significant ~~and unavoidable~~ impact associated with the project's contribution to global climate change. Implementation of mitigation measure MM 4.5.6 would reduce this impact ~~but not~~ to a less than significant level.

The following text change is made to page 6.0-10, eighth paragraph, of the DEIR:

The proposed General Plan Update would result in a less than cumulatively considerable ~~and unavoidable~~ noise impacts from the increase in traffic noise levels in the Planning Area.

The following text change is made to page 6.0-17, sixth paragraph, of the DEIR:

The proposed General Plan Update would have a significant ~~and unavoidable~~ impact associated with the project's contribution to global climate change. Implementation of mitigation measure MM 4.5.6 would reduce this impact ~~but not~~ to a less than significant level.

The following text change is made to page 6.0-18, third paragraph, of the DEIR:

The proposed General Plan Update would result in a less than cumulatively considerable ~~and unavoidable~~ noise impacts from the increase in traffic noise levels in the Planning Area.

The following text change is made to page 6.0-27, sixth paragraph, of the DEIR:

The proposed General Plan Update would have a significant ~~and unavoidable~~ impact associated with the project's contribution to global climate change. Implementation of mitigation measure MM 4.5.6 would reduce this impact ~~but not~~ to a less than significant level.

The following text change is made to page 6.0-28, last paragraph, of the DEIR:

The proposed General Plan Update would result in a less than cumulatively considerable ~~and unavoidable~~ noise impacts from the increase in traffic noise levels in the Planning Area.

The following text change is made to page 6.0-34, ninth row, of the DEIR changing the significance determination:

Less Than Significant with Mitigation Incorporated ~~Significant and Unavoidable~~

The following text change is made to page 6.0-34, fourteenth row, of the DEIR changing the significance determination:

Less Than Significant ~~Significant and Unavoidable~~

7.0 CEQA-Mandated Sections

The following text changes are made to page 7.0-1 of the DEIR:

~~**Impact 4.5.6** Implementation of the proposed General Plan Update would contribute to greenhouse gas emissions that could result in significant environmental effects, including water quality impacts to Lake Tahoe. This impact would be considered **potentially significant**.~~

CUMULATIVE IMPACTS

Impact 5.6 When considered with existing, proposed, planned, and approved development in the region, implementation of the proposed General Plan Update would contribute to cumulative traffic volumes in the region that result in significant impacts to regional vehicle miles of travel. This is considered a **cumulatively considerable** impact.

~~**Impact 5.10** Implementation of the proposed General Plan Update, in combination with other development and land use activities, would contribute to greenhouse gas emissions that could result in significant environmental effects, including water quality impacts to Lake Tahoe. This impact would be considered **cumulatively considerable**.~~

~~**Impact 5.11** Implementation of the proposed General Plan Update, in combination with other development in the Tahoe Basin, would increase transportation noise along area roadways substantially from existing conditions. The increase in transportation noise levels is the primary contributor to the cumulative increase in noise. This impact would be **cumulatively considerable**.~~

8.0 Report Preparers

No changes were made to this section.