

Upper Truckee River Restoration Project, Middle Reaches 3 and 4

Joint NEPA/CEQA/TRPA Environmental Document

Response to Comments

Environmental Assessment/Finding of No Significant Impact,
Initial Study/Mitigated Negative Declaration and
Tahoe Regional Planning Agency Initial Environmental Checklist
Environmental Improvement Program # 556

Prepared for:

Bureau of Reclamation
City of South Lake Tahoe and
Tahoe Regional Planning Agency

April 4, 2008

Prepared by:

CDM

consulting • engineering • construction • operations

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Mitigated Negative Declaration

Upper Truckee River Restoration Project Middle Reaches 3 and 4

Lead Agency: City of South Lake Tahoe

Mitigated Negative Declaration: Pursuant to Division 13, Public Resources Code, California Environmental Quality Act

Description

Project Location:

The Upper Truckee River watershed is located within several local jurisdictions including the City of South Lake Tahoe, El Dorado and Alpine Counties. For this document, the study area encompasses land along the Upper Truckee River owned by the City of South Lake Tahoe in the Middle Reaches 2, 3 and 4 (Airport Reach). These reaches are located to the east of the Lake Tahoe Airport and grazing land to the north of the airport.

Purpose of the Project:

The purpose of the project is for restoration of the river, stream environment zone (SEZ) and wildlife habitat within Middle Reaches 2, 3 and 4 of the Upper Truckee River. The Upper Truckee River is the largest tributary into Lake Tahoe. The natural river channel has been significantly altered by urban, airport and recreational development throughout the Upper Truckee River watershed. The objectives of the Project, as stated in the Project Work Plan for California Tahoe Conservancy planning grant funding (City 2006), are to improve natural function of the channel, increase overbank flow frequency, and deposit sediment into the floodplain more frequently. Controlling the flow and gradient, protecting the stream banks and designing to allow the river to overtop its banks during peak periods will have many benefits including: reduced velocities, more frequent flooding of the meadow during high flows, improved riparian and meadow vegetation, higher groundwater, more productive fisheries, improved macroinvertebrate populations and terrestrial wildlife habitat, and a reduction in fine sediment transport during overbanking events.

Determination

The City of South Lake Tahoe has prepared an Initial Study to assess the significance of the effects of the Upper Truckee River Restoration Project, Middle Reaches 3 and 4. The City has determined that the project, as proposed, could cause a significant effect on the environment. This determination is based upon the evidence provided in the attached Initial Study and other relevant documents and agency consultation.

Mitigation measures have been incorporated into the project to reduce potential impacts to a less-than-significant level. These mitigation measures are listed below.

Air Quality During Construction

Fugitive Dust Mitigation

AQ-1 The contractor shall submit a permit application for a fugitive dust control plan including the dust control measures as stipulated in El Dorado County Air Quality Management District Rule 223-1, Tables 1 and 2, such as spraying water, applying soil stabilizer, covering stockpiles, haul materials, etc. The permit application must be submitted and approved prior to the construction project.

Aquatic Resources

AR-1 Fish rescue shall be performed prior to dewatering or partial diversion of water from the stream course or other aquatic habitats in the project area where fish may be present, in order to avoid stranding of fish during construction activities. The removal and relocation of fish shall be performed by a qualified biologist using techniques such as electrofishing and seining. Specimens shall be relocated to viable and comparable habitats in the immediate vicinity that are to remain undisturbed for the duration of construction activities. The City will be responsible for this as part of a Construction Management/Oversight contract with a qualified consultant.

Wildlife Resources

- W-1 Any sighting of listed species, sensitive species, or location of nest or dens of these species will be reported to a U.S. Forest Service (USFS) or TRPA biologist by the contractor or City's Construction Manager. These nest or den locations will be protected in accordance with the Sierra Nevada Forest Plan Amendment (SNFPA) 2000 and the Environmental Threshold Carrying Capacities for the Lake Tahoe Region guidelines.
- W-2 The City or their Construction Manager will consult with agency biologists (e.g., TRPA, USFS) to determine whether information on northern goshawk nesting is available. If no agency surveys have been performed, pre-project surveys will be conducted to determine the location of any active nests.
- W-3 An annual protocol level willow flycatcher survey will be performed prior to construction to be coordinated by the City or their Construction Manager. If willow flycatchers are detected nesting in the project area, an agency mandated protected activity center will be delineated and a limited operating period (LOP) will be applied.
- W-4 Special status wildlife species with agency-mandated protected activity centers and limited operating periods found breeding in the project area should be reported to the City or their Construction Manager. If this occurs, a protected activity center will be delineated by a USFS or TRPA wildlife biologist and a LOP will be implemented.

- W-5 All trash created during construction will be properly contained (wildlife-proof containers) and removed at the end of each day. This will be included in the plans and specifications for the contractor.
- W-6 Any management activities that require removal of trees and shrubs should be conducted outside the avian nesting season (April 1 through August 15) unless a qualified biologist determines that no nesting is occurring. The City shall retain a qualified biologist to conduct a focused survey for active nest sites of migratory birds covered by the Migratory Bird Treaty Act (MBTA) within a 1/8 mile radius prior to (i.e., within 15 days) the onset of construction activities initiated during the nesting season (April 1 through August 15). If active nests are located during the preconstruction surveys, the biologist shall consult with CDFG and/or USFWS to determine an appropriate buffer around the nest. The buffer will be implemented until the juveniles fledge or the adults abandon the site if the nest fails. The size of the buffer will depend on various factors such as vegetation and topographic screening and the type of project activities in the nest's vicinity.

Vegetation Resources

- V-1 During construction, upland and riparian native vegetation would be removed and native riparian vegetation of good quality shall be stockpiled and replanted once the new channel is constructed. Specifications for this work will be included in the plans and specifications.
- V-2 The vegetation shall be irrigated and soil amendments added while it is being stockpiled. Soil amendments and irrigation shall also be used to help with plant establishment after replanting. Specifications for this work will be included in the plans and specifications.
- V-3 Over-plant new vegetation or provide fence protection of new vegetation to help prevent beaver browsing, under the direction of the City's Construction Manager.
- V-4 Disturbed areas shall be revegetated or stabilized where needed once construction is complete. Specifications for this work will be included in the plans and specifications.
- V-5 The stockpile site shall be regraded to the natural contours and revegetated at the completion of the project. Specifications for this work will be included in the plans and specifications.
- V-6 Noxious and invasive weed control shall be identified in the plans and specifications.

Wetlands

Wet-1 Place construction fencing around wetland areas identified on the Wetlands Delineation Map that are located outside of the proposed disturbance to avoid disturbance during construction. Specifications for this work will be included in the plans and specifications.

Cultural Resources

CR-1 In the event of fortuitous discoveries of buried or concealed heritage resources, ground disturbance activities should cease in the area of the find and the project sponsor should consult a qualified archaeologist for recommended procedures. If human remains are inadvertently discovered, California law requires that work must stop immediately and the county coroner must be notified. If the remains are Native American, AB 297 makes it mandatory that the coroner notifies the members of the Washoe Tribe to insure that proper treatment is given to the burial site. Specifications for this work will be included in the plans and specifications.

Geology and Soils

GS-1 The contractor will implement appropriate bank stabilization measures to reduce erosion as described in the project description and Section 4.12 Hydrology and Water Quality. This information will be included in the plans and specifications. The City or their Construction Manager will monitor during construction.

GS-2 Revegetate all disturbed areas and reuse excavated top-soil and vegetation whenever possible. This information will be included in the plans and specifications. The City or their Construction Manager will monitor during construction.

GS-3 Use gravel with road base to construction access roads. This information will be included in the plans and specifications. The City or their Construction Manager will monitor during construction.

GS-4 Cover all exposed stockpiles to reduce wind and water erosion. This information will be included in the plans and specifications. The City or their Construction Manager will monitor during construction.

GS-5 Keep construction vehicles and equipment within designated areas. This information will be included in the plans and specifications. The City or their Construction Manager will monitor during construction.

GS-6 Implement environmental commitments and mitigation measures described in Section 4.12.7. This information will be included in the plans and specifications. The City or their Construction Manager will monitor during construction.

Public Safety and Hazards

- PS-1 The contractor shall develop and implement a construction safety plan that will include safety measures for travel through Runway Safety Areas and Object Free Area to include schedule of travel, procedures to ensure Airport Safety, NOTAM procedures, and responsible personnel. Construction Manager and airport staff will monitor during construction.
- PS-2 Daily coordination between the contractors for both the River Restoration project and the Runway Reconstruction project for safety related issues shall be conducted. Construction Manager and airport staff to monitor during construction.
- PS-3 Determine and mark the location of existing South Tahoe Public Utility District facilities prior to construction. Contractor shall conduct an Underground Service Alert (USA) notice prior to excavation. Excavation will not begin until all utilities in the area have been marked. The City of South Lake Tahoe will provide STPUD with plans and specifications for review prior to construction.
- PS-4 Construct engineered bank stabilization at the edge of the airport easement to protect South Tahoe Public Utility District facilities and the airport runway from complications due to lateral movement of the river. The City and their Construction Manager to monitor during construction.

Hydrology and Water Quality

- WQ-1 Earthwork shall be confined to areas of construction activities according to the construction phasing plan and Figure 3-3. This information will be included in the contractor specifications. Filter fencing will be installed around all of the stockpile locations and equipment storage areas. The City and their Construction Manager will monitor during construction.
- WQ-2 An internal drainage system shall be constructed and maintained within the project site during all construction activities to contain any runoff within the project boundary and prevent it from exiting the site. Localized pumping will be used to hydraulically contain turbid groundwater or standing water as a result of excavation of saturated soil. The turbid water will be treated at an upland area at the project site in a temporary settling basin to levels below TRPA and Lahontan thresholds prior to discharge as described in Section 4.12.5.1. Once water has had time to settle, clean water will be released into the UTR downstream of RS 8900. The City and their Construction Manager will monitor during construction.
- WQ-3 Stockpiled and transported material will be covered to control stormwater runoff. The City and their Construction Manager will monitor during construction.

- WQ-4 Construction vehicles will be serviced in specific upland areas or stabilized areas to prevent accidental spills of fluids, oils and lubricants into surface water. This area will consist of a clean gravel pad with an impervious liner underneath. The City and their Construction Manager will monitor during construction.
- WQ-5 Construction equipment shall be cleaned to remove any loose dirt or sediment prior to exiting the site. Washing will take place in an area stabilized with crushed stone and drain to an approved sediment trap or basin. The City and their Construction Manager will monitor during construction.
- WQ-6 The excess fill disposal locations will be regraded to the natural contours of the surrounding area and revegetated with native upland species. The City and their Construction Manager will monitor during construction.
- WQ-7 All spills shall be reported to Lahontan and procedures and response protocols for immediate cleanup outlined in the SWPPP shall be implemented. These procedures shall include placement of sandbags, gravel, boards or other TRPA approved methods to prevent spilled material from entering any drainage facilities or areas. The City and their Construction Manager will monitor during construction.
- WQ-8 Construct temporary 4 to 6 foot high water filled berms in Year 1 to isolate the construction site, and protect the river from spring runoff prior to implementation of the new channel. These water filled berms will be placed at the two tie in ends between the old and new channel and run the entire length of the existing channel from the two tie in points. The water filled berm will be wrapped around the low-water crossing at both sides to allow for access across the low-water crossing during construction. Filter fencing will also be constructed between the excavation area and the water filled berm for extra protection. The City and their Construction Manager will monitor during construction.
- WQ-9 A railcar crossing/bridge will be constructed to transport materials across the river to prevent interaction with the channel. The bridge will be designed with BMPs to prevent sediment discharges to the UTR. Clean gravel will be placed at the bridge approaches. A silt fence that will be placed along the east and west river banks will be tied into the railcar crossing abutments with a secondary silt fence running under the railcar crossing. Coir logs will be placed on paved surfaces under the railcar crossing. Silt curtains will be placed in the river as an additional protection along the channel from upstream to downstream of the low-water crossing. Access routes will be continuously cleaned with water trucks and brooms trucks. Silt fences and cut off channel connected to small settling basins would be placed along the sides of the access routes. The City and their Construction Manager will monitor during construction.

WQ-10 In channel work sites will be isolated both upstream and downstream by water filled berms with the main flow of the river pumped around the work areas. Water that infiltrates into the isolated project site will be pumped into the new channel alignment downstream and allowed to flow the length of the channel for infiltration. At the end of the new channel alignment remaining water will be pumped to the dewatering site and go through the settling and filtration systems as describe above. Following completion of the first bank stabilization the same procedure will be used on the second bank stabilization.

The three fish habitat structures located downstream of the new channel alignment will be dewatered by laying a water filled berm along the existing channel bed to isolate the work area. The main flow will be slightly confined but will remain in the existing channel alignment. While the work is being completed the water that infiltrates into the work area will be pumped to the dewatering site and go through the settling and filtration systems as describe above. Each fish habitat structure will be completed one after another. The City and their Construction Manager will monitor during construction.

WQ-11 The project site will be winterized according to TRPA and Lahontan RWQCB requirements at the end of each construction season. These measures will include: wrapping water filled berm to secure all isolated areas for winter and spring flows around the length of the western approach to the low-water crossing and a small portion along the existing airport fence, wrap water filled berm around the downstream end of the new channel and along a portion of the airport fence, winterize temporary irrigation system installed for plant establishment. Other proposed winterization measures are listed below.

- Maintain all temporary erosion control including filter fencing and coir logs.
- Stabilize all disturbed areas with a heavy mulch.
- Clean up and remove all construction site waste including trash, debris and spoil piles.
- Cover all soil stockpiles with a natural fiber blanket and secure stockpile locations with filter fencing.

WQ-12 Prior to diversion of UTR flows into the new river alignment, the new river channel will be wetted in September of the second construction year, and potentially in the third construction year as well, to prepare the river channel. These wetting flows will either be allowed to infiltrate or be pumped from the downstream end of the new river alignment and treated to ensure compliance with discharge standards prior to their diversion back into to the UTR. This is described in the dewatering discussions in Section 4.12.5.1. During the third construction year clean washed gravel will be placed in the new river channel before the UTR is diverted into the new alignment. The City and their Construction Manager will monitor during construction.

WQ-13 Implement the dewatering plan for each construction year as described in Section 4.12.5.1. The City and their Construction Manager will monitor during construction.

WQ-14 During Year 3, the locations where the new alignment and the existing alignment converge will be graded and armored with a combination of rock and large wood elements. Willow stakes will be incorporated into these engineered areas. Propagated sod will be placed as needed on top of the armored banks. The City and their Construction Manager will monitor during construction.

WQ-15 Revegetate all disturbed areas and old channel with native riparian or upland vegetation where applicable. Salvaged sod, willows and other riparian vegetation will be propagated and used where possible. Additional seed or vegetation will be added where needed for stabilization measures. The City and their Construction Manager will monitor during construction.

Noise

N-1 Contractor shall equip all construction equipment with operating mufflers

N-2 Contractor shall limit construction hours to 8 AM to 6:30 PM.

Recreation

REC-1 Contractor and/or City's Construction Manager shall post signs upstream of the project site to notify boaters of access restrictions during construction.

REC-2 Restore river access at the close of construction. This is included in the Contractor's plans and specifications. Construction Manager to monitor.

Traffic and Circulation

TR-1 Contractor shall provide traffic control on the specific days of transport of heavy equipment to prevent congestion and safety hazards at the intersection of Highway 50 and Airport Road. This is included in the Contractor plans and specifications. Construction Manager to monitor during construction.

TR-2 During days of equipment transport through the runway safety area, a Notice to Airmen will be circulated for safety purposes. This is the responsibility of the Contractor and/or the City's Construction Manager. Construction Manager to monitor during construction.

Utilities

UT-1 The contractor shall confirm the exact location of the pipelines near the excavation area. In addition to the existing fence that borders the airport and the pipelines, fences would be constructed to protect the pipelines in the

excavation and construction areas as needed. Contractor and Construction Manager will consult with STPUD prior to construction.

- UT-2 Engineered bank toe protection along the airport easement will be constructed to protect potential lateral movement of the channel into the pipelines within the airport property. Contractor and Construction Manager will consult with STPUD prior to construction.

A copy of the Initial Study is attached. Questions about this Mitigated Negative Declaration and the Initial Study may be directed to:

Ms. Jennifer Quickel, Assistant Engineer
City of South Lake Tahoe
1052 Tata Lane
South Lake Tahoe, CA 96150
(530) 542-6036

All comments will be reviewed and responses prepared by the City of South Lake Tahoe.

Date:

Section 1

Introduction

The Upper Truckee River Restoration Project, Middle Reaches 3 and 4 (Airport Reach) joint NEPA/CEQA/TRPA document will be finalized with completion of this Response to Comments. The Final Document is comprised of this Response to Comments and the Public Review Draft dated January 16, 2008. The required 30-day public review period was completed on February 18, 2008 and all comments have been received. All of the comments received about the document are discussed. Responses with supporting information are included within this document. The Project Description has not been revised from the version in the Public Draft. A list of Public Draft recipients is included in Section 4 of this document.

Included in Section 1.1 is an update to the Public Review process since the Public Draft was released as well as information related to a City Council Meeting presentation in 2006 which presented all the alternatives under consideration during the Storm Water Quality Improvement Committee (SWQIC) process. Background information about the project as well as detailed explanations about the Public Review process and the SWQIC process are included in the Public Draft. The Background Information about the project is in Section 1.1 of the Public Review Draft. The Public Review Process is discussed in Section 1.6 of the Public Review Draft. Detailed information about the SWQIC process is included in Section 2.2 of the Public Review Draft.

1.1 Public Review Process Update

The Public Review Process described in the January 2008 Public Draft includes information up until release of that document (January 18, 2008). The Public Review Draft document was available for a 30-day public review period (January 18 through February 18, 2008) and this release was advertised in several ways. A Notice of Intent was advertised in the public notices section of the Tahoe Tribune and notices were mailed to property owners within 300 feet of the project area. A public meeting was held on January 24, 2008. This was noticed with a color advertisement in the Tahoe Tribune and with postcards mailed to property owners within 300 feet of the project area.

Fifteen copies of the Public Draft were sent to the State Clearinghouse on January 16, 2008. The State Clearinghouse number is 2008012063. The list of agencies who received a copy of the Public Draft from the State Clearinghouse and from CDM is listed in Section 4 - Document Recipients.

Information is included related to a City Council presentation held at a City Council meeting on August 15, 2006 by Entrix (project design consultant), which discussed the Alternatives Evaluation Process and the Technical Advisory Committee (TAC) recommendation of the preferred alternative. This information was not included in the Public Draft and is discussed in this document to provide clarification of the process.

1.1.1 Joint NEPA/CEQA/TRPA Environmental Document Public Review Draft 30-Day Comment Period

In compliance with CEQA, a Notice of Intent (NOI) to adopt a CEQA Mitigated Negative Declaration (MND) for the proposed UTR Airport Reach Restoration Project was distributed on January 16, 2008. The NOI was sent to property owners within 300 feet, agencies as well as private organizations that may have interest in the project (See Section 5). A color advertisement and public notice were also published in the Tahoe Tribune on January 18, 2008. The intent of the NOI was to make known that the CEQA lead agency plans to adopt a MND and TRPA environmental clearance and to request comments and concerns on the document prior to adoption. The Final MND is included in the front of this document prior to the beginning of Section 1. Draft versions of the FONSI and MND were also included in the Public Draft. The Draft TRPA Initial Environmental Checklist (IEC) was included in Section 5 of the Public Draft. The 30-day public comment period started on January 18 and ended on February 18, 2008.

The comments received, list of comments and responses to those comments are discussed in detail in Section 3 of this document. The NOI listed the following individuals who would be receiving the comments.

NEPA
Myrnie Mayville
Bureau of Reclamation
P.O. Box 5310
Stateline, NV 89449

Or

CEQA
Jennifer Quickel, Assistant Engineer
City of South Lake Tahoe
1052 Tata Lane
South Lake Tahoe, CA 96150

Or

TRPA
Mike Elam
P.O. Box 5310
Stateline, NV 89449

1.1.2 Public Meeting During 30-Day Public Review Period

A Public Meeting was held to present information about the project and to give the public an opportunity to comment on the project and the joint environmental document. This meeting was held on January 24, 2008 from 5:30 p.m. until 7:30 p.m. at the City Council Chambers located at the Lake Tahoe Airport in South Lake Tahoe. A PowerPoint presentation was made at the meeting and questions and comments were solicited from the public. Questions and comments were addressed during the presentation and at the

end of the presentation. A copy of the NOI was available for pick up at the meeting. Meeting notes recorded at the meeting are included in Appendix A.

Attendees at the Public Meeting recorded on the sign in sheet included the following:

- Mitchell Blum of HDR, Inc.,
- Sarah Curtis of the League to Save Lake Tahoe,
- Virginia Mahacek of Valley and Mountain Consulting,
- Tom Rosenberg, a City of South Lake Tahoe resident, and
- Jeff Cowen of TRPA.

Project team members and presenters included:

- Suzanne Wilkins, CDM - Project Planner
- Jennifer Quickel, City of South Lake Tahoe/CEQA Lead Agency - Assistant Engineer
- Hilary Hodges, City of South Lake Tahoe - Planning Manager
- Myrnie Mayville, U.S. Bureau of Reclamation, Grant Administrator
- Dave Roberts, Tahoe Resource Conservation District - District Manager
- Scott Carroll, California Tahoe Conservancy California - Grant Administrator
- Mike Rudd, P.E., Entrix - V.P., Tech. Director, Restoration and Water Resource Engineering
- Charley Miller, P.E., Entrix - Senior Project Engineer

There were very few comments about the project heard at the meeting. Several questions were asked about the project and were answered during the meeting. The meeting notes in Appendix A include the questions and answers heard at the meeting. Comments received at the meeting are discussed in Section 3 of this document.

1.1.3 City Council Presentation by Entrix on August 15, 2006

A City Council Presentation was facilitated by Entrix (project design consultant) on August 15, 2006. This meeting is a component of the public process but was not discussed in the Public Draft document. Information is included in this document to complete information about the Public Process for the project. Entrix conducted a PowerPoint presentation that discussed general information about the project, the alternatives development process, the three project alternatives and the TAC- recommended alternative. Questions were solicited from the City Council and these were answered at

the meeting. Mayor Cole solicited questions or comments from the audience. Comments were provided by the following attendees.

- Doug Smith from the Lahontan Regional Water Quality Control Board,
- Keith Norberg from TRPA, and
- John Friedrich from the League to Save Lake Tahoe.

The meeting minutes for the entire City Council meeting are included in Appendix B.

All City Council meetings are public and the meeting schedule is published in the Tahoe Daily Tribune a few days prior to the meeting. Public participation is encouraged at the meetings. City Council Meeting agendas are available to the public at least 72 hours prior to the council meeting per the Brown Act. They are also posted on the bulletin board outside of the City offices, and are available on the City's website and at the meeting. The public may also request a copy from City staff. All City Council meetings are videotaped and played daily at 9 a.m. and 7 p.m. on government access channel 21 and are available for viewing live and on-demand 24 hours a day, 7 days per week through internet streaming video via the city's website, www.cityofslt.us. No action was taken at the meeting by the City Council so a separate public notice was not required.

Section 2

Revisions to the Public Draft

This section describes revisions made to the Public Review Draft after it was circulated. These revisions are minor as that they did not require any significant modification to the environmental analysis and did not result in potentially significant impacts or effects.

2.2.1 Project Description Revision

During refinement of the project design and the dewatering system it was discovered that the estimated tree removal amount should be increased slightly. Section 3.3.1.8 states the following.

“Approximately 463 lodgepole pine trees over 6 inches diameter at breast height (dbh) would be removed to construct the new channel and bank stabilization along the Airport Reach. Included in this figure amount is approximately 192 trees over 14 inches dbh which require a permit for removal from TRPA.”

Section 3.3.1.8 is revised as stated below.

“Approximately 500 lodgepole pine trees over 6 inches diameter at breast height (dbh) would be removed to construct the new channel, bank stabilization along the Airport Reach, the dewatering area and stockpiling areas. Included in this figure amount is approximately 192 trees over 14 inches dbh which require a permit for removal from TRPA.”

2.2.2 Environmental Analysis Revisions

As a result of the modification to the project description described above the following sections of Section 4 of the Environmental Analysis Section required a similar revision.

Section 4.6.4 of the Wildlife Section, second paragraph, line 11 states the following.

“During construction approximately 463 trees would be removed.”

This section is revised as stated below.

“During construction approximately 500 trees would be removed.”

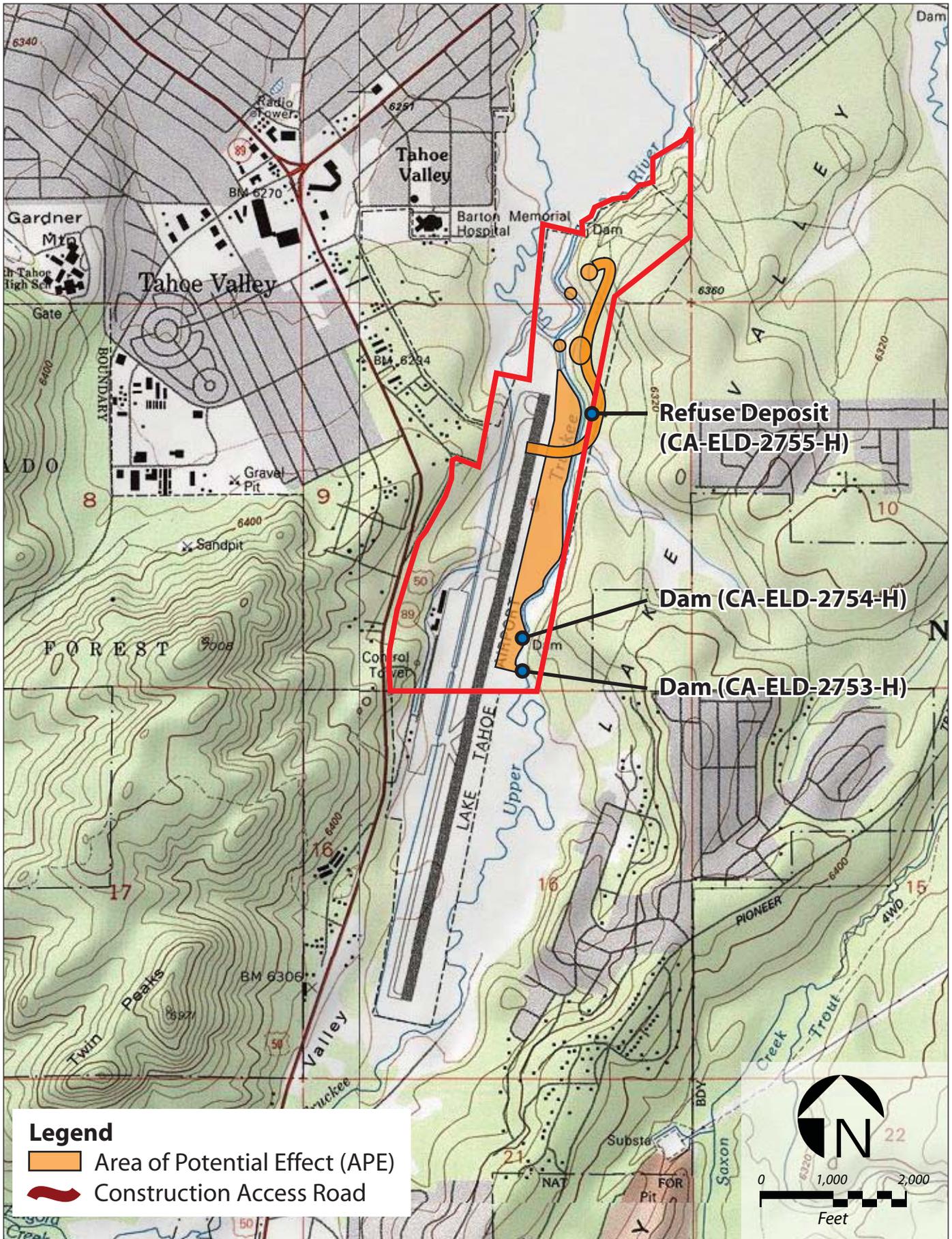
Section 4.7.4 of the Vegetation Section, second paragraph, line 2 states the following.

“Approximately 463 lodgepole pine trees 6 inches dbh or greater would be removed although 60 of these trees have already been topped as part of the airport tree removal project to comply with FAA requirements.”

This section is revised as stated below.

“Approximately 500 lodgepole pine trees 6 inches dbh or greater would be removed although 60 of these trees have already been topped as part of the airport tree removal project to comply with FAA requirements.”

Correspondence from the North Central Information Center is also presented here which completes Cultural Resources information in Section 4.9 in the Public Draft environmental document. Trinomials have been assigned to the cultural resources found within the Area of Potential Effect (APE). Figure 4.9-1 in the Cultural Resources Section of the Public Draft has been updated and is included on the following page.



W:\REPORTS\Upper Truckee River\Graphics\Cultural Resources on USGS Site Map Fig 4.9-1.ai 03/25/08 JJT

Figure 4.9-1

Cultural Resources on USGS Site Map

Section 3

Comments to the Public Draft and Responses

3.1 Introduction

During the 30-day public review period the document was reviewed by many federal, state and local agencies as well as individuals from the public. Comments were received at the January 24, 2008 public meeting, a phone call to the City of South Lake Tahoe by a City resident and 2 letters were received. The California State Clearinghouse stated that they did not receive any comments in a letter dated February 19, 2008 sent to Jennifer Quickel of the City.

All of these comments are discussed in this section. All comments have been assigned a number and are presented in Table 3.1 below. Responses to each comment follow in Sections 3.1.1 and 3.1.2. Copies of comment letters are kept in the official record for the project at the City of South Lake Tahoe offices.

3.1.1 Public Meeting Comments

A Public Meeting was held on January 24, 2008 at the City Council Chambers located at the Lake Tahoe Airport. Section 1.1.2 describes the public meeting. Several question and answer exchanges took place during the meeting. Answers to the majority of these questions were already discussed within the Public Draft document and will not be reiterated here. However, there were a couple of questions and comments that were not discussed within the Public Draft and are explained in this section. Minutes taken at the Public Meeting are included in Appendix A.

3.1.1.1 Responses to Public Meeting Comments

The numbering below for each response corresponds with the comment number and Table 3.1.

1. There are no recreation goals for this project. The project will not provide any additional recreational amenities. During construction some access will be restricted along existing trails and maintenance roads. No changes are proposed related to increasing or decreasing public access once construction is completed.

Construction in the river channel will take place during low flow conditions (late summer and fall (July through October 15) and will last a month or two. Airport fencing exists due to safety concerns surrounding the airport operations. The fencing attempts to protect the runway from mammals (such as coyote and deer) for aircraft safety. In addition there are safety concerns with allowing pedestrian access onto airport property as the airport is operationally active. Airport facilities

Table 3.1 Public Comments					
Comment Number	Section	Page Number	Line, Figure, or Table Number	Comment	Commenter
1	Section 3 - Project Description and Section 4.15 - Recreation	N/A	N/A	Is there a recreation goal for the project? Will the project create or impede access. There is fencing existing all over the place out there.	Jan. 24, 2008 Public Meeting Comment
2	Section 1 - Purpose and Need	N/A	N/A	What is the natural state of the channel, is the goal water quality?	Jan. 24, 2008 Public Meeting Comment
3	Section 4.10 - Geology and Soils	N/A	N/A	How do you stabilize the overall project during construction? How do you stabilize the bed materials proposed in the channel?	Jan. 24, 2008 Public Meeting Comment
4	Section 4.10 - Geology and Soils	N/A	N/A	In the grazing area there is rilling, so there is unstable soil.	Jan. 24, 2008 Public Meeting Comment
5	Section 4.12 - Hydrology and Water Quality	N/A	N/A	Will it be a sandy bottom, small gravel?	Jan. 24, 2008 Public Meeting Comment
6	Section 3 - Project Description	N/A	N/A	Please explain how the backfill in the existing channel will be compacted.	Jan. 24, 2008 Public Meeting Comment
7	Section 4.7 - Vegetation	N/A	N/A	Are there noxious weeds in the project area? This is a large open area, once you get it revegetated, it is amazing how quickly that stuff moves. I see this on the list a things to mitigate for.	Jan. 24, 2008 Public Meeting Comment
8	Section 4.7 - Vegetation	N/A	N/A	This site should be revegetated as soon as possible to avoid the establishment of noxious weeds	Jan. 24, 2008 Public Meeting Comment
9	Section 4.12 - Hydrology and Water Quality	N/A	N/A	Do you know what is the deposition contribution is from these reaches? Is there data or studies to back up the amount of deposition?	Jan. 24, 2008 Public Meeting Comment
10	Section 4.12 - Hydrology and Water Quality	N/A	N/A	Why is the emphasis on water quality improvement as a benefit not there considering all for the nation wide focus on Lake Tahoe?	Jan. 24, 2008 Public Meeting Comment
11	Section 4.12 - Hydrology and Water Quality	N/A	N/A	Why is "decreasing flooding on the runway" listed as an expected project benefit? Is this project designed as a flood control project for the Airport? Did we mitigate for safety impacts? How could public funds pay for that?	Jan. 24, 2008 Public Meeting Comment
12	Section 4.12 - Hydrology and Water Quality	N/A	N/A	Is there any kind of plan or period of time to remove the sediment deposited on the floodplain as it deposits? Some of these projects talk about skimming off fines?	Jan. 24, 2008 Public Meeting Comment
13	Section 4.12 - Hydrology and Water Quality	N/A	N/A	Will there be a reduction in the amount of fine sediment?	Jan. 24, 2008 Public Meeting Comment

Table 3.1 Public Comments					
Comment Number	Section	Page Number	Line, Figure, or Table Number	Comment	Commenter
14	Section 4.12 - Hydrology and Water Quality	N/A	N/A	Does the sediment reach equilibrium?	Jan. 24, 2008 Public Meeting Comment
15	Section 4.12 - Hydrology and Water Quality	N/A	N/A	Has anyone modeled the high water level at various flows and compared this to the existing channel condition? What are the measures to protect the airport from flooding (backwater, or water pooling up from the restoration project)? Are we installing a protective berm as part of the project, what about the northern end? Are we doing sinuous channels there? How will this affect the airport runways for periods of National Emergency flooding?	Gunner Hornell, separate phone calls to Jennifer Quickel of the City and Mike Elam of TRPA.
16	General	N/A	N/A	There are still references to the State General NPDES Construction Permit. The error was corrected in the soils and geology section, but remains throughout the rest of the document. Reference Order R6T-2005-0007 instead (Construction NPDES for projects in the Lake Tahoe Basin).	Robert Larsen - Lahontan RWQCB
17	General	N/A	N/A	In several areas (4.12-36, for example) the document makes a case that this project will improve Lake Tahoe's clarity, i.e. that this portion of the river is part of the problem. A few points to consider: clarity decline is due primarily to the accumulation of ultrafine particles (less than 20 microns). Although stream bank erosion contributes a significant mass of sediment, the contribution of fine particles is quite small. With the exception of a couple steep eroding banks, this reach is actually very stable. I'd suggest the document emphasize the habitat and ecosystem benefits associated with the project. This is a minor issue, but something I noticed.	Robert Larsen - Lahontan RWQCB
18	Section 3 - Project Description and Section 4.12 - Hydrology and Water Quality	N/A	N/A	In general, this level of detail on construction phasing, dewatering, etc. looks much better than in the Administrative draft. Although additional detail will be needed in the Stormwater Pollution Prevention Plan (SWPPP), the CEQA document seems adequate.	Robert Larsen - Lahontan RWQCB

Table 3.1 Public Comments					
Comment Number	Section	Page Number	Line, Figure, or Table Number	Comment	Commenter
19	General	N/A	N/A	The League to Save Lake Tahoe unequivocally supports the intention to restore several reaches of the Upper Truckee River to naturally functioning ecosystems. The Upper Truckee River Restoration Project, Reaches 3 and 4, done in concert with other planned restoration projects has great potential to improve water quality and increase riparian and wildlife habitat. We recognize that environmental restoration on the Upper Truckee River is overdue to correct detrimental past and present land use practices. Given the steady decline in lake clarity, and the fact that the Upper Truckee River is the largest contributor of fine sediment into Lake Tahoe, there is clearly a strong need to implement projects that will result in measurable increases toward attainment of acceptable levels of environmental health across multiple thresholds.	Sarah Curtis, League to Save Lake Tahoe
20	General	N/A	N/A	Each reach of the Upper Truckee River Restoration Project—from the Marsh to the Golf Course—demands that stakeholders make difficult, and sometimes costly, land use choices. Many projects are seeking to rectify practices that continue to have a detrimental effect on the watershed and the lake, such as channelization and wetlands loss due to urban development. Often, this can involve removing or altering part of the existing structures and uses within the project area. The League to Save Lake Tahoe encourages public dialogue focused on making these difficult land use choices. Recognition that the Basin ecosystem is just that—a system—where negative impacts in one area must be balanced by positive practices in another is a key part of the dialogue surrounding the Upper Truckee River Restoration Project. We as a community must be prepared to make costly and complicated decisions if we are going to achieve lake clarity goals, environmental thresholds and other important measures of environmental health.	Sarah Curtis, League to Save Lake Tahoe
21	Section 2 - Alternatives Screening and Selection Process	N/A	N/A	The League to Save Lake Tahoe is in favor of complete restoration of the middle reaches of the Upper Truckee River. Alternative 3 was identified as the alternative that offers the greatest environmental benefits to water quality, river function, aquatic resources and habitat, the stated objectives of the project. In Table 2.1, Alternative 3 scored 74 points (subtotal) compared to Alternative 2's 61 points. That represents a 20% increase in environmental benefits in Alternative 3 over Alternative 2. We must support the alternative that offers the most ecological benefit to the Upper Truckee River and Lake Tahoe. To do less is to allow ongoing degradation to the Upper Truckee River.	Sarah Curtis, League to Save Lake Tahoe

Table 3.1 Public Comments					
Comment Number	Section	Page Number	Line, Figure, or Table Number	Comment	Commenter
22	Section 2 - Alternatives Screening and Selection Process	N/A	N/A	There is a significant discrepancy between Alternative 2 and Alternative 3 relating to water quality benefits—the foremost concern of the League to Save Lake Tahoe. Sediment deposition and the size of the floodplain are two critical factors in pollutant loading and lake clarity. Alternative 3 scored a total of 10 points on these criteria, whereas Alternative 2 scored only 6 points. Climate change scenarios predict that future flooding may be more frequent and extreme. Under current climate models, California will be especially impacted by climate change. Efforts, such as Alternative 3, to increase the capacity of the floodplains to retain and infiltrate sediment-laden flows represents the best opportunity to significantly reduce pollutant loading on the Upper Truckee River and will ultimately best serve Lake Tahoe.	Sarah Curtis, League to Save Lake Tahoe
23	Section 2 - Alternatives Screening and Selection Process	N/A	N/A	Additionally, Alternative 3 is environmentally superior to Alternative 2 in the following categories according to Table 2.1: Increased Sinuosity Longer Channel and Increased length of channel receiving overbank flow Increased area of floodplain Decreased summer water temperatures Increased streamside riparian vegetation Increased instream aquatic habitat diversity Raised groundwater levels Increased sediment deposition Reduction of untreated runoff entering UTR Reduction of bank erosion	Sarah Curtis, League to Save Lake Tahoe

Table 3.1 Public Comments					
Comment Number	Section	Page Number	Line, Figure, or Table Number	Comment	Commenter
24	Section 2 - Alternatives Screening and Selection Process	N/A	N/A	Very little detail or analysis is given on Alternative 3. The document simply acknowledges that is environmentally preferred alternative and quickly dismisses it as infeasible. Section 4 of Table 2.1 relates to cost and implementation. Considering the significant difference between Alternative 3 and 2 based on the environmental analysis (74 points vs. 61 points), and the fact that they emerge nearly equal after section 4 (79 points vs. 74 points), we must conclude that the decision to implement Alternative 2 over Alternative 3 was based on these criteria. However, the most significant discrepancy in this section between Alternative 3 and 2 is the length of time before water quality and habitat benefits are realized (Alternative 3 scored a 1 and Alternative 2 scored a 4 on both criteria). It does not seem reasonable to dismiss Alternative 3 based on this criterion. Although Alternative 3 will take longer to implement and it may take a few more years before benefits are realized, the increased environmental benefits are ultimately worth the longer timeframe.	Sarah Curtis, League to Save Lake Tahoe
25	Section 2 - Alternatives Screening and Selection Process	N/A	N/A	We recognize that implementation of Alternative 3 has constraints—both fiscally and logistically. However, we believe that these constraints can be overcome. Furthermore, the significantly degraded state of the Upper Truckee River and the benefits to natural resources afforded by Alternative 3 demands that we do all that we can to correct past land use practices.	Sarah Curtis, League to Save Lake Tahoe
26	Section 2 - Alternatives Screening and Selection Process	N/A	N/A	The document states that “complete restoration was deemed not feasible because... it was anticipated that the airport would remain indefinitely” (pg. 4). It is true that there are no immediate plans to remove or dismantle the airport. Yet, the airport is just as vulnerable to closure as any underperforming facility. In addition, Alternative 3 is not contingent on closure of the airport, just on removal of part of the runway.	Sarah Curtis, League to Save Lake Tahoe
27	Section 4 - Environmental Analysis	N/A	N/A	In the Strategic Action Plan, the City recognizes the difficulty of returning commercial airline service to the Lake Tahoe Airport, in light of repeated failed attempts and competition from low-cost carriers at the Reno and/or Sacramento airports. Yet, removing a portion of the runway required for commercial air service is deemed “not feasible.” Rather than simply stating that Alternative 3 is not feasible, a thorough discussion of the feasibility of shortening the runway while maintaining the current level of service should have been included, with references made to the Airport Master Plan and City’s Strategic Action Plan.	Sarah Curtis, League to Save Lake Tahoe

Table 3.1 Public Comments					
Comment Number	Section	Page Number	Line, Figure, or Table Number	Comment	Commenter
28	Section 2 - Alternatives Screening and Selection Process	N/A	N/A	Is the city actively planning to return commercial air service to the Lake Tahoe Airport? Can the existing level of service for private and corporate airplanes be maintained if the runway is shortened? Do project planners foresee the option to remove part of the runway in the future? This analysis would better account for the selection of Alternative 2, an alternative that offers fewer environmental benefits.	Sarah Curtis, League to Save Lake Tahoe
29	Section 2 - Alternatives Screening and Selection Process	N/A	N/A	What are the constraints related to the South Tahoe Public Utility District sewer lines? Given that water and sewer lines throughout the service area are aging and undersized, and will likely need to be replaced in the future, project planners should work with the South Tahoe Public Utilities District to coordinate updating aging infrastructure with the complete restoration alternative.	Sarah Curtis, League to Save Lake Tahoe
30	Section 4 - Environmental Analysis	N/A	N/A	The same level of environmental analysis in the document afforded to Alternative 2 should have been given to Alternative 3. Additional analysis would give land use planners, the public, and other stakeholders a better understanding of the impacts, both negative and beneficial, of complete restoration. While project planners have thorough and expert knowledge of these issues, a more complete comparison of all the alternatives would result in greater understanding of the adverse impacts and benefits and informed decision making by the public and other stakeholders.	Sarah Curtis, League to Save Lake Tahoe
31	Public Process	N/A	N/A	Given the relatively controversial nature of partial airport removal, the project's location on city owned land, and the project's public funding source, a public discussion of the constraints and opportunities of each alternative, weighed against their potential benefits is warranted for this project. The Alternative Formulation Memorandum and the Alternatives Evaluation Memorandum should have been publicly disclosed as part of the Initial Study/Environmental Assessment.	Sarah Curtis, League to Save Lake Tahoe

Table 3.1 Public Comments					
Comment Number	Section	Page Number	Line, Figure, or Table Number	Comment	Commenter
32	Public Process	N/A	N/A	The environmental documentation for the Upper Truckee River Restoration Project, Middle Reaches 3 and 4 was difficult to access. No website exists for the project, and the documents are not available on any of the agencies' websites (City of South Lake Tahoe, California Tahoe Conservancy, Tahoe Regional Planning Agency, Bureau of Reclamation), even though the TRPA website provides the environmental impact report/statements for other projects. Additionally, members of the public were told that they could view the documents at the City Services Office or TRPA office, but that electronic copies would not be provided at those locations. In fact, our organization has received several inquires from citizens that were finding it difficult to locate and access the environmental documents for this project. The level of difficulty in obtaining and reviewing the document places an undue burden on members of the public that are interested in submitting comments and undermines the entire public process.	Sarah Curtis, League to Save Lake Tahoe
33	Public Process	N/A	N/A	Comprehensive websites exist for other reaches of the Upper Truckee River Restoration Project, such as www.restoreuppertruckee.net and www.uppertruckeemarsh.com . These websites are valuable tools for both project proponents and members of the public. Posting relevant documents, the time and location of public meetings and giving a summary of the need, purpose, and design of the project serves as an additional outreach and messaging tool for project proponents and fosters public participation and understanding.	Sarah Curtis, League to Save Lake Tahoe
34	Public Process	N/A	N/A	The Airport Restoration project is one of several environmental improvement and restoration projects along the Upper Truckee River. Many of these projects will release environmental documents, hold public meetings and begin construction within a few years of each other. The creation of one website for all of the reaches of the Upper Truckee River Restoration Project, coordinated by project planners and involved agencies, would be an invaluable community resource and has the potential to create understanding of the comprehensive nature of the restoration efforts. The League to Save Lake Tahoe would strongly support a public outreach project like this.	Sarah Curtis, League to Save Lake Tahoe
35	General	N/A	N/A	The League to Save Lake Tahoe supports the complete restoration alternative of the Airport Restoration Project because it offers the greatest environmental benefits. It remains our hope that Alternative 3 will be implemented, either in this round of construction or in the future.	Sarah Curtis, League to Save Lake Tahoe

located within fenced areas include beacons and fencing helps to discourage vandalism of these safety facilities.

Temporary fencing is proposed along existing trails and along the existing Airport Maintenance Road on the east side of the river to provide additional safety measures during construction. Heavy equipment will be transporting material from the floodplain, west of the river, to stockpiling locations on the east side of the river.

2. Water quality improvement is a secondary benefit. The primary goal of this project is to restore the river to a more natural functioning channel, which will improve water quality (rather than build a riprap channel). By restoring the channel to its natural function, the river will overbank more frequently and deposit sediment on the floodplain. SEZ program funds from the CTC have somewhat dictated the stated goals. If this were a “water quality” project, then the preferred alternative might have been to reinforce the existing channel without concern to habitat. About 80% of wildlife in this area depends on riparian corridors for either their food, shelter or home. This project is expected to have many long term environmental benefits that outweigh any potential short term impacts. During construction, temporary BMPs will be installed to minimize short term impacts, and limit or prevent runoff from the site.
3. Surprisingly, many of the soils there are very cohesive like clay and silts. Over time also, the channel has stayed in place pretty well (except for the modifications from the airport). The project design will be using a combination of rock and vegetation to stabilize the new channel.
4. I’m (Mike Rudd, Entrix) not aware of rilling in the grazing area. If there is rilling, it’s most likely due to disturbance from the grazing activities. This is outside of our project area.
5. Yes, also the intent is to establish vegetation and willows along the banks. The bottom of the channel will be a combination of sand, gravel, cobble, and boulders.
6. The project design will be compacting the channel backfill in lifts with more compaction where needed at the entrance of the new channel. This will prevent recapture of the old channel after filling. The project design will also use sheet pile and rock to protect these areas. During backfill, water will be diverted around the project. (See Public Draft Section 4.12.5.1 for water diversion description).
7. Soil conditions are very poor in the existing floodplain. Almost half is completely unvegetated currently. The project will monitor for noxious weeds, and will have a very tight specification to the contractor for the seed mix. All the necessary precautions will be taken to prevent infestations of noxious weeds.
8. Yes, the goal is to revegetate and stabilize all disturbed areas during the first year.

9. The actual fine sediment reductions in this reach may be lower than the others, however we anticipate that the water quality function will improve. We may see a little increase in sediment immediately after the work. Some will be created along the meander of pools to flood banks.

If you think about this reach as a source there are some cut banks that are generating sediment that we are fixing. However there is very little sediment depositing on the floodplain in the current condition because the river seldom overbanks. Another source of sediment in this reach is floodplain scour during overbank events.

Really it is impossible to quantify at this time, there is no calibration at the reach level.

Ultimately the challenge is the variability of the sediment that deposits on floodplain. At the bottom half of the reach where there is sage bush, there is a row of sediment behind it. That's where the water is the slowest. To measure this out to a landscape scale would be a major effort beyond the scope of this project.

You have about 4 feet of poorly vegetated material (the fill being removed), and this project does reduce sediment generated because the fill area is now a source, even though the bank erosion occurs.

There is a movement by the scientific community to try and quantify the actual reduction in sediment looking at the river as a whole and the proposed projects. This is very expensive to model and funding is not currently available.

10. The project will result in a water quality function improvement; however, it is primarily a habitat enhancement project. If it was solely for the purpose of water quality improvement, we would be fixing the cut banks and would leave the river in place. The proposed improvements will actually contribute towards improving water quality by reconnecting the river and floodplain.
11. Decreased flooding on the airport runway should not be listed here as a project benefit. The project cannot increase the flood hazard of the Airport. We have conducted extensive hydraulic modeling and will not be increasing the flood hazard. We will remove this as a listed benefit.
12. No. It is designed to overbank, and the vegetation to uptake nutrients; some sediment will be mobilized and deposited downstream, as in a naturally functioning system.
13. This is a grey area, we anticipate seeing a reduction in fine sediment, but as discussed previously, quantification of this is difficult.
14. Yes, over time, but we are also increasing the uptake by increasing vegetation. Current indications are that sediment delivery will decrease. There are lots of

projects going on in this watershed, in a few years they all should be completed. The result should be that we get more flow out on the floodplain with much room to infiltrate.

3.1.1.2 Written and Verbal Comments

Comment number 15 was received by Jennifer Quickel, Assistant Engineer for the City of South Lake Tahoe via a phone call. Comment numbers 16 through 18 were sent via email to Suzanne Wilkins of CDM. Comment number 19 is written correspondence sent to Suzanne Wilkins of CDM via facsimile machine. Comments number 20 through 39 were written comments sent via email to Jennifer Quickel of the City, Myrnie Mayville of the Bureau of Reclamation and Mike Elam of TRPA.

15. Entrix has run the HEC-RAS simulation to duplicate the Federal Emergency Management Agency (FEMA) effective flood model. This has been compared to the existing condition. (See Public Draft Section 4.12.5.2)

Engineered protection will be constructed to prevent channel migration with boulders that will be buried along the Airport fence west of the river to prevent erosion and potential flooding impacts to the Airport. The floodplain between the airport fence and the river will drop approximately 1 to 2 feet once the fill is excavated. This will increase the area where flood water can go beyond existing conditions. The airport runway is currently within the 100-year floodplain, and the proposed project may not change that fact.

16. The State National Pollution Discharge Elimination System (NPDES) General Permit is referenced in the Public Draft in Section 4.8.1.4 and Section 4.12.1.5. This is not the correct permit for the Lake Tahoe Basin. The name of the permit should read Reference Order R6T-2005-0007, Construction NPDES for Projects in the Lake Tahoe Basin.
17. Comment noted. The document does emphasize the benefits to habitat and the ecosystem from the project. The objectives of the Project, as stated in the Project Work Plan for the California Tahoe Conservancy grant funding, are to improve natural function of the channel, increase overbank flow, and deposit sediment into the floodplain more frequently. This is stated in the Public Draft, Section 1.2 - Purpose and Need. These benefits are also discussed in the Environmental Analysis in the Public Draft in Sections 4.5 - Aquatic Resources/Fisheries, 4.6 - Wildlife, 4.7 - Vegetation, and 4.8 - Wetlands.

The project has the potential to improve water quality on site by reducing bank erosion and floodplain scour during high flow events. Additionally the reactivation of 17 acres of floodplain has the potential to deposit off site fine sediment. Although this project does not have the potential to reduce sediment as much as the other UTR projects proposed it will reduce sediment, and should be considered to have some water quality benefits.

18. Comment noted. More detail will be provided about these issues in the Stormwater Pollution Prevention Plan (SWPPP).
19. Comment noted.
20. Comment noted.
21. Alternative 3 was identified as the alternative that would offer the greatest environmental benefit to water quality in the Public Draft Section 2.2.1 – Evaluation Process and Criteria, Table 2-1 and 2.2.2 – Recommended Alternative Selection. This is reflected in the ranking shown on Table 2-1 of the Public Draft. This information was documented in the Final Alternatives Evaluation Memorandum. While the ranking scores shows a 20 percent difference related to the ranking of Alternative 2 this does not equate to expected environmental benefits from implementation of Alternative 3 compared to Alternative 2. Instead this represents a 20% difference in the ranking alone. However, it is and has been acknowledged that Alternative 3 would provide the greatest amount of environmental benefit in terms of the criteria established through the Stormwater Quality Improvement Committee (SWQIC) process.

The League's position supporting implementation of Alternative 3 over Alternative 2 is noted. However, implementation of Alternative 2 would also provide an environmental benefit to the UTR watershed and not allow further degradation. A large amount of fill (approximately 40,000 to 52,000 cubic yards) is proposed to be removed which would create approximately 17 acres of functioning floodplain where very little exists now. Excavation of the airport fill would transform a terrace surface that floods approximately once in every 3 to 5 years to a floodplain surface that floods approximately once in every 1.5 to 2 years. Sediment from upstream will deposit more frequently on this restored floodplain, thus helping to reduce the amount of sediment that reaches the lake now. Alternative 2 will increase riparian habitat and increase wetlands from the existing delineated wetlands of 14.6 acres to approximately 27 acres over time as flooding occurs more frequently and riparian vegetation is established.

Alternative 2 will also help to improve the aquatic habitat and fisheries by removing fish passage barriers and providing instream habitat structures to promote a healthy aquatic environment. All of the proposed improvements will also have a positive effect to wildlife including increasing and improving Willow flycatcher habitat and riparian habitat for other species.

As stated in the AEM, and the RAPR documents and during the June 22, 2006 TAC meeting, environmental benefit would be realized for Alternative 2 many years before any benefit from Alternative 3 could be realized. Based on documentation provided by the City, there is very good cause to believe that Alternative 3 could not be built at all due to FAA grant conditions and other site constraints. Also, as stated in the aforementioned documents, constructing Alternative 2 does not preclude Alternative 3 implementation at a later time if determined to be feasible and funding becomes available. Therefore, to say that implementation of Alternative 2 is to “allow ongoing degradation” is not an accurate determination.

It should also be stated that water quality benefit is not the primary goal of the project. The primary goal of this project is to restore the river to a more natural functioning channel.

22. The TAC and the project team do acknowledge that Alternative 3 scored higher for water quality benefits than Alternative 2. Alternative 3 would provide more additional floodplain than Alternative 2 as well. However, there are many constraints that do not allow implementation of Alternative 3 in the near future including the existing airport and STPUD sewer lines. Funding is available for Alternative 2 now and implementation of Alternative 2 now, would not eliminate the possibility of implementing Alternative 3 as funding is available and the constraints are removed. For more information see response number 22 above.
23. See response numbers 22 and 23 above.
24. The decision to implement Alternative 2 over Alternative 3 was based on the evaluation criteria to develop a cost effective, implementable design. The Lake Tahoe Airport Feasibility Study revealed that the runway length cannot be shortened to serve at the current level (Reinard W. Brandley 2006). An airport sponsor like the City cannot close the airport unless the FAA agrees there is no longer a need for the airport. FAA personnel have informed City staff that there is a need for this airport. Assuming the FAA agreed to permit the City to close the airport, the City would be required to pay back the past 20 years of FAA grant funding. Also, since FAA funds were used to purchase the land, the City would need to provide the current fair market value of the land to the FAA to be used at another airport. Some of the parcels at Lake Tahoe Airport are deed restricted. If the land is ever used for other than airport purposes, it reverts to the previous owner. Therefore, the City would be required to provide the FAA fair market value for the land and they would not be able to use or sell it. As of August 7, 2000, the FAA had provided the City with over \$13 million in grant funds (18 grants). Since then, the FAA has provided the City with 8 additional grants. Those grants, plus the fair market value of the land would require the City to repay tens of millions of dollars to the FAA. (Jenkins 2008)

To implement Alternative 3, there would also be the added costs of either moving the sewerlines or building new pump stations which would also cost additional money. A separate environmental document would need to be prepared to determine the impacts of closing the only airport within the Lake Tahoe Basin.

To wait any additional time to determine if Alternative 3 can be built would be environmentally irresponsible. The funds to implement Alternative 2 are available and should be used; if they are not used they could be lost. And again, implementation of Alternative 2 does not preclude implementation of Alternative 3 at some later time.

25. Alternative 3 would be supported by the project proponents in the future if the constraints can be overcome and funding is available. However, it was the opinion of the TAC during the SWQIC process that these constraints could not be overcome in order to implement habitat and SEZ restoration funds currently in place. See response 25 above for additional information.
26. The City completed a Feasibility Study of Lake Tahoe Airport. It determined, among other things, that the "...current length of runway will be required to operate the general aviation aircraft, including the large business jets and at higher temperatures some of the large aircraft will have to operate at decreased loadings (fuel and passengers) or wait until the cooler part of the day to depart from the airport." Removal of a portion of the runway would require construction of additional runway at the other end of the airport in order to comply with FAA runway length requirements for the level of service being offered.
27. See the response numbers 25, 26 and 27 above. The length of the runway required is not for commercial airline service; it is for the current level of service being provided by the Airport.
28. See the response numbers 25, 26 and 27 above. A full analysis of Alternative 3 is not required according to Bureau of Reclamation NEPA Guidelines as they require an analysis of "reasonable alternatives". According to the Reclamation's NEPA Guidelines, "Reasonable alternatives include those that are practical or feasible from the technical or economic standpoint and using common sense rather than simply desirable from the standpoint of the applicant." CEQA requires an analysis of reasonable alternatives through the EIR process. The environmental document moved forward with analyzing Alternative 2 as the Preferred Alternative and the No Action/No Project Alternative.
29. The two existing sewerlines located on the west side of the river include a secondary sewer force main that is currently not in service but could serve to maintain a connection in case of an emergency. The other line is a gravity line that services the Meyers area. The STPUD does not currently have any plans to replace these lines. These lines are needed to be available to continue the existing level of service to Meyers. If implementation of Alternative 3 were proposed again, then

project planners would work with STPUD to coordinate upgrading and possibly moving the infrastructure or constructing pump stations in the area. These facilities would likely need to stay within SEZ areas as they work with gravity to move sewage to the treatment plant.

30. Land use planners and stakeholder groups did review all three alternatives and determined that Alternative 2 was the preferred alternative through the SWQIC process. A public presentation was made to the City of South Lake Tahoe Council on August 15, 2006. The three alternatives and the recommended alternative were presented to the City Council in a public forum. The City Mayor did solicit comments or questions from the audience at that meeting. Additional information related to the meeting is described in Section 1.1.3. Meeting minutes are included in Appendix B. See response numbers 23, 25, 26, 27 and 29 above for more information.
31. See response 31 above. The Alternatives Formulation Memorandum and Alternatives Evaluation Memorandum were publicly referenced in the Public Draft Section 2. These documents are included in the public record for the project at the City of South Lake Tahoe. Anyone from the public is welcome to review these documents at the City offices during regular business hours.
32. Notices were mailed to property owners within 300 feet of the project area stating the Public Draft document was available for review at the City offices. A color advertisement was also published in the *Tahoe Tribune* also stating where to review the document and that it was available. The public was never told that electronic copies would not be provided by anyone involved with the project. The City office location was also included in the notices of availability. Obtaining the document should not have been difficult and did not place an undue burden on members of the public. A public meeting was also well publicized and was attended by some members of the public during the 30-day public review period. At no time did anyone comment to the people listed in the document to receive comments that the document was difficult to review. All noticing and public availability of the document was done in accordance with NEPA and CEQA requirements.

If evidence exists of people who were refused electronic copies please provide documentation of this fact.

33. Comment noted. A website was not included in the consultant's scope of work.
34. Comment noted.
35. Comment noted. Again, implementation of Alternative 2 does not preclude implementation of Alternative 3, if removal of a portion of the runway and STPUD lines becomes feasible and funding is available.

Section 4

Public Draft Recipients

Table 4.1 below lists all of the Public Draft recipients who were mailed copies directly on January 16, 2008. Fifteen paper copies of the Public Draft were sent to the California State Clearinghouse on January 16, 2008. The State Clearinghouse number is 2008012063. The State Clearinghouse agency recipients follow in a bulleted list as stated in the Document Details Report received by Jennifer Quickel of the City of South Lake Tahoe on February 22, 2008. (Roberts letter, 2008).

Table 4.1 Public Draft Recipients			
Contact	Agency	Number of Copies	Received Comment
	California State Clearinghouse	15	No
Jennifer Quickel	City of South Lake Tahoe	5	No
Dave Roberts	Tahoe Resource Conservation District	1	No
Mike Elam	Tahoe Regional Planning Agency	1	No
Kevin Roukey	U.S. Army Corps of Engineers	1	No
Robert Williams	U.S. Fish and Wildlife Service	1	No
Environmental Coordinator	USFS – Lake Tahoe Basin Management Unit	1	No
Chuck Taylor	Natural Resource Conservation District	1	No
Doug Pomeroy	Federal Aviation Administration	1	No
Robert Larsen	Lahontan Regional Water Quality Control Board	1	Yes
Scott Carroll	California Tahoe Conservancy	1	No
Steve Kooyman	El Dorado County	1	No
Mike Rudd/Charley Miller	Entrix	1	No

California State Clearinghouse reviewing agencies include the following. No comments were received from any of these recipients.

- California Resources Agency;
- California Department of Fish and Game, Region 2;
- California Department of Parks and Recreation;
- Central Valley Flood Protection Board;
- California Department of Water Resources;
- California Office of Emergency Services;
- Caltrans, Division of Aeronautics;
- California Highway Patrol;

Section 4
Public Draft Recipients

- Caltrans, District 3;
- Regional Water Quality Control Board, Region 6 (South Lake Tahoe);
- Native American Heritage Commission; and
- California State Lands Commission.

A digital copy of the document was sent to the following list of individuals as requested at the January 24, 2008 public meeting. A comment letter was received from the League to Save Lake Tahoe.

- Virginia Mahacek of Valley Mountain Consulting;
- Sarah Curtis of the League to Save Lake Tahoe; and
- Jeff Cowen of TRPA.

Section 5

References

Brandley, Reinard W., Consultant Airport Engineer, September 2006. *Lake Tahoe Airport Feasibility Study, South Lake Tahoe, California* for the City of South Lake Tahoe.

Jenkins, Rick (South Lake Tahoe Airport). February 20, 2008. Personal Communication via email from Rick Jenkins to Suzanne Wilkins of CDM Truckee office.

Roberts, Terry (California State Clearinghouse). February 19, 2008. Personal Communication via letter to Jennifer Quickel of the City of South Lake Tahoe.

Appendix A

Meeting Minutes
Public Meeting, January 24, 2008

Upper Truckee River Restoration Project, Middle Reaches 3 and 4 (Airport Reach)
Public Meeting (No. 2) Jan. 24, 2008 at the City Council Chambers

Displays – Easels with 50% construction drawings (Phasing by Year 1, 2, 3 and a plan view)

Slide 1 – Upper Truckee River Restoration Project Middle Reaches 3 and 4 (Airport Reach), Public Meeting, January 24, 2008.

Slide 2 – Purpose of Public Meeting

- Inform the public about the Project and the Environmental Process.
- Solicit comments from the public about the project and the Public Draft Joint Environmental Document.

Slide 3 - Introductions of Project Team present

CDM (Environmental and Permitting Consultant), Suzanne Wilkins
City Assistant Engineer (Project Proponent), Jennifer Quickel
City Planner (CEQA Lead Agency), Hilary Hodges
Bureau of Reclamation (NEPA Lead Agency), Myrnie Mayville
Tahoe Resource Conservation District (TRCD), Dave Roberts –Grant Administrator
California Tahoe Conservancy (CTC), Scott Carroll – State Grant Administrator
Entrix (Design Consultant), Mike Rudd,
Entrix (Design Consultant), Charley Miller

The project team has prepared a Joint Environmental Document that adheres to the environmental policy guidelines provided by the National Environmental Policy Act (NEPA) because of federal funding for the project; the California Environmental Quality Act (CEQA) because of state funding and it is located in California and the Tahoe Regional Planning Agency (TRPA) because it is located within the Lake Tahoe Basin.

Slide 4 – EIP Overview

TRPA Environmental Improvement Program (EIP) No. 556 – TRPA is the Lead Agency for the TRPA Environmental Process. The EIP program was developed to determine a list of Capital Improvement Projects that help to meet many of TRPA’s environmental thresholds for the Tahoe Basin. This project is one of those projects. Stream and SEZ Restoration projects are 2 types of CIP projects. The EIP is supported by multiple federal, state and local agencies. The EIP is essential for development of funding for planning and implementation of projects.

Additional EIP projects along the Upper Truckee River including the following:

Slide 5 - Overview of the five (5) projects currently proposed along the Upper Truckee River.

- CA State Parks - Golf Course/Washoe Meadows State Park
- CTC/USFS - Sunset Stables
- City – Middle Reaches 3 and 4 (Airport Reach)

- River Enhancement Project (Grazing Property north of the Airport to the Hwy 50 Bridge)
- CTC - Upper Truckee River and Marsh (Hwy 50 Bridge to Lake Tahoe)

Slide 6 – Project Funding

- CTC for CEQA documentation, planning and construction.
- Bureau of Reclamation for NEPA documentation, planning and construction

Slide 7 – Lead Environmental Agencies

- Bureau of Reclamation – NEPA
- City of South Lake Tahoe – CEQA
- Tahoe Regional Planning Agency

Slide 8 – Storm Water Quality Improvement Committee (SWQIC) Process

A modified SWQIC planning process was used for planning of this project. A Technical Advisory Committee comprised of agency stakeholder groups provided oversight and involvement for development of alternatives and the recommended alternative selection. A comprehensive evaluation of the project alternatives as conducted through a planning process.

Slide 9 – Technical Advisory Committee (TAC)

A TAC oversees the SWQIC process of development of project alternatives and then a comprehensive evaluation of the alternatives to move forward with for further planning, permitting and final design.

TAC workshops were held at various stages of planning and project development.

The TAC for this project is comprised of many agencies including: City of South Lake Tahoe, Lake Tahoe Airport, Tahoe Regional Planning Agency, Lahontan Regional Water Quality Control Board, Bureau of Reclamation, US Forest Service – Lake Tahoe Basin Management Unit, El Dorado County, Tahoe Resource Conservation District, California Tahoe Conservancy, Caltrans, California Department of Forestry and South Lake Tahoe Public Utility District.

Slide 10 – Graphic Display of Project Area

Slide 11 - Project Goals

- Improve the natural function of the channel (original channel had been straightened, other development upstream)
- Increase overbank flow to deposit sediment more frequently into the floodplain

Question - Is there a recreation goal? Will the project create or impede access? There is fencing existing all over the place out there?

Answer – There are no recreation goals for this project. The project will not provide any additional recreational amenities. During construction some access will be restricted on

existing trails and maintenance roads. No changes are proposed related to increasing or decreasing public access once construction is completed.

Construction in the river channel will take place during low flow conditions (late summer and fall (July through October 15) and will last a month or two. Airport fencing exists due to safety concerns surrounding the airport operations. The fencing attempts to protect the runway from mammals (such as coyote and deer) for aircraft safety. In addition there are safety concerns with allowing pedestrian access onto airport property as the airport is operationally active. Airport facilities located within fenced areas include beacons and fencing helps to discourage vandalism of these safety facilities.

Temporary fencing is proposed along existing trails and along the existing Airport Maintenance Road on the east side of the river to provide additional safety measures during construction. Heavy equipment will be transporting material from the floodplain, west of the river, to stockpiling locations on the east side of the river.

Question - What is the natural state of the channel, is the goal water quality?

Answer - Water quality improvement is a secondary benefit. The primary goal of this project is to restore the river to a more natural functioning channel, which will improve water quality (rather than build a riprap channel). By restoring the channel to it's natural function, the river will overbank more frequently and deposit sediment on the floodplain. SEZ program funds from the CTC have somewhat dictated the stated goals. If this were a "water quality" project, then the preferred alternative might have been to reinforce the existing channel without concern to habitat. About 80% of wildlife in this area depends on riparian corridors for either their food or shelter. This project is expected to have many long term environmental benefits that outweigh any potential short term impacts. During construction, temporary BMPs will be installed to minimize short term impacts, and limit or prevent runoff from the site.

Slides 12 through 18 - Overview of project

This project will take 3 to 4 years to construct.

- Remove fill within floodplain and to construct new channel (~40,000 CY of fill).
- Construct new meandering channel (Suzanne points to the existing channel, shown on the exhibits).
- Stockpile soil onsite for reuse.
- Fill in the old channel.
- Construct in channel habitat features.
- Revegetate and stabilize eroding banks.
- Depending on vegetation will use new channel in the 3rd year unless vegetation cover is not adequate according to Lahontan RWQCB requirements.

Slide 12 - Overview of the Year 1 Construction

1. Mobilize equipment and resources.
2. Install signage for kayakers/boaters upstream at the Elks Club.

3. Install BMPs for water quality protection. Isolate the existing channel with a 4-6 foot high water filled berm (1:3, so if it's 12 feet wide, it's 4 feet high) comprised of two tubes surrounded by a geotextile fabric filled with water with a friction that does not allow the tubes to roll.
4. Develop temporary staging areas and parking for work on east side of the river.
5. Develop travel routes through the project area and construct temporary access roads as needed.
6. Clear and grub the area. Remove trees within excavation area.
7. Construct dewatering area.
8. Salvage usable riparian plant material such as willows and sod. Develop temporary nursery to store and propagate plants for future revegetation efforts.
9. Construct a temporary Rail Car bridge across the river at the existing low water crossing for construction access to staging areas along the east side of the river.
10. Excavate fill placed in floodplain on the west side of the channel to improve floodplain and SEZ habitat
11. Construct new meandering channel along a portion of the river.
12. Stockpile fill material on the eastside of the river. (The area was shown on Slide 13)
13. Revegetate meadow and plant salvaged and new plant material into the new channel and floodplain.
14. Irrigate vegetation as needed.
15. Winterize by October 15.

Question – The old channel will be filled?

Answer – Yes, most likely in the 3rd year, the stockpiled fill will be used to fill the old channel. Any remaining fill in the staging areas and be regraded to blend with the natural contours and revegetated.

Slide 13 – Year One Construction Plan

Slide 14 – Staging Areas and Transport Routes (Plan View)

Slide 15 – Overview of Year 2 Construction

1. Construct bank stabilization and habitat features.
2. Monitor vegetation growth
3. Continue measures to establish vegetation including irrigation.
4. Monitor for drainage or water quality problems.
5. Fix any problems with grading or planting as needed.
6. Winterize by October 15.

Slide 16 – Year Two Construction Plan

Slide 17 – Overview of Year 3 Construction

1. Evaluate vegetation cover and determine if it is adequate according to Lahontan requirements. If not, then a fourth year is needed for vegetation growth before implementation of the new channel.
2. Dig trench for water diversion and airport runway bank stabilization. The trench will have pipes for certain period of time during the low flow.
3. Bypass river flows through water diversion for a month or two while backfilling the existing channel and armoring the new channel.
4. Armor connection points along existing and new channels.
5. Prepare new channel for use by wetting the channel.
6. Backfill the old channel.
7. Remove temporary roads and staging areas.
8. Revegetate disturbed areas.
9. Re-grade and revegetate excess fill disposal area.
10. Winterize by October 15.

Slide 18 – Year Three Construction Plan

Question - Is that all addressed in the environmental document?

Answer - Yes, we have provided details on all of this and encourage you to read it.

Slide 19 - Key Environmental Issues

This project has no potentially significant long term environmental impacts.

There could be short term impacts during construction to air quality (fugitive dust); biological resources (tree removal, fish migration and spawning, wetlands, Willow flycatcher, Northern goshawk); cultural resources (buried or concealed resources); geology and soils (soil stabilization); public safety and hazards (access through the Airport); hydrology and water quality (discharges exceeding standards, flood events); noise; recreation (boating on river through construction area); traffic from construction workers; and utilities. There are mitigation measures to bring those impacts to a less than significant level.

No sensitive vegetation species have been identified during surveys. There are wetlands in the disturbance area as we are in the river and floodplain. Permits prior to construction will be required from the US Army Corps of Engineer's and 401 Water Quality Certification from Lahontan RWQCB.

Prior surveys have not determined the presence of Willow flycatchers or Northern goshawk (Northern goshawk) which are the only two sensitive species that are of concern in the project area.

There is habitat for willow flycatcher. A biologist will be surveying the area prior to construction to determine if they are present. If birds are present then Limited Operating Periods will be in place precluding removal of willows prior to August 15. A Northern

goshawk nest north of the airport is present but has not been occupied by goshawks for over 10 years. However, because that nest is there, we will be surveying for it prior to construction.

Cultural Resources are present in the project area. However, many of these artifacts are not significant and those that are will be avoided.

Slide 20 – Mitigation Measures

Mitigation measures and construction controls have been identified in the Environmental Document to bring potentially significant impacts to less than significant levels for all of the construction related impacts listed in the previous slide.

- Air Quality – Dust Control Plan
- Biological Resources – Avoid wetland disturbance where possible, fish rescue, preconstruction biological surveys, revegetation. There will be some tree removal (463 trees) – lodgepole pines, considered to be an invasive species in that riparian environment.
- Cultural Resources – If buried or concealed resources are discovered, stop construction and consult with an archeologist.
- Geology and Soils – BMPs and construction controls

Question – Geology and soil stabilization? Mainly erosion from construction? How do you stabilize the overall project, bed materials, how do you make it stay?

Answer - Surprisingly enough many of the soils there are very cohesive like clay and silts. Over time also, the channel has stayed in place pretty well (except for the modifications from the airport). We will be using a combination of rock and vegetation to stabilize the new channel.

Question – In the grazing area there is rilling...so there is unstable soil...?

Answer - I'm not aware of rilling in the grazing area. If there is rilling, it's most likely due to disturbance from the grazing activities. This is outside of our project area.

Question - Will it be a sandy bottom, small gravel?

Answer - Yes, also the intent is to establish vegetation and willows along the banks. The bottom of the channel will be a combination of sand, gravel, cobble, and boulders.

Question - Explain how the backfill in the existing channel will be compacted.

Answer - We will be compacting the channel backfill in lifts with more compaction where needed at the entrance of the new channel. This will prevent recapture of the old channel after filling. We will also be using sheetpile and rock to protect these area. During backfill, water will be diverted around the project.

Question – Are there noxious weeds in the project area? This is a large open area, once you get it revegetated, it is amazing how quickly that stuff moves. I see this on the list as things to mitigate for.

Answer - Soil conditions are very poor in the existing floodplain. Almost half is completely unvegetated currently. We will be monitoring for noxious weeds, and will have a very tight specification for the seed mix. We will take all the necessary precautions to prevent infestations of noxious weeds.

Comment - As long as the site is revegetated as soon as possible.

Response - Yes, the goal is to revegetate and stabilize all disturbed areas during the first year.

Slide 21 – Construction Staging Plan (Plan View)

Slide 22 – Sensitive Noise Receptors (Map)

Slide 23 – Travel Routes for Materials, Equipment and Workers (Map)

Slide 24 - Expected Environmental Benefits

- Increase wetland and floodplain function.
- Increase Riparian Habitat of good quality.
- Improve scenic resources.
- Provide for more productive fisheries and improve aquatic habitat.
- Decrease flooding potential on airport runway. (Later removed from this list and described as an ancillary benefit.)
- Secondary benefit to water quality caused by reduced velocities and more frequent flooding of the meadow.

Question – Do you know what the deposition contribution is from these reaches? Are there data or studies to backup the amount of deposition?

Answer - The actual fine sediment reductions in this reach, may be lower than the others, however we anticipate that the water quality function will improve. We may see a little increase in sediment immediately after the work.

If you think about this reach as a source there are some cut banks that are generating sediment that we are fixing. However there is very little sediment depositing on the floodplain in the current condition because the river seldom overbanks.

Really it is impossible to quantify at this time, there is no calibration at the reach level.

Ultimately the challenge is the variability of the sediment that deposits on floodplain. At the bottom half of the reach where there is sage bush, there is a row of sediment behind it.

That's where the water is the slowest. To measure this out to a landscape scale would be a major effort beyond the scope of this project.

There are about 2 feet of poorly vegetated fill material being removed, and this project does reduce sediment generated because the fill area is now a source, even though the bank erosion occurs.

There is a movement by the scientific community to try and quantify the actual reduction in sediment looking at the river as a whole and the proposed projects. This is very expensive to model and funding is not currently available.

Question – Why is the emphasis on water quality improvement as a benefit not there, considering all of the nationwide focus on Lake Tahoe?

Answer - The project will result in a water quality function improvement, however, it is primarily a habitat enhancement project. If it was solely for the purpose of water quality improvement, we would be fixing the cut banks and would leave the river in place. The proposed improvements will actually contribute towards improving water quality by reconnecting the river and floodplain.

Question - Decreasing the flooding potential on the airport runway? Is this project designed as a flood control project for the Airport? Did we mitigate for safety impacts? How could public funds pay for that?

Answer – This should not be listed here as a project benefit. The project cannot increase the flood hazard of the Airport. We have conducted extensive hydraulic modeling and will not be increasing the flood hazard. We will remove this as a listed benefit.

Question – Is there any kind of plan or period of time to remove the sediment deposited on the floodplain as it deposits? Some of these projects talk about skimming off fines?

Answer – No. It is designed to overbank, and the vegetation to uptake nutrients, some will be mobilized and deposited downstream, as in a naturally functioning system.

Question – Will there be a reduction in the amount of fine sediment?

Answer - This is a grey area, we anticipate seeing a reduction in fine sediment, but as discussed previously, quantification of this is difficult.

Question – Does it reach equilibrium?

Answer - Yes, over time, but we are also increasing the uptake by increasing vegetation.. Current indications are that sediment delivery will decrease. There are lots of projects going on in this watershed, in a few years they all should be completed. The result should be that we should get more flow out on the floodplain with lots of room to infiltrate.

Slide 25 - Environmental Process Overview and Schedule

We are currently in the 30-day review period which ends on February 18. We will then respond to comments through prepare of the final document. Further opportunities for public comment will include the City Planning Commission on April 10 where the Planning Commission will consider approving findings in support of a Mitigated Negative Declaration and the CTC Board Meeting the 3rd Friday of May where they will consider release of construction funding.

End of Public meeting. The NOI was available for pick up by the meeting attendees.

Appendix B

Meeting Minutes
City Council/South Tahoe Redevelopment Agency/
South Tahoe Joint Powers Parking Authority
August 15, 2006

**CITY COUNCIL/
SOUTH TAHOE REDEVELOPMENT AGENCY/
SOUTH TAHOE JOINT POWERS PARKING AUTHORITY
MEETING MINUTES
Tuesday, August 15, 2006, 9:00 a.m.
City Council Chambers, 1901 Airport Road
South Lake Tahoe, California
1:30 P.M. – JOINT CITY COUNCIL/LAKE TAHOE UNIFIED SCHOOL DISTRICT
MEETING REGARDING JOINT GOVERNMENT CENTER FACILITIES**

1. CALL TO ORDER/PLEDGE OF ALLEGIANCE TO THE FLAG:

Mayor Cole called the meeting to order at 9:10 a.m. and led the pledge of allegiance to the flag.

2. ROLL CALL:

Present were Mayor Cole and Councilmembers Long, Lovell, Upton and Weber. Also present were City Manager Jinkens, City Attorney DiCamillo and City Clerk Alessi.

3. PROCLAMATION:

(a) A Proclamation Recognizing “Good Neighbor Day” – September 20, 2006

Mayor Cole read the proclamation in full and presented it to Sharon Buckley, owner of Blake’s Floral Design.

Ms. Buckley thanked the Council for the proclamation and provided information on this event. She stated that Blake’s would be hosting the 2nd Annual Good Neighbor Day and reported that last year 3,000 roses (250 dozen) were distributed to local individuals within the community. Buckley explained that the rose recipients keep one rose for themselves and give away the remaining 11 to friends, co-workers, neighbors, strangers, etc as a gesture of good will and neighborliness.

Buckley stated that the roses were to be distributed at Blake’s Floral Design shop located at 1038 Winnemucca Avenue and at the Wells Fargo Bank located at 110 Highway 50, Stateline, NV (near the Edgewood Tahoe Golf Course). Buckley thanked Wells Fargo Bank for their generous donation toward this event and added that volunteer assistance was needed and for any interested parties to please contact her.

Applause followed.

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4. PUBLIC COMMUNICATIONS:

(a) Juan Chavez read an article published in the July edition of the local monthly paper, Mountain News, regarding the alleged illegal tree cutting at the airport. Chavez stated that the City Manager or the City Council should fire the City staff member responsible for the act.

City Attorney DiCamillo clarified that the City did have a permit for tree cutting, therefore the trees were not cut “illegally.”

4. PUBLIC COMMUNICATIONS: (Continued)

- (b) David Kelly thanked Community Development Director Teri Jamin, City Manager David Jinkens, the City staff and this and past Council's for all their assistance toward moving the Sky Forest Acres Development project forward. Kelly reported that it was anticipated that the project would begin development on Wednesday, August 23, 2006.

5. CITY COMMISSION REPORTS: (Oral Reports)

None.

6. PRESENTATIONS:

- (a) **Presentation by Andrew Strain, Vice President of Planning & Governmental Affairs for Heavenly Valley Mountain Resort, regarding the Heavenly Mountain Resort Master Plan Amendment**

Blaise Carrig, Heavenly Valley Mountain Resort Chief Operating Officer, thanked the Council for the opportunity to present an overview of the Heavenly Master Plan Amendment. He shared that the improvement concepts of the 1996 Master Plan included the Gondola, Lift Replacement and Lodges/Seats. Carrig noted that the principle conceptual components of the 2005 Master Plan Amendment (MPA) integrated the same seat and skier capacities while utilizing a rearrangement of those facilities to better serve their guests, together with an emphasis toward the overall improvement of the resort experience.

Carrig introduced Andrew Strain, Heavenly Valley Mountain Resort Vice President of Planning & Governmental Affairs to the Council. Mr. Strain greeted the Council and narrated a PowerPoint presentation entitled "Heavenly Ski Resort Master Plan Amendment-Presentation to the South Lake Tahoe City Council-August 15, 2006." (A copy of said PowerPoint presentation was received at the meeting and was made a part of the agenda packet which is kept on file in the City Clerk's Department as permanent record.)

The slides presented were as follows:

Slide 1: Heavenly Master Plan

- | | |
|-------|---|
| MP 96 | The Gondola
Lift Replacement
Lodges/Seats |
| MP 05 | Same Capacity and Lane Use
Improve the Experience
Provide a Destination Resort Experience/Appeal
Balance and Utilization |

Slide 2: MPA 05

- Process
- Sale of Heavenly from ASC to Vail Resorts
- Internal Evaluation
- Announced Intent to Change Plan

6. PRESENTATIONS – ITEM (a): (Continued)

Communication with Stakeholders/Partners
Forest Service, TRPA, Lahontan
Douglas and El Dorado Counties
League to Save Lake Tahoe

Slide 3: THE “NEW” HEAVENLY
Phase One – the First Three Years
Fix the Resort and Operations
Introduce the “New” Heavenly
Guest Service, Attitude and Approach

Slide 4: THE “NEW” HEAVENLY
Phase Two – the Second Three Years (Now)
Enhance the “New” Heavenly
Destination Experience & Capability
Northbowl Express Lift and Powderbowl Lodge
Additional Activities at the Top of the Gondola

Slide 5: MPA 05
Skier/Snowboard Distribution
Did Not Effectively Consider Detachable Tech
Trail Construction Lags Lift Capacity
Beginners/Snowboarders Isolated by Design
On Mountain Facilities – Addresses Volume
But Not Proper Locations/Views
Skiers/Snowboarders Get Trapped
The Gondola IS the Predominant Destination Access
Plan Does Not Fully Consider
Overall Destination Experience/Appeal

Slide 6: The Master Plan Amendment Concept:
Improve the Resort, Not Expand it: Take the Resort from
Good to Great

Slide 7: Improve...Not Expand: Good to Great
Efficient Use of Mountain and Facilities

Slide 8: Better Distribution/Utilization

Slide 9: Lifts/Trails/Snowmaking/Lodge Locations

Slide 10: More Multi Season Activity (Non-Skier)

Slide 11: Amenities & Activities
Real Hiking Trails
Performance Amphitheatre
Zip-Line Adventure Ride
Adventure Center/Summer Lodge
Interactive Interpretive Area
Discovery Forest
Simple Outdoor Wedding Arch
Horseback Riding/Fishing
Gondola Service Road

6. PRESENTATIONS – ITEM (a): (Continued)

- Slide 12:** Watershed Restoration Projects: Trails & Roads
Edgewood Creek
Daggett Creek
Mott Canyon Creek
Boulder Lodge & Parking Lot BMPs
Edgewood Creek Stream Zone Restoration Projects
Comprehensive Water Quality Monitoring & Reporting
Include Water Quality Protection Measures in All Projects
- Slide 13:** Master Plan Phasing
Phase One
Northbowl Express/Northbowl Trails
Powderbowl Lodge
Mott Quad
Big Easy 2
Gondola Service Road
Hiking Trails
Tubing/Winter Park
Improve/Expand Tram Shop
Night Ski/Board Park
Amphitheatre
- Slide 14:** Master Plan Phasing
Phase Two
Groove Express
Galaxy Express
Sand Dunes Lodge
Boulder Express
Snowmaking
Boulder Lodge Deck
Top of Gondola Lodge
- Slide 15:** Master Plan Phasing
Phase Three
Mid Station Lodge
California Base Lodge Village Redevelopment
Tram Replacement Into Mid-Mountain
Replace Pioneer Lift
Wells Fargo Express/Trails/Snowmaking
Kids Camp
Lifts K, L, M and Trails
Relocate California Base Area Snowmaking
- Slide 16:** Master Plan Review & Approval Process
Draft EIR/EIS
TRPA Public Hearings: June & July
Forest Service Public Workshop: July
Public Comment Period Closes July 26
Response to Comments & Final EIR/EIS prepared during August
Forest Service Record of Decision: September

6. PRESENTATIONS – ITEM (a): (Continued)

TRPA Final Governing Board Hearings: September
Implementation Begins in 2007

Mr. Strain discussed issues occurring on the California side of the Resort regarding the lifts, trails and lodges. During the presentation, Councilmembers asked questions and provided comments.

At 9:47 a.m., Mayor Cole asked if anyone in the audience wished to provide comment.

Bill Crawford noted that in 1967 he had served as the South Lake Tahoe High School Alpine Ski Coach. Crawford expressed his appreciation to Heavenly for generously providing no-cost use of the resort to the high school ski team over these past many years.

Crawford spoke on his concerns regarding the potential long-term environmental impacts of grading and tree thinning and of the correct manner of so doing. He also noted his concern of the removal of the tram as it could be needed for fire evacuation purposes and stated that it was now known as a historical landmark.

At 9:52 a.m., Mayor Cole closed the public comment period.

Councilmembers thanked Mr. Carrig and Mr. Strain for their presentation and information.

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(b) Update and Status Report by Lahontan Water Quality Control Board Representative Dave Roberts regarding Total Maximum Daily Load (TMDL) – Calculation of the Maximum Amount of Pollutant that a Waterbody can Receive and Still Meet Water Quality Standards, and an Allocation of that Amount to the Pollutant's Sources

Environmental Scientist and Lahontan Regional Water Quality Control Board representative, Dave Roberts, greeted the Council and the public and stated that he was providing a follow-up to his first discussion and presentation that he made to the Council at their July 11, 2006 meeting. Roberts expressed his appreciation to Dr. Geoffrey Schladow and Dr. John Reuter of the University of California, Davis for their participation as Principal Assistants in the development of the Source Assessments and of the Lake Clarity Model.

Roberts narrated a comprehensive PowerPoint presentation entitled "Lake Tahoe Sediment and Nutrients TMDL – Clarity Model Analysis." *(A copy of said PowerPoint presentation was made a part of the agenda packet which is kept on file in the City Clerk's Department as permanent record.)*

The slides presented were as follows:

Slide 1: Presentation Overview

- Brief overview of loading estimates and application
- Appreciation to UC Davis, Dr. Reuter and Dr. Schladow
- Results of Clarity Model analysis
- Model applications and next steps
- Integrated Water Quality Management System development process

6. PRESENTATIONS – ITEM (b): (Continued)**Slide 2: TMDL Development Phases****Phase I**

Product: Technical Report–October 2006
Determine Current Loading–June 2006
Determine Basin-wide Load Reduction Needs–July 2006

Phase II

Product: Final TMDL–November 2008
Identify Load Reduction Possibilities
Allocates Pollutant Load Reductions
Implementation Plan/Monitoring Plan
Integrated Water Quality Management Strategy

Phase III

Product: Implementation–Continuous Improvement Cycle
Application within a Management System
Predetermined Review Periods

Slide 3: Technical Report – Phase I (2001-2006)**Slide 4: Updated Pollutant Budget (MT/yr)
Previous Nutrient Budget (MT/yr)****Slide 5: The Who, What, Why and Where of the Tahoe Clarity Model
Developed by Dr. S. Geoffrey Schladow, Tahoe Environment Research Center****Slide 6: In the Beginning...****Slide 7: Some Time Later...****Slide 8: Initially the Measurements Suggested Nutrient Loading was the Problem****Slide 9: Later Measurements Showed Fine Particle Loading And Nutrient Loading Were Important****Slide 10: How Does This Knowledge Alone Help In The Management of Lake Tahoe?****Slide 11: A Process-Based Numerical Model Provides the Means To:**

- (1) Understand how each pollutant source interacts with the Lake
- (2) Quantify the effects of future reductions of loads
- (3) Quantify the future temporal response of the Lake
- (4) Guide difficult management decisions

**Slide 12: The Tahoe Clarity Model is a Process-Based Numerical Model
It is Actually Several Models Combined Into One:**

- Hydrodynamic/thermodynamic model
- Water quality (ecological) model
- Particle fate model
- Optical model

6. PRESENTATIONS – ITEM (b): (Continued)

In Addition, it has “Inputs” from other Models:

- Watershed model
- Meteorology model
- Atmospheric model

Slide 13: Lake Tahoe Clarity Model

Slide 14: Physical Mixing

Slide 15: 1-D Stratification and Mixing Processes

- Thermal stratification
- Interfacial shear
- Wind mixing
- Penetrative convection

Slide 16: Stream Inflows

Slide 17: Within Each 2-Hour Model Timestep

Slide 18: Uncertainties in Any Model’s Results Can Come From Various Sources

1. The model itself is inadequate or untested
2. Some of the model parameters are not known with sufficient confidence
3. The inputs are uncertain or in error

Slide 19: Model Adequacy and Testing

Slide 20: And Now for Some Preliminary Model Results

Slide 21: Base Line

Slide 22: 30% Atmospheric and 30% Stream Load “instantaneous” reduction

Slide 23: 20% Atmospheric and 40% Stream input “instantaneous” reduction

Slide 24: 40% Atmospheric and 20% Stream input “instantaneous” reduction

Slide 25: 50% fines and nutrients reduction 2.5% per year for 20 years

Slide 26: 35% fines and nutrients reduction 1.75% per year for 20 years

Slide 27: 40% Atmospheric Load (2%/y), 20% Stream Load (1%/y) reduction for 20 years

Slide 28: Take Home Messages

1. These model results are preliminary
2. The largest model uncertainties are in the estimates of the loads
3. Load reductions on the order of 30-40% overall appear sufficient to restore clarity
4. The results vary with which loads are reduced (particles or nutrients) and which sources are addressed (atmospheric, stream...etc)
5. There is not a single solution – the final mix of which loads and which sources to reduce and by how much is an issue for management agencies and the public to address

6. PRESENTATIONS – ITEM (b): (Continued)

6. Models do not remove the need for continued monitoring, on the contrary, they rely on it. Only monitoring can tell us when conditions have changed (e.g. climate change)

Slide 29: Model Application & Next Steps**Phase II**

Product: Final TMDL – November 2008
 Integrated Water Quality Management Strategy
 Identify Load Reduction Possibilities
 Allocates Pollutant Load Reductions
 Implementation Plan/Monitoring Plan

Phase III

Product: Implementation – Continuous Improvement Cycle
 Application Within a Management System
 Predetermined Review Periods

Slide 30: IWQMS – Integrated Water Quality Management Strategy

Program Goals:

- Evaluate load reduction opportunities by source category
- Develop load reduction strategies
- Develop strategy specific load allocations
- Establish evaluation framework and continuous improvement process for the Management System

Slide 31: IWQMS Development Process (summary)

- 1) Organize source category groups—Summer 2006
- 2) List load reduction opportunities by source category—Fall 2006
- 3) List evaluation parameters—Fall 2006
- 4) Develop assessment methodology—Winter 2006/07
- 5) Evaluate load reduction potential by source category—Spring 2007
- 6) Develop load reduction strategies—Summer 2007
- 7) Select load reduction strategy—Summer 2007
- 8) Develop strategy specific load allocations—Winter 07/08
- 9) Implement strategy and evaluate progress—Ongoing

Slide 32: IWQMS Development Process (detail)

- 1) — Urban Stormwater, Forest Runoff, Stream Channel Erosion, Groundwater, Atmospheric Deposition/Transportation
 — Groups consisting of expert lead, researcher, and local expertise
- 2) — Develop list of BMPs, programs, etc to control pollutants from each source category
- 3) — Develop list of evaluation parameters e.g. effectiveness, cost, acceptability, feasibility, etc

Slide 33: Conceptual Load Reduction Matrix**Slide 34: IWQMS Development Process (detail)**

- 4) — Each source category group will develop a methodology to evaluate load reduction potential and evaluation parameters
 — Methodology will, by necessity, be a combination of qualitative and quantitative approaches

6. PRESENTATIONS – ITEM (b): (Continued)

- 5) — Use list of load reduction opportunities and evaluation parameters to begin work on populating the load reduction matrix
- 6) — Evaluation of pollutant reduction opportunities will allow for the development of alternative strategies to achieve lake clarity
 - Strategies could emphasize pollutant control in certain source categories

Slide 35: IWQMS Development Process (detail)

- 7) — Selected alternative will be the IWQMS
 - Selection process is still to be determined
- 8) — Allocations will be specifically tailored to selected strategy
 - Allocations are intended to reflect magnitude of pollutant reduction anticipated through implementation
 - Allocation could be made to source category, watershed, programs, jurisdictions, or a combination
- 9) — Phase III of TMDL development reflects the need to continuously incorporate new information and assess accuracy of estimates and progress towards achieving load reduction

Slide 36: TMDL Phase III

PATHWAY Management System – Phase III (2008 forward)

Slide 37: Continuous Improvement Cycle**Slide 38: Questions**

Roberts' presentation and discussion addressed the restoration efforts toward the historical clarity levels of the lake. He briefly recapped the loading estimates and applications of the Watershed Model that was presented at the July 11th Council meeting followed by the presentation of the Clarity Model analysis and its applications together with the Integrated Water Quality Management System (IWQMS).

Following the presentation, Councilmembers asked questions and provided comments as follows:

- Q** Councilmember Lovell thanked Roberts for the informative presentation and inquired whether dirt and dust particles from high wind patterns caused atmospheric deposition increases.
- A** Roberts replied yes, that wind was the transport mechanism for fine particles. He noted the importance of keeping dirt and dust particles in place as much as possible to prevent their being mobilized.
- Q** Councilmember Weber noted his approval of Roberts' work and expressed his appreciation of the scientific focus. Regarding clarity and stream inflows into the Lake, Weber asked whether the colder water temperature stream inflows occurring at lower depths were the same or better than the warmer water temperature stream inflows occurring at higher depths.
- A** Roberts replied that colder water stream inflows occurring nearer the Lake's bottom were preferable.

6. PRESENTATIONS – ITEM (b): (Continued)

Q Weber remarked that one noted inherent uncertainty of the model's results was meteorological and inquired whether there were other non-meteorological caused uncertainties.

A Roberts stated yes, that upland runoff or stream channel erosion could possibly provide some potential uncertainties but that the greatest uncertainty was meteorological. He stated that much more sophisticated air-quality monitoring equipment would be required to measure air deposition. Roberts reiterated the need of a long-term plan and added the hope was that this monitoring equipment could be acquired through the Pathway process.

Q Councilmember Long expressed his appreciation for the presentation and the accurate scientific information provided. He inquired whether any specific road surfacing material type was preferable toward helping to reduce the fine dust particle amounts caused from vehicular traffic: e.g. concrete, asphalt, rubberized highways.

A Roberts stated that this issue was one that would be examined within the next two years and added that this circumstance was more to do with road roughness that allowed for more material erosion to occur which would then be brought back up into the atmosphere.

Long suggested to City Manager Jinkens that the City's Engineering and Street Maintenance Departments may want to further review this aspect of road surfacing materials.

Lovell remarked that the California Integrated Waste Management Board may have this information available. (See March 21, 2006, City Council meeting minutes, New Business Item (b), PowerPoint presentation #2.) Lovell indicated that she would provide Roberts with contact information.

Q Long requested representative clarification on the "effectiveness" numbers in the Conceptual Load Reduction Matrix.

A Roberts explained that the higher numbers represented the most effectiveness.

Q Councilmember Upton asked if there was a breakdown available that measured the impacts of various atmospheric deposition producing mediums such as woodstoves, automobile exhaust or dust from vehicular traffic, etc.

A Roberts replied that at this time there was not information available with that degree of specificity. He added this information was much needed and that proposals had been submitted to the EPA to enhance the source assessments for atmospheric depositions.

Upton remarked that this information would be useful for public dissemination.

Q Upton inquired when the list of BMPs, programs, etc, to control pollutants from each source category would be completed. He stated that he thought the current "one-size fits all" BMP approach was incorrect and added that he was interested in the identification of which streets, neighborhoods, etc, were in need of the most attention.

A Roberts remarked that he was unsure at this time whether the source categories would be refined down to a neighborhood or street specific scale.

6. PRESENTATIONS – ITEM (b): (Continued)

- Q** Upton remarked that he found the “instantaneous” reductions concept regarding changes in inputs counter intuitive.
- A** Roberts remarked that they had found these results somewhat surprising also and noted that the hydrodynamic processes, ecological processes and particle to aggregation processes occur independently of water loss from the lake.

Mayor Cole asked if anyone in the audience wished to provide comment.

Juan Chavez questioned whether the retaining ponds in the Redevelopment area had been sufficiently engineered.

Cole replied that that this was a basin-wide presentation on solutions toward lake clarity and that Chavez’s concern was more of a project nature. He added that a more appropriate forum for addressing that issue would be during Redevelopment discussions.

Bill Crawford remarked that for the past 80 years Lake Tahoe had been a national reservoir. He further added that the top 6 feet of the lake was owned by the Federal Government and that the lake level was controlled by the gate at Tahoe City. Crawford stated that he thought the reservoir had a significant impact on the lake’s clarity through shoreline erosion and that historically there had been little discussion on this subject.

Roberts stated that he hoped that this subject would be further explored over the next two years.

Mayor Cole closed the public comment period.

Councilmembers thanked Roberts for the presentation and information.

1086

RECESS: Mayor Cole called a 10 minute recess.

(c) Update and Status Report by the California Department of Transportation (Caltrans) regarding the Highway 50 Improvement Project

Public Works Director, John Greenhut presented his August 4, 2006, staff report. He further informed the Council that the City had requested that a traffic signal light synchronization project be added to the Highway 50 Improvement Project which would affect approximately 17 traffic signal lights at a cost of \$3 million. Greenhut added that a request for funding had been submitted to the TRPA and Lahontan Water Quality Control Board and that City staff was awaiting their response.

Greenhut introduced Rich Williams, Caltrans Project Manager, to the Council. Williams greeted the Council and recapped his May 9, 2006 presentation of the Highway 50 Project that would extend for 2-miles between Trout Creek and Ski Run Boulevard. He added that from Trout Creek to Lakeview Avenue the road shoulders would be widened 2-feet on each side of the roadway and that meandering sidewalks, curbs/gutters, water quality improvements and lighting/landscaping would be installed.

6. PRESENTATIONS – ITEM (c): (Continued)

Williams stated that due to a lack of funding the roadway widening, sidewalks and landscaping would not be done from Lakeview Avenue to Ski Run Boulevard.

Williams provided a status update on the Project along with an upcoming schedule as follows:

Update:

- ◆ Funding commitments had been resolved and finalized and what was proposed to be funded had been funded.
- ◆ The City's funding commitment was \$1 million in the fiscal 2007-08 fiscal year.
- ◆ Plans had been converted from metric to English units.
- ◆ A draft cooperative agreement for right-of-way acquisition and relinquishment had been developed and had been reviewed by the City, County and TRPA.
- ◆ New environmental studies on the revised project scope had begun.

Upcoming:

- ◆ Develop a supplemental project report by January 2007.
- ◆ Develop a new environmental document by January 2007.
- ◆ Perform §4(f) coordination with the City and County on the campground parcel.
- ◆ Finalize the cooperative agreement for right-of-way acquisition and relinquishment by January 2007.
- ◆ Begin appraisals with regard to the cooperative agreement for right-of-way acquisition and relinquishment in September 2006.
- ◆ Have 95% plans by June 2007 and apply for TRPA permit.
- ◆ 100% plans would be completed by September 2007.
- ◆ Advertise project by January/February 2008 dependent on assigned funding fiscal years.

Williams added that some of this funding was in the 2009-10 fiscal year and that should that remain it would not be possible to advertise until that time. He added that should a November 2006 ballot item approving a statewide infrastructure bond measure pass, this project could possibly be fully funded sooner.

Councilmember Upton provided comments and asked the following questions:

Q Upton requested clarification that the Project section from Lakeview Avenue to Ski Run Boulevard would include sidewalk disability access.

A Williams replied that legally the installation of curb ramps were required if sidewalks already exist; however, if there were no existing sidewalks present, they were not legally responsible to install either sidewalks or curb ramps.

Upton presented a letter that he had drafted for Williams to place in the City's file requesting immediate notification to the City from Caltrans should they receive any indication of change to this Project's priority status.

Q Upton inquired of the program status of a potential project that was to occur at Sierra Boulevard.

6. PRESENTATIONS – ITEM (c): (Continued)

A Williams stated that the project had been programmed for the 2006-07 fiscal year but had been removed and was scheduled in the 2008-09 fiscal year.

Upton stated that a hazardous situation existed at the crosswalk of this intersection due to a conflict with a left-turning lane and requested that Williams follow-up on this issue, to which Williams replied that he would.

Councilmembers thanked Williams for this update.

1036/1040

(d) Update and Status Report by Entrix Environmental Consultants Regarding the Upper Truckee River Restoration Project (Reaches 3 & 4 – Adjacent to the Lake Tahoe Airport)

Public Works Director Greenhut presented his August 4, 2006, staff report to the Council and introduced Entrix Environmental Consultants Senior Consulting Engineer Michael Rudd.

Rudd greeted the Council and stated that he was the Project Manager on the Engineering Services Contract with the City of South Lake Tahoe for the Upper Truckee River Middle Reach Restoration Project Reaches 3 and 4.

Rudd had provided the Council with an “Upper Truckee River Middle Reach Restoration Project, Reaches 3 and 4 Alternatives Evaluation Memorandum” and he also narrated a PowerPoint presentation entitled “Upper Truckee River, Middle Reach, Restoration Project.” *(A copy of said memorandum and PowerPoint presentation were made a part of the agenda packet which is kept on file in the City Clerk’s Department as permanent record.)*

The PowerPoint slides presented were as follows:

Slide 1: Project Location

Slide 2: Project Objectives

- ◆ Increase Overbank Flow
- ◆ Improve Natural Function of the Channel
- ◆ Deposit Sediment into the Floodplain More Frequently

Benefits:

- ◆ Improved riparian and meadow vegetation
- ◆ Decreased depth to groundwater
- ◆ Improved macroinvertebrate and fisheries populations
- ◆ Increase opportunity/potential for floodplain deposition of sediment and uptake of nutrients

Slide 3: Project Delivery Process

- ◆ Analyze Existing Conditions
- ◆ Formulate Alternatives
- ◆ Evaluate Alternatives
- ◆ Select and Develop Recommended Alternative
- ◆ Final Design and SWPPP
- ◆ Construction

TAC (Technical Advisory Committee) Buy-In and Consensus

6. PRESENTATIONS – ITEM (d): (Continued)**Slide 4: Opportunities and Constraints****Opportunities:**

- ◆ Fill adjacent to runway
- ◆ Localized bank erosion
- ◆ Fish passage barriers
 - Low-water crossing
 - Old channel crossings
- ◆ Straight, riprapped channel
- ◆ Deep, overwidened channel

Constraints:

- ◆ Land ownership
- ◆ STPUD pipelines
- ◆ Low-water crossing
- ◆ CSLT Airport

Slide 5: Alternatives Development**Fundamental Approach:**

- ◆ Restore Channel characteristics that are representative of the geologic and geomorphic setting...to the extent that existing constraints allow.

Distinct Strategies**Meet Project Objectives****Varying Level of Effort, Impact, and Cost****Slide 6: Restoration Alternatives****Alternatives:**

- ◆ Existing Channel Alignment with Habitat Improvements
- ◆ New Channel Alignment East of Airport
- ◆ Partial Airport Removal and Channel Realignment

Common Elements:

- ◆ Reduce Channel Capacity
- ◆ Reconnect the Floodplain
- ◆ Stabilize Bank Erosion
- ◆ Improve Aquatic and Riparian Habitat

Slide 7: Alternative 1–Existing Channel Alignment with Habitat Improvements**Slide 8: Alternative 2–New Channel Alignment East of Airport****Slide 9: Alternative 3–Partial Airport Removal and Channel Realignment****Slide 10: Alternatives Evaluation****Focused Objectives**

- ◆ Restore Natural and Self-sustaining River and Floodplain Processes and Functions
- ◆ Restore and Enhance Fish and Wildlife Habitat Quality
- ◆ Improve River Water Quality Through Enhancement of Natural Physical and Biological Processes
- ◆ Develop a Cost Effective, Implementable Design

6. PRESENTATIONS – ITEM (d): (Continued)

Desired Outcomes
Evaluation Criteria

Slide 11: Evaluation Matrix

Slide 12: Selection of Preferred Alternative

- ◆ Results of Evaluation
- ◆ TAC Comments and Recommendations
- ◆ Recommended Alternative

Slide 13: Next Steps

- ◆ Development of the Preferred Alternative
- ◆ Environmental Analysis (CDM)
- ◆ Final Design/Construction Documents
- ◆ Construction

Slide 14: Q and A – Upper Truckee River, Middle Reach, Restoration Project

Rudd explained that there were 6-separate reaches and added that the middle reaches 3 and 4 were located midway in the northern half of the airport. Rudd stated that adherence to strict guidelines were followed and that this was a collaborative process with the TAC (Technical Advisory Committee) comprised of staff members from Lahontan, TRPA, the California Tahoe Conservancy and the City staff, and that it also included consultants. Rudd noted that the TAC had reached consensus on all necessary steps and had also reached consensus on Alternative 2 as the recommended Alternative.

Throughout the presentation and immediately following, Councilmembers asked questions and provided comments as follows:

- Q** With regard to Slide 4, Constraints, STPUD pipelines: Councilmember Upton inquired if these pipelines were installed in the 1960's and whether they were being used on a daily basis.
- A** Rudd explained that STPUD owned the two pipelines that run adjacent to the river channel and along the airport. He added that one pipeline was an auxiliary force main which was located at a depth of approximately 25 feet and the second was a gravity main line that serviced all of Meyers and was located at a depth of approximately 8 to 10 feet. Rudd stated that the pipelines were installed long ago and that the gravity main line was used daily for Meyers' service and the auxiliary pipeline was for back up purposes and was not used daily.
- Q** Councilmember Weber commented that in meetings with Conservancy staff, discussions had been conducted regarding a review of the complete watershed to include the river flows from their origination points at the top of the mountains all the way to their lake entry points. He inquired how this restoration project could be scientifically integrated to a complete watershed review approach.
- A** Rudd stated that they were working on restoration projects from Elks Club Drive to the Lake and were also involved in the Upper Truckee Watershed Advisory Group which was assembled and facilitated by the Forest Service to review the

6. PRESENTATIONS – ITEM (d): (Continued)

Upper Truckee watershed. He added that Entrix was endeavoring to review the entire watershed.

Weber inquired whether funding had been committed, to which Rudd replied yes, they had committed funding.

Q Weber asked the cost of Alternative 2 and how that was to be funded.

A Rudd replied that the current estimate was \$4 million and that the funding source was the Conservancy.

Q Weber inquired of the construction timeline from beginning to end.

A Rudd remarked that construction should begin during the summer 2007 and the project would require approximately 3 years to complete.

Q Weber asked if the sediment reduction amounts for the 3 Alternatives had been determined.

A Rudd stated those numbers had not been determined at this time and that discussions with Lahontan were being conducted to determine whether those numbers could be ascertained. He added that they had ranked their Alternatives based on the inundation area and what the increased potential was for sediment deposition.

Q Weber asked if the channel design would move the water more quickly in these reaches.

A Rudd replied no, it would not.

Q Weber inquired if the current channel design was depositing significant sediment in the next reach to the north.

A Rudd replied no, it was not.

Q Weber asked how often overbank flow would occur.

A Rudd replied that the target for overbank flows was usually the spring snow melt and that at this time overbank flows were occurring approximately every 5 years. He added that the goal was to create the channels so that overbank flow would occur more frequently occurring every 1.5 years.

Q Weber inquired if the channel water depth from the designs had been determined.

A Rudd stated that the channel depth target was approximately 3 to 4 feet.

Q Weber asked what the relationship of the sediment deposition on reaches 3 and 4 with regard to the Alternatives were to algal production in the lake.

A Rudd stated that he could not answer that question with a degree of certainty and noted that the question may be better directed to Lahontan.

Lahontan representative Dave Roberts (Presentation (b) spokesperson) stated that they had been considering the stream channel group as a part of the organization of source category groups and had been questioning how to quantify the benefit of these different restoration alternatives. He added that they had determined that a "concepts model" had the ability to quantify the benefit of different projects and restoration alternatives. Roberts stated that they hoped to

6. PRESENTATIONS – ITEM (d): (Continued)

review the various restoration project areas utilizing the concepts model and ultimately apply concepts to the major polluters.

Q Weber asked what the relationship of the sediment deposition on reaches 3 and 4 with regard to the Alternatives were to lake clarity.

A Roberts remarked that from a source control perspective, he thought this involved floodplain deposition and the minimization of stream bank failure. He added that the concepts model was the only deterministic model available to help evaluate the potential benefits.

Q Weber inquired how much suspended sediment in reaches 3 and 4 had the potential of reaching the lake.

A Roberts stated that he could not answer that specifically but that it did have that ability. He added that some sediment would travel to the mouth of the river, some would be deposited on the outside bend of the river and that some would be deposited on floodplain.

Q Councilmember Lovell inquired of the constraints for Alternative 2 moving forward.

A Rudd replied there were none.

Q Lovell requested confirmation that Alternative 2 was the preferred Alternative in terms of cost effectiveness, project effectiveness and timeline feasibility.

A Rudd replied yes, Alternative 2 was the preferred Alternative in those terms.

Q Councilmember Long inquired whether information and data gleaned from this project would be helpful for future project assessments.

A Rudd replied yes, this data would be useful for future projects.

Q Long remarked that constituents living near the river had commented to him that it was their opinion that beavers had caused more damage than man and that they also commented that it appeared the river did not flow adequately and was generally motionless.

A Rudd replied that the channel in reaches 3 and 4 were rippapped and added that this was not a water-quality project but a restoration project with the improvement of aquatic and wildlife habitats as one of its main goals. He added that beaver management was difficult.

Mayor Cole asked if anyone in the audience wished to provide comment.

Doug Smith from Lahontan expressed Lahontan's appreciation and gratitude to Entrix for their cooperative readiness on this important issue.

Keith Norberg from the TRPA thanked the City, the Conservancy and Lahontan for all their work on this project. He added that as a TAC member he could not state that the information presented to them was a deciding factor in the elimination of Alternative 3 and remarked that he was interested in reviewing the final Airport Analysis report.

John Friedrich from the League to Save Lake Tahoe concurred with Norberg regarding the final Airport Analysis report and noted that questions had been raised concerning

6. PRESENTATIONS – ITEM (d): (Continued)

the runway length. He stated that on page 5-2 of the Alternatives Evaluation Memorandum, the Subtotal Scores indicated the following:

Alternative 1 = 46

Alternative 2 = 61

Alternative 3 = 74

Friedrich expressed his support of whatever Alternative provided the most environmental benefit and added that following the collection of all other pertinent information a solid cost/benefit assessment should be performed and then the specific Alternative decision made.

Weber requested verification from TRPA representative Norberg of his concurrence with Friedrich.

Norberg stated that at this point he fully supported Alternative 2. He added that as a TAC member his intent was to identify for the Council the information that was provided to them and added that his opinion was not swayed. He noted that the full information was not available to them earlier nor was it available to them now.

For clarity of the record, Weber queried Norberg whether he had supported Alternative 2 regardless, to which Norberg replied yes, he supported Alternative 2.

Mayor Cole closed the public comment period.

Councilmembers thanked Mr. Rudd for the presentation and information. 1086/1177

RECESS: Mayor Cole called a lunch recess and stated that the meeting would reconvene at 1:30 p.m.

Note: Due to time specific scheduling, this item was heard out of agenda order.

Mayor Cole reconvened the meeting to the 1:30 p.m. City Council/Lake Tahoe Unified School District joint meeting time certain item.

10.	1:30 P.M. – (Time Certain)	<u>JOINT CITY COUNCIL/LAKE TAHOE UNIFIED SCHOOL DISTRICT MEETING REGARDING JOINT GOVERNMENT CENTER FACILITIES:</u>
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Mayor Cole announced that this was a special joint meeting of the Lake Tahoe Unified School District Board of Education and the City of South Lake Tahoe City Council regarding a joint government center facility.

ROLL CALL:

City of South Lake Tahoe (SLT) Council members present were Hal Cole, Ted Long, Kathay Lovell, John Upton and Mike Weber. City of SLT staff present were David Jinkens, Catherine DiCamillo and Susan Alessi.

Lake Tahoe Unified School District (LTUSD) Board of Education members present were Wendy David, Sue Novasel, Barbara Bannar, Angela Swanson and Doug Forte.

10.	1:30 P.M. – (Time Certain)	<u>JOINT CITY COUNCIL/LAKE TAHOE UNIFIED SCHOOL DISTRICT MEETING REGARDING JOINT GOVERNMENT CENTER FACILITIES: (Continued)</u>
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LTUSD staff present were James Tarwater, Angie Freeman, Debra Yates and Jackie Nelson.

ITEM 1 – CALL TO ORDER:

Mayor Cole turned the meeting over to Education Boardmember Wendy David who called the meeting to order.

ITEM 2 – APPROVAL OF AGENDA:

IT WAS MOVED BY BOARDMEMBER NOVASEL, SECONDED BY BOARDMEMBER BANNAR AND UNANIMOUSLY CARRIED TO APPROVE THE AGENDA AS SUBMITTED.

ITEM 3 – COMMUNICATION FROM THE PUBLIC:

None.

ITEM 4 – DISCUSSION AND ACTION:

At this time, Ms. David turned the meeting back over to Mayor Cole for discussion and action and for the Joint City Council and Lake Tahoe Unified School District meeting regarding the joint government center facilities.

(a) Presentation by Harris & Associates on the Preliminary Land Use Study for Joint Government Center Facilities

Mayor Cole stated that the attempt to construct a City Hall either singularly or jointly had spanned many years. He expressed his satisfaction that the LTUSD had indicated their interest in finding the highest and best use for land that they own and he thanked Dr. James Tarwater for his proactive participation in this regard.

Public Works Director John Greenhut presented the August 10, 2006, staff report and introduced Darrin Schultz of Harris & Associates to the Council and Board.

Schultz greeted the Council and Board and provided brief comments in connection with Harris & Associates' comprehensive report entitled "Preliminary Land Use Study for the City of South Lake Tahoe, El Dorado County and Lake Tahoe Unified School District". He then introduced Eric Tholen who narrated a PowerPoint presentation entitled "South Lake Tahoe City, County, School Partnership." *(A copy of said report and PowerPoint presentation was made a part of the agenda packet which is kept on file in the City Clerk's Department as permanent record.)*

The PowerPoint slides presented were as follows:

- Slide 1:** **Agenda**
- ◆ Overview
 - ◆ Background
 - ◆ Site Location Options
 - ◆ Recommended Option
 - ◆ Next Step

10. 1:30 P.M. – JOINT CITY COUNCIL/LAKE TAHOE UNIFIED SCHOOL DISTRICT MEETING REGARDING JOINT GOVERNMENT CENTER FACILITIES: (Continued)

Slide 2: Vision Statement

A South Lake Tahoe City, County, School District Partnership that reinvents Government by managing resources and services for optimal quality of life for the youth and community of South Lake Tahoe.

Slide 3: Area

Slide 4: Bijou Al Tahoe

Slide 5: Overview Findings

Community Setting

- City Parks/Play Fields
- Lyons, Rufus Allen, Al Tahoe & Lake Tahoe Boulevards
- Bijou/Al Tahoe Community Plan
- TRPA – PAS
- Residential
- County Facilities

Site

- Middle School
- Al Tahoe Elementary
- District Offices
- Track/Soccer
- Ballfields (Hardball & Softball)
- Boys & Girls Club
- BMX Track

Slide 6: Issues/Concerns

- ◆ Community Concerns/TRPA, LTCC
- ◆ Site Availability
- ◆ Site Access
- ◆ Light Pollution
- ◆ Quality of Life
- ◆ Divergent Needs/Building Consensus
- ◆ Coverage/Capability

Slide 7: Schemes

- ◆ Option No. 1 – New Facility at Al Tahoe Elementary School Site
- ◆ Option No. 2 – New Facility at Al Tahoe Boulevard
- ◆ Option No. 3 – New Facility at Bus Barn Location
- ◆ Option No. 4 – New Facility at District Offices Location
- ◆ Option No. 5 – New Facility at District Offices and Bus Barn Location
- ◆ Option No. 6 – New Facility in Undeveloped Area South of Al Tahoe Elementary (A-E)

Slide 8: Option No. 1

Slide 9: Option No. 2

Slide 10: Option No. 6A – 2 Story Structure

10.	1:30 P.M. – (Time Certain)	<u>JOINT CITY COUNCIL/LAKE TAHOE UNIFIED SCHOOL DISTRICT MEETING REGARDING JOINT GOVERNMENT CENTER FACILITIES: (Continued)</u>
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Slide 11: Option No. 6B – 3 Story Structure

Slide 12: Option No. 6C – 3 Story with Lower Floor Parking

Slide 13: Option No. 6D – 3 Story with Lower Floor Parking

Slide 14: Option No. 6E – 3 Story with Lower Floor Parking

Slide 15: Option No. 6E.1 – 3 Story with Lower Floor Parking

Slide 16: Option No. 6E.2 – 3 Story with Lower Floor Parking

Slide 17: Option No. 6E

- ◆ Option No 6E New Facility in Undeveloped Area South of Al Tahoe Elementary
 - No Disruption to Existing Functions
 - Connects Pedestrian & Bicycle Facilities
 - Walkable Community/Reduced VMT's
 - Access to Public Transit
 - Optimizes & Complements Adjacent Uses
 - Connection of Education, Recreation & Government Corridor

Slide 18: Estimated Construction Costs

- | | | |
|---|---|---------------|
| ◆ | Outdoor Community Sports Complex – <i>Track/Soccer/Concessions:</i> | \$ 1,969,275 |
| ◆ | Option 6E.2 – 3 Story <i>No Basement:</i> | \$ 20,866,184 |
| ◆ | Option 6E.2 – 3 Story <i>With Basement:</i> | \$ 25,115,625 |

Slide 19: Option 6E Benefits

- ◆ Enhances Community Activities
- ◆ Complements Community Plan
- ◆ Walkable Community
- ◆ Facilitates Future Performing Arts Functions
- ◆ Fits Within South Shore Partnership Goals for Community (Vision)
- ◆ Provides Opportunity for Integration of “Green” Building/Sustainable Design

Slide 20: Phase 1

Slide 21: Next Steps

- ◆ Phase I
 - Secure Funding & Start Outdoor Sports Complex
 - Public Hearing/Site Selection for Joint-Use Government Facility
 - Memorandum of Understanding (MOU)
- ◆ Phase II
 - Project Definition/Programming
- ◆ Phase III
 - Design & Construction

10.	1:30 P.M. – (Time Certain)	<u>JOINT CITY COUNCIL/LAKE TAHOE UNIFIED SCHOOL DISTRICT MEETING REGARDING JOINT GOVERNMENT CENTER FACILITIES: (Continued)</u>
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Tholen explained that Harris & Associates was commissioned to prepare a report evaluating the viability of constructing a joint government facility on existing Lake Tahoe Unified School District land. His discussion was an overview of Harris & Associates' findings and conclusions and included background as to their investigations, site location options and their recommended option. Tholen reported that analysis of the six options had determined that Option No. 6E.2 – New Facility in Vacant Site Area South of Al Tahoe Elementary School was the most feasible option and impacted the existing site the least. He further reported that other advantages of Option No 6E.2 included the following:

1. The facility would be adjacent to other municipal buildings in a government center, consistent with the Community Plan.
2. The connecting of perimeter streets would provide a more efficient vehicular circulation and help reduce vehicle miles traveled (VMT).
3. Parking could be shared for activities taking place at sporting and other venues, consistent with the Pathway 2007 vision.
4. A pedestrian friendly corridor through the site would be created via new streets, footpaths and walkways.
5. An improved access to educational and recreational facilities and also between government buildings.

Following the presentation the Councilmembers, Boardmembers, Dr. Tarwater and City Manager Jinkens briefly discussed the potential facility's parking issues; access issues including vehicle, pedestrian and bicycle access; facility maximization and the integration of education, government and recreation; funding and financing; the importance of a collaborative effort to maximize resources and services; and the opportunity and advantage of examining the numerous successful ventures of this same nature in other locales. Councilmembers, Boardmembers and Tarwater all expressed their enthusiasm and support in connection with this collaborative project and of the financial savings to the community taxpayers together with the opportunity of creating a sense of community.

Mayor Cole asked if anyone in the audience wished to provide comment.

Bill Crawford noted the importance of receiving public input and inquired how that input would be obtained. He queried the eventual management structure of the facility and its maintenance issues.

Marjorie Springmeyer recounted the history of her family's land donation to the City and County and expressed her displeasure at both municipalities for past dealings with her family.

Mike Berg expressed his support of the proposed project and added that local craftspeople should have the first opportunity to work on the project.

Mayor Cole closed the public comment period.

10.	1:30 P.M. – (Time Certain)	<u>JOINT CITY COUNCIL/LAKE TAHOE UNIFIED SCHOOL DISTRICT MEETING REGARDING JOINT GOVERNMENT CENTER FACILITIES: (Continued)</u>
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Cole stated that he would like an asset-evaluation performed, to which Councilmember Weber concurred.

Councilmember Upton commented that he thought a work program should be developed either individually or jointly that would address public outreach, the assets listing, potential financing sources, timelines, etc.

IT WAS MOVED BY COUNCILMEMBER LOVELL, SECONDED BY COUNCILMEMBER UPTON AND UNANIMOUSLY CARRIED TO CONCEPTUALLY APPROVE PREFERRED OPTION 6E(2); AND DIRECT STAFF TO DEVELOP A WORK PROGRAM, TIMELINE AND FINANCING PLAN. 1013/1024/1056

IT WAS MOVED BY BOARDMEMBER NOVASEL, SECONDED BY BOARDMEMBER SWANSON AND UNANIMOUSLY CARRIED TO DIRECT STAFF TO WORK WITH CITY STAFF TO CONCURRENTLY PREPARE A TIMELINE AND WORK PROGRAM AND TO RESEARCH FINANCING THROUGH GRANTS AND BONDS.

ITEM 5 – ADJOURN:

At 3:23 p.m., Ms. David and Mayor Cole adjourned the special meeting.

RECESS: Mayor Cole called a 10 minute recess.

Note: Due to time specific scheduling, the following item was heard out of agenda order.

6. PRESENTATIONS: (Continued)

(e) Status Report and Update on Issues Involving the West Nile Virus (To be heard after 10:30 a.m.)

Fire Chief Lorenzo Gigliotti presented his July 31, 2006 staff report to the Council and introduced Ginger Huber, Tahoe Program Manager for the Environmental Division of the El Dorado County Public Health Department.

Ms. Huber greeted the Council and narrated a PowerPoint presentation entitled "West Nile Virus Update-2006, El Dorado County Public Health Department and Environmental Management Department." (A copy of said PowerPoint presentation was made a part of the agenda packet which is kept on file in the City Clerk's Department as permanent record.)

The slides presented were as follows:

Slide 1: West Nile Virus (WNV) Transmission

- ◆ Reservoir Hosts: Wild Birds
- ◆ Incidental Hosts: Humans, horses, other mammals
- ◆ Vectors: Mosquitoes

6. PRESENTATIONS – ITEM (e): (Continued)

Slide 2: WNV in California, 2003

Slide 3: WNV in California, 2004

Slide 4: WNV in California, July 31, 2005

Slide 5: WNV in California, August 31, 2005

Slide 6: WNV Activity in California, 2005

- ◆ Human infections 928
- ◆ Horse cases 456
- ◆ Dead birds 3,046
- ◆ Mosquito pools 1,242
- ◆ Sentinel chickens 790

Slide 7: Sequence of WNV Detection Events in California Relative to Human Case Onset, 2005

Slide 8: Dead Bird Surveillance

Slide 9: Dead Bird Surveillance Program 2000 – 2005

Year	Reported	Tested	Positive
2000	40	20	0
2001	68	18	0
2002	3,666	653	0
2003	8,650	1,765	96
2004	93,057	5,728	3,232
2005	109,375	9,263	3,046

Slide 10: 2005: 92 Species of WNV Positive Dead Birds

- ◆ American Crow 44%
- ◆ Western Scrub Jay 27%
- ◆ Yello-billed Magpie 12%
- ◆ Corvids 1%
- ◆ Non-Corvids 16%

Slide 11: Dead Birds Reported 2005 – 109,375

- ◆ Number tested 9,263
- ◆ Number WNV positive 3,046

Slide 12: DYCAST (Dynamic Continuous-Area Space-Time) Human WNV Risk Modeling System

- ◆ DYCAST in 2005
 - 83% accuracy in predicting human cases with quarter-square mile resolution (cells)
 - 50% of cases occurred in cells identified as high risk approximately one month prior to case onset
 - Used to evaluate efficacy of aerial adulticiding in Sacramento County

Slide 13: WNV in California Tree Squirrels – 2005

- ◆ First positive squirrel: June 10, 2006 – Placer County

6. PRESENTATIONS – ITEM (e): (Continued)

- ◆ Prevalence (PCR) was 27% (48/180)
- ◆ Similar prevalence in dead birds (35%)

Slide 14: WNV Activity in Mosquitoes in 2005**Slide 15: WNV Positive Mosquito Species**

- ◆ 1,242 pos. pools / 21,402 mosquitoes tested

Slide 16: WNV Activity in Sentinel Chickens in 2005**Slide 17: Sentinel Chicken Surveillance Program – 2005**

- ◆ 790 Seroconversions
- ◆ 31 Counties
- ◆ 141/253 flocks

Slide 18: Equine WNV Surveillance – 2005**Slide 19: 2005 Equine WNV Data**

- ◆ 456 WNV infected horses (40 counties)
- ◆ 200 (44%) died/euthanized
- ◆ Vaccination status
 - 20 Properly vaccinated
 - 78 Improperly vaccinated
 - 342 Non-vaccinated
- ◆ Median age: 13 years (4 mos – 40 years)

Slide 20: El Dorado County – 2005**Slide 21: WNV Activity El Dorado County – 2005**

- ◆ 1 Human Case (occurred outside of SLT)
- ◆ 5 Horses (occurred outside of SLT)
- ◆ 68 Dead Birds (4 in SLT; 64 outside)
- ◆ 3 Squirrels (outside of SLT)

Slide 22: WNV Detection in California – 2006

- ◆ First positive bird collected 1/10/06 – Santa Clara County
- ◆ Total 299 positive birds as of 8/5/06 (at 8/9/06 = 443) – one from El Dorado County
- ◆ 349 Positive mosquito as of 8/5/06 (at 8/9/06 = 423) – two from South Lake Tahoe
- ◆ 33 Human cases as of 8/5/06 (at 8/9/06 = 38) – one in Sacramento County
- ◆ 8 Horses positive as of 8/5/06 (at 8/9/06 = 13) – all unvaccinated

Slide 23: WNV Activity in California Counties – 2006 YTD – Updated 8/8/06

- ◆ 10 Counties with Human Infection

Slide 24: El Dorado County Response – 2006

- ◆ Tahoe Vector Control program – increased larval treatment and adulticiding
- ◆ Problems with flooded meadows and man-made detention ponds
- ◆ Public education
- ◆ WNV Task Force
- ◆ Prevention – 4 “D’s”

6. PRESENTATIONS – ITEM (e): (Continued)

Huber stated that West Nile Virus (WNV) was first detected in New York in 1999. She discussed the status of the WNV outbreak in California and reported that WNV activity was first documented in 2003 in Southern California only; that by 2004 it had moved throughout the state; and that by 2005 it had rapidly spread. She added that much data had been collected and that the State Health Department had implemented a human WNV risk modeling system program called DYCAST (Dynamic Continuous-Area Space-Time) which tracked every dead bird notification within the State by area.

Huber stated that mosquitoes were trapped and tested beginning in 2005, that the species primarily involved in the transmission cycle for WNV had been identified and that many of those species were present in South Lake Tahoe. She reviewed El Dorado County's responses to WNV during 2006 and advised of WNV activity occurring in Carson City and Douglas County. Huber noted the need to exercise precautions when traveling to those areas.

Councilmembers asked questions and provided comments as follows:

Q Councilmember Lovell asked for the specific name of the new ingredient contained in insect repellants and where it could be purchased.

A Huber replied that the ingredient was called "picardin" and that it was readily available.

Q Mayor Cole inquired of the mortality related to the virus.

A Huber replied that 80% of the population who contract the disease may be unaware that they have because they show no symptoms but added that this virus could also be fatal.

Cole remarked that the flu appeared to produce more fatalities.

Huber replied that the flu did produce more fatalities but that the long-term effects of the meningitis/encephalitis form of WNV were similar to Polio symptoms and were extremely detrimental to an individual.

Q Councilmember Long inquired who the public should contact to report a dead bird.

A Huber reiterated the importance of reporting this information for tracking purposes and replied that the State Hotline should be called at the following number and that more information was available on the states website.

Telephone: 1-877-WNV-BIRD or 1-877-968-2473

Website: www.westnile.ca.gov

Councilmembers thanked Huber for the presentation and information.

1089

(f) Presentation of Information Regarding the Issue of Housing and Residency for High Risk Sex Offenders and Possible Steps to Ensure Community Safety

Police Chief Terry Daniels greeted the Council and stated that the Police Department wanted to furnish information to the Council and public regarding the status of sex offenders within the community. He added that currently there were over 40 registered

6. PRESENTATIONS – ITEM (f): (Continued)

sex offenders in our community and that the purpose of this presentation was to provide information to the community regarding awareness and methods of protecting themselves along with some potential future ordinances for Council consideration. Daniels introduced Detective Robbie Hight of the South Lake Tahoe Police Department to the Council and stated that Hight would be narrating this presentation. He added that Hight was a senior investigator and resident expert on this subject and that he had conducted investigations and discussions with every registered sex offender in our community.

Detective Hight greeted the Council and public and narrated a PowerPoint presentation entitled "The Registered Sex Offender in South Lake Tahoe; Their Status and the Future". *(A copy of said PowerPoint presentation was made a part of the agenda packet which is kept on file in the City Clerk's Department as permanent record.)*

The slides presented were as follows:

Slide 1:**Topics**

- ◆ Penal Code Section 290
- ◆ Current Restrictions on Sex Offenders
- ◆ Sex Offenders in South Lake Tahoe
- ◆ How the Police Department Keeps Track
- ◆ Megan's Law and the Internet
- ◆ Jessica's Law (Proposition 83)
- ◆ City Ordinances

Slide 2:**Myths about Sex Offenders**

- ◆ Most Sexual Assaults are committed by strangers
 - 9 out of 10 victims had a prior relationship with the sexual offender (Bureau of Justice)
 - 60% of the boys and 80% of the girls are abused by someone known to the child or family

Slide 3:**Myths about Sex Offenders**

- ◆ Recidivism – Most sex offenders re-offend
 - 5.3% - 13.7% of people imprisoned for sex crimes were rearrested for another sex crime
 - 3.3% - 12.7% of people imprisoned for child molestation were arrested for another crime against a child
 - Sex offender re-arrest rate for any kind of offense is 43%, and
 - Re-arrest rate for all offenders for any kind of offense is 68%

Slide 4:**Registration of Sex Offenders Penal Code Section 290**

- ◆ Was enacted in 1947 – applies automatically and imposes a lifelong obligation to register while residing in the state of California.
- ◆ Requires that individuals convicted of specific sexual offenses must register with the law enforcement agency having jurisdiction over their residence.
- ◆ Requires registration within five (5) working days of coming into, or changing residence or location within a city, county or campus.
- ◆ Requires annual registration within five (5) working days (before or after) their date of birth.

6. PRESENTATIONS – ITEM (f): (Continued)**Slide 5:****Sexually Violent Predators**

- ◆ Defined – A person who has been convicted of a sexually violent offense against two or more victims and who has a diagnosed mental disorder that makes the person a danger to the health and safety of others in that it is likely that he or she will engage in sexually violent criminal behavior (Welfare and Institutions Code 6600)

Slide 6:**6608.5 Welfare and Institutions Code**

- ◆ A person who is conditionally released pursuant to this article shall be placed in the county of domicile of the person prior to the person's incarceration, unless the court finds that extraordinary circumstances require placement outside the county of domicile.

Slide 7:**High Risk Sex Offender Task Force Report**

- ◆ Notification to local law enforcement and officials prior to release from a state correctional institution (already in place via state parole)
- ◆ Placement planning for paroled sex offenders that is compliant with state law, and consistent with public safety
- ◆ Monitoring and supervision of high risk sex offenders, and
- ◆ Enforcement of all parole requirements and special conditions of parole.

Slide 8:**Current Restrictions on Sex Offenders**

- ◆ State Parole – 3003(g) PC – If released for violation of 288 or 288.5 PC, shall not be placed within one quarter (1/4) mile of any public or private school (**ONLY FOR DURATION OF PAROLE**)
- ◆ 290.95(b) PC – If convicted of crime with minor under age of sixteen (16); shall not be an employee or volunteer at any location where registrant would be working with minor children

Slide 9:**South Lake Tahoe Registrants**

- ◆ 52 Registrants
- ◆ 46 "Active" (indicates that 46 registrants live in town and that the remaining 6 registrants are still incarcerated)
- ◆ 0 – SVP's (sexually violent predator)

Slide 10:**El Dorado County**

- ◆ 327 Registrants
- ◆ 0 – SVP's

Slide 11:**California Department of Justice Sex Offender Tracking Program****Slide 12:****South Lake Tahoe Police Department**

- ◆ DOJ Records
- ◆ Local Database
- ◆ Spreadsheet
- ◆ Half-year personal visits by Detectives or Patrol

Slide 13:**Megan's Law Internet Website****Slide 14:****Megan's Law Internet Website**

6. PRESENTATIONS – ITEM (f): (Continued)**Slide 15: The Sexual Predator Punishment and Control Act of 2006 (California's Proposition 83) – YES on 83 JESSICA'S LAW**

- ◆ Ensure that all child molesters who molest children under the age of 14 are put into a prison with a mandatory minimum sentence of 15 years or 25 years to life. Closes all loopholes in California's "one-strike" laws.
- ◆ Eliminate all "good-time" credits for sex offenders ensuring that these sex offenders are required to serve their entire sentence and will not be released for good behavior.
- ◆ Electronically monitor convicted sex offenders for life, if they are ever released from prison, through GPS tracking.
- ◆ Create a 2,000 foot "predator-free" zone around schools and parks to prevent sex offenders from living near where our children learn and play.

Slide 16: Local Ordinances and Resolutions

- ◆ City of Folsom Ordinance 1057
- ◆ City of Soledad – Resolution 3354

Hight discussed the myths about sex offenders, the registration requirements of individuals convicted of specific sex offenses and he explained that Penal Code Section 290 was extremely extensive and included offenses ranging from what could be considered more minor in nature through to the very extreme offenses. Hight stated that one of the largest topics included in §290 dealt with sexually violent predators for which there was a specific definition. He indicated that following adjudication and conviction, evaluations were performed on the offender while incarcerated and then a petition could be filed to the Superior Court, after which the Court would determine whether the offender's status was that of a sexually violent predator. Hight explained that sexually violent predators were sent to Atascadero and were not released unless or until they could be declassified as a sexual predator via treatment. He added that declassification was also decided by the Superior Court and he noted that there were no declassified sexually violent predators in South Lake Tahoe.

Hight reported that the California Department of Justice (DOJ) Sex Offender Tracking Program was the State's database containing all the information collected on sex offenders. He indicated that this database was available locally, state-wide and nationally. Hight stated that DOJ records had indicated that in early 2005, there were 102,000 sex offenders in California and that of those, 67,250 still lived in California with the remaining 34,750 either incarcerated, deported or living out of state, but still being tracked. He reported that the City of South Lake Tahoe Police Department also maintains a local database, a spreadsheet containing data and they perform half-year personal visits for address verification purposes.

Hight conveyed that after a convict had completed their sentence, parole and probation, there were no special rules or restrictions placed on them since their debt to society had been paid. He added that the same applied to convicted sex offenders. Hight explained that related to the Welfare and Institutions Code 6608.5 regarding the release of prison inmates that had been convicted of sex offenses, Governor Arnold Schwarzenegger this past May had assembled a task force called the High Risk Sex Offender Task Force.

6. PRESENTATIONS – ITEM (f): (Continued)

He added that this group was to provide recommendations to the Governor, the Department of Corrections and the California Legislature to “Improve departmental policies related to the placement of high risk sex offenders in local communities, thereby ensuring public safety is not compromised”, and noted that their report was due on August 15, 2006.

Hight stated that the Megan’s Law Internet Website was managed and maintained by the California DOJ, was an excellent website, was available to anyone and was easy to navigate. He added that this website provided many resources and publications and that the web address was as follows:

www.MegansLaw.CA.Gov

Lastly, Hight noted that various municipalities had passed ordinances or resolutions addressing issues regarding sex offender and declassified sexually violent predator release locations. He added that California Proposition 83 (also referred to as “Jessica’s Law”) was on this November’s ballot and he encouraged California’s citizens to support this proposition. Hight further added that Senate Bill 1128 somewhat mirrored Proposition 83 and he reported that on June 26th, SB 1128 passed committee and was sent back to the appropriations committee.

Councilmembers conducted brief discussion and thanked Hight for this important and informative presentation. **1046**

Mayor Cole noted that some citizens had requested to speak on certain Consent Agenda items and that due to the number and length of presentation items they were unable to remain at the meeting and be present to participate in those discussions. He added that those Speaker Forms had been pulled and he suggested that for future meetings, the Consent Agenda should be addressed quickly and that presentation items should follow.

IT WAS MOVED BY COUNCILMEMBER WEBER, SECONDED BY COUNCILMEMBER LONG AND UNANIMOUSLY CARRIED TO ADOPT THE REGULAR AND CONSENT AGENDA.

7. ADOPTION OF REGULAR & CONSENT AGENDA:**7. CONSENT AGENDA / 7a. CONSENT FORWARD:****Item:**

1. -Minutes of the June 29, 2006, City Council Special Meeting
- Minutes of the July 11, 2006, City Council/ STRA/STJPPA Meeting
- Minutes of the August 1, 2006, City Council/STRA Meeting

APPROVED AS SUBMITTED

- 1002** 2. Resolution Denying the Claim of Keenan Joseph Sims

1033

ADOPTED RESOLUTION NO. 2006-51

7. ADOPTION OF REGULAR & CONSENT AGENDA:

7. CONSENT AGENDA / 7a. CONSENT FORWARD:

Item:

- 1017 3. (1) Lease Agreement between the City of South Lake Tahoe, Lake Tahoe
- 1047 Airport and Lake Tahoe Administrative Services Center, a division of the
- 1068 City of South Lake Tahoe, a Municipal Corporation; and
- (2) Lease Agreement between the City of South Lake Tahoe, Lake Tahoe
- 1047 Airport, and the City of South Lake Tahoe Redevelopment and Housing
- 1068 Department, a division of the City of South Lake Tahoe, a Municipal
- 1250 Corporation

**APPROVED AND AUTHORIZED MAYOR TO EXECUTE AGREEMENTS
(1) C-65-06 AND (2) R-8-06**

- 1005 4. Resolution of the South Tahoe Redevelopment Agency Amending the
- 1033 Adopted 2005/2006 Redevelopment Department Budget
- 1250 **ADOPTED STRA RESOLUTION NO. R-2006-8**

- 1273 5. Report on Operation and Financial Status of the Public Parking Garage for
- the Months of June and July, 2006
- RECEIVED AND FILED REPORT**

STRA
STJPPA

8. UNFINISHED BUSINESS:

(a) Progress Report on Enforcement of the Multi-Family Dwelling Inspection Program (Bart's Tahoe Apartments)

Building Official Ron Ticknor provided background on the Multi-Family Dwelling Inspection Program and presented his August 2, 2006 staff report to the Council. He reported that the owner had responded by the assigned deadline and that City staff was planning to meet with her and her representatives.

City Attorney DiCamillo notified the Council that she had been contacted by Robert Henderson Esq. who informed her that he had been retained by Ms. Zanco to assist her in working with the City to bring the apartment building into compliance with the applicable codes. She stated that Henderson was unable to appear due to an afternoon scheduling conflict but added that she thought that the City staff and the Council were adamant that one of two occurrences take place:

- 1. That the building be brought up to code within the shortest time legally possible; or
- 2. The City would take actions to abate it.

Vernice Zanco, Bart's Tahoe Apartment owner addressed the Council. She stated that for the past 15 years she had engaged a property manager to manage the apartments and that she had just recently reassumed management on May 1, 2006. Zanco reported on the actions and efforts that were being taken toward making the necessary repairs to the building and said she was going to do her best to get the work done.

8. UNFINISHED BUSINESS – ITEM (a): (Continued)

Mayor Cole remarked that while Zanco had reassumed management of the building on May 1st, he noted that both Zanco and her property manager were advised in late February 2006 of the necessary building repairs. He inquired at what time Ms. Zanco became aware of the City's attempt to contact her regarding the condition of the apartment building.

Zanco replied that she became aware shortly after the City's February 23, 2006 correspondence.

Councilmember Lovell commented that this apartment building had been problematic for the past 10-plus years and that the tenants over the many years had lived in substandard conditions.

Zanco stated that she had moved out of the area and then due to family health related issues she had been unable to return to Tahoe. She said that while she had trusted the management company she was now managing the apartments herself.

Lovell informed Zanco that she was hopeful that she could bring the apartments into compliance very quickly as she thought this Council's patience had been exhausted regarding this problem and for the sake of the living conditions of the tenants.

Cole added that this program was implemented to ensure that the City's community members had safe and clean housing.

Councilmembers thanked Ms. Zanco for attending the meeting and they thanked Ticknor for his progress report.

Mayor Cole asked if anyone in the audience wished to provide comment. No one appeared in order to be heard and Mayor Cole closed the public comment period.

1014

9. NEW BUSINESS:**(a) Renewal and First Amendment to License Agreement for Use of Real Property between the City of South Lake Tahoe and Marriott Ownership Resorts LLC for the Lease of the City's Public Space at Heavenly Village for a Portable Kiosk and the Addition of a Second Information Kiosk to Provide Information Regarding Services and Products offered at the Heavenly Village**

Redevelopment Director Gene Palazzo greeted the Council and provided his August 15, 2006 staff report.

Mayor Cole asked Palazzo for verification that staff's recommendations were to:

1. Enter into the lease agreement and allow for a second kiosk cart in the Village; and
2. For the City to receive the lease payment funds and decline directing funds toward public art at the Village.

Palazzo replied that yes, those were staff's recommendations.

Cole remarked that his concerns were that the kiosk need to be passive, with the public approaching the kiosk and never visa-versa, and also that the kiosk cart not be visible from the street.

Palazzo indicated that Marriott was aware of those issues and that the kiosk would only

9. NEW BUSINESS – ITEM (a): (Continued)

be an adjunct to the existing information kiosk. He added that the kiosk would be in a discreet location.

City Attorney DiCamillo stated that those very issues were why Marriott had been denied prior requests to place any type of information kiosk at the corner of Highway 50 and Heavenly Village Way. She added that kiosk staffing and the subject of approaching the public was addressed in the original agreement which was carried forward and applied to this kiosk as well. DiCamillo indicated that should more than 3 kiosk complaints be received the City had the option of revoking this license.

Cole inquired of the Subcommittee's opinion.

Subcommittee Member Upton stated that he concurred with staff's recommendation on the agreement of the second half-time kiosk cart. He indicated that Marriott's original proposal was to pay the City \$20,000 for this second kiosk. Upton added that the remaining PADMA Board had advocated that a \$7,500 portion of that amount be placed toward the purchase of public art at the Village and that he was firm on holding to the City's receipt of the entire \$20,000. He explained that Marriott recognized the disagreement and offered to increase the amount to \$27,500, with \$20,000 going to the City and the remaining \$7,500 going toward art. Upton said that from his personal perspective, since that was the deal to which they had agreed, he would like to move forward with the agreement.

Councilmember Long concurred with Upton and said that the City's first responsibility was that visitors have a quality experience and added that the absence of kiosk complaints indicated that this was working. For the record, he added that he believed it was in the City's best interest to have struck such a deal to help facilitate the placement of public artwork. Long stated that he supported both the second kiosk agreement and the contribution for the artwork.

For the record, Upton remarked that while the agreement was renewable for a 5 year period, he was hopeful that Marriott or PADMA would decide that an information kiosk within the development was a good part of the visitor experience.

Councilmembers Weber and Lovell concurred.

Cole also agreed and stated that he wanted to honor the good faith negotiations.

IT WAS MOVED BY COUNCILMEMBER LONG, SECONDED BY COUNCILMEMBER LOVELL AND UNANIMOUSLY CARRIED TO APPROVE AGREEMENT NO. C-60-06, THE FIRST AMENDMENT LICENSE AGREEMENT FOR USE OF REAL PROPERTY BETWEEN THE CITY OF SOUTH LAKE TAHOE AND MARRIOTT OWNERSHIP RESORTS LLC, FOR THE LEASE OF THE CITY'S PUBLIC SPACE AT HEAVENLY VILLAGE FOR A PORTABLE KIOSK AND THE ADDITION OF A SECOND KIOSK TO PROVIDE INFORMATION REGARDING SERVICES AND PRODUCTS OFFERED AT THE HEAVENLY VILLAGE; AND THAT OF THE \$27,500 AGREED LEASE AMOUNT, THAT \$20,000 BE DIRECTED TO THE CITY WITH THE REMAINING \$7,500 DIRECTED TOWARDS PUBLIC ART AT THE HEAVENLY VILLAGE 1047/1273

9. NEW BUSINESS – ITEM (b):**(b) Discussion, Direction and Possible Action Regarding Consideration for Renaming a City Street after Former Mayor Norman C. Woods**

Mayor Cole remarked that he was interested in determining whether the Council wanted to set a precedent or policy regarding the renaming of a street in memory of a specific individual and to also discuss the level of financial hardship or burden for businesses or residents of a potentially renamed street.

Councilmember Upton stated that he believed that these issues should be addressed on a case by case basis. He added that he had worked with Norm Woods and held him in high regard. Upton said that he considered Norm Woods the father of our City and that he advocated honoring him. He indicated that following discussions with numerous parties, including Ruth and Steve Woods (Norm Woods' widow and their son) he thought that Pine Avenue would be the appropriate location to do so. Upton said that he drove to Pine Avenue and determined that approximately 10 addresses would need changing. He also stated that he believed that some type of monument should be erected that would explain the historical background connection of Norm Woods and Pine Avenue and he volunteered to perform private sector work to raise funds for this monument. Upton suggested that he and Mayor Cole function as a Subcommittee to select an appropriate street name and noted that he was somewhat partial to "Norm Woods Way" because in a very real respect, what happened at Pine Avenue was Norm Woods' way of doing things.

Community Development Director Teri Jamin stated that she shared Upton's opinions and then presented her August 4, 2006 staff report to the Council.

City Clerk Alessi expressed her appreciation to Assistant City Clerk Ellen Boyle for her extensive time and effort reviewing the City's archival records to research and locate information about Norm Woods.

Upton also thanked Boyle and recognized the remarkable set of records that the City Clerk's office has maintained to which they have access.

IT WAS MOVED BY COUNCILMEMBER UPTON, SECONDED BY COUNCILMEMBER WEBER AND UNANIMOUSLY CARRIED TO SCHEDULE A PUBLIC HEARING BEFORE THE PLANNING COMMISSION, AND BEFORE THE CITY COUNCIL, TO CONSIDER RENAMING PINE AVENUE IN HONOR OF NORMAN C. WOODS, AND TO PREPARE THE PUBLIC NOTICES AND A PROPOSED COUNCIL RESOLUTION; AND TO APPOINT MAYOR COLE AND MAYOR PRO TEM UPTON AS COUNCIL SUBCOMMITTEE MEMBERS 1001/1012/1036

**11. CITY COUNCIL/CITY CLERK/CITY ATTORNEY/CITY MANAGER
ANNOUNCEMENTS/COMMITTEE REPORTS/COUNCIL COMMENTS:**

- (a) **City Clerk Alessi** reported that five (5) individuals had filed as candidates for the November 2006 City Council election and that the deadline for the final filing was on Wednesday, August 16, 2006, at 4:00 p.m. She reported that the five individuals who had filed were as follows:

1. Councilmember Kathay Lovell
2. Jerry Birdwell
3. Billy E. Crawford
4. Tom Wendell
5. Tom Davis

Alessi reported that the prior day, John Cefalu had submitted a letter withdrawing his name as a candidate and added that at meeting time, no other individuals had requested papers for filing.

(b) **Councilmember Long:**

✓ Reported that he had received a correspondence regarding the round-about from Les Wright. He added that Wright had suggested that some temporary barriers be used to test the suitability of a round-about.

✓ Commented that he considered Heavenly to be a good partner for the City in terms of the amount of business they attract and he expressed his satisfaction of their interest level in the environment.

✓ Lastly, Long commented on his satisfaction of the enthusiasm and interest level in environmental issues that was expressed by this Community. He announced that he was going on record that a similar commitment and advocacy for housing issues would also be very beneficial.

Councilmember Weber commented to Long that he use his coined statement that "people habitat should receive at least as much attention as wildlife habitat and sensitive plants". Weber suggested that Long could let that be his mantra.

(c) **Councilmember Upton:**

✓ Requested that the Council meeting currently scheduled for November 21, 2006, be rescheduled to November 28, 2006. He added that November 21st was Thanksgiving week and that he thought it was important to allow staff sufficient time to request and prepare whatever final work they may need with the outgoing Councilmembers.

Councilmember Lovell requested consensus to agendize that item.

✓ Congratulated and thanked City Clerk Alessi and City Treasurer Wysong on their re-elections.

✓ Reported that the Lake Tahoe Forum had met on August 10th and that numerous individuals had attended. He remarked that Congressman John Doolittle was present and that he reminded Doolittle that in the early 1990's, the TRPA had tried to get the Corp of Engineers interested in Tahoe basin issues. Upton further added that he and Jim Bachi had requested that Doolittle schedule a meeting in his office with the top officials of the Corp. Upton remarked that as a result of that meeting the Corp's Sacramento office was directed to become

**11. CITY COUNCIL/CITY CLERK/CITY ATTORNEY/CITY MANAGER
ANNOUNCEMENTS/COMMITTEE REPORTS/COUNCIL COMMENTS:
(Continued)**

(c) Councilmember Upton: (Continued)

interested in basin issues and that work performed in the Tahoe basin by the Corp had followed that meeting.

Upton indicated that Secretary Kempthorn was also present at the Forum meeting and that he had signed a bill to provide funds to the Tahoe basin. He added that he and Councilmember Weber approached Kempthorn and inquired as to what needed doing to receive that funding. Upton said that Kempthorn provided them with his assistant's contact information and that the prior day he had sent a follow-up email to Kempthorn's assistant requesting advisement on securing that funding.

He indicated that he spoke with Dr. Goldman who had stated that he believed that water milfoil needed to be eliminated as soon as possible by whatever means necessary.

Upton added that through a discussion with Patrick Wright from the California Tahoe Conservancy, he had learned that Wright concurred with Goldman regarding milfoil eradication and that he had offered to exercise Conservancy leadership on that issue.

He remarked that he'd also had a conversation with Richard Solberg from South Tahoe Public Utility District (STPUD). Upton said that STPUD would be providing a study on the Lukins water system and what may be some available options. Upton volunteered to serve as a Subcommittee member on this issue.

✓ Reported that the closing of the Albertson's Grocery store had caused the City to take some hits regarding Albertson's sign and also in letters to the editor. He shared that he'd had a conversation with a former Albertson's employee and had expressed his disappointment to that individual that the store had closed due to insufficient revenues as was reported in the newspaper. Upton stated that this individual commented to him that "the store was extremely profitable; it was free and clear and that the new owners were taking the cash out of it to go on their next buying spree". Upton reflected on this commentary of corporate workings.

✓ Reported that a correspondence from C&L was notification of a new decision called "The Bighorn Decision" which would require that future increases to refuse rates would necessitate more mailings than had been previously required.

✓ Reported that conversations should be occurring shortly with regard to Ski Run Phase V.

✓ Reported that a Subcommittee meeting on parking garage refinancing had occurred and that he thought covenants may need to be checked to move ahead. He added there had been a refinancing plan on the underlying Mello Roos which would increase the cash flow to the garage in the range of \$90,000 to \$120,000 per year for the next several years and suggested for that to be proceeded upon dependent on interest rates.

**11. CITY COUNCIL/CITY CLERK/CITY ATTORNEY/CITY MANAGER
ANNOUNCEMENTS/COMMITTEE REPORTS/COUNCIL COMMENTS:
(Continued)**

(c) Councilmember Upton: (Continued)

✓ Upton repeated his request that every time the Council meets there be an updated report on the Project 3 schedule.

✓ Upton expressed his gratitude to the Public Works Department for their repair work to the existing parking area of El Dorado Beach and complemented Public Works for a great job being done on the new project there. He added that if it's worth considering seal coating the existing parking as an additional measure he would entertain that.

✓ Stated that his daughter had provided a presentation to Soroptomists on her experiences in Africa and was going to provide the same presentation to Rotary on the following evening. Upton shared that this presentation was very much from her heart.

✓ Lastly, Upton stated that although he had decided not to run for a Council seat that he would work 100% up to the last day that he was a Councilmember. He added that there were certain things that he wanted to complete in the next few months and that he wanted to leave things in as good an order as possible.

(d) Councilmember Weber commented that the eradication of water milfoil and bringing the various organizations together on this issue was a high priority for him at the TRPA level. He added that discussions with Dr. Goldman on the eradication process, followed by discussions with Patrick Wright of the CTC who stated a willingness to spearhead this effort had ultimately led to discussions with Harold Singer of Lahontan who indicated that they wanted to see a proposal.

(e) Councilmember Lovell:

✓ Reported that at their last meeting, the CTC Board had passed a planning grant for the public lands study entitled "The Resources Legacy Fund" (RLF), which was for public land ownership mapping and the study to evaluate opportunities that would enhance the EIP project implementation and land management coordination. She added that the hope was that this report would be completed sometime in February.

✓ Thanked her Council brethren for conducting the joint City Council/LTUSD meeting that day and expressed her satisfaction regarding their next step.

✓ Urged all citizens to vote yes on Proposition 83, also known as Jessica's Law.

✓ Reported that she had seen the presentation by Councilmember Upton's daughter and stated that it was excellent. She encouraged viewing this presentation at Rotary.

✓ Lastly, Lovell expressed a need for a crosswalk on Heavenly Village Way and added that she had contacted Gene Palazzo on this issue who in turn contacted Public Works Director John Greenhut who was present to address this issue.

**11. CITY COUNCIL/CITY CLERK/CITY ATTORNEY/CITY MANAGER
ANNOUNCEMENTS/COMMITTEE REPORTS/COUNCIL COMMENTS:
(Continued)**

(e) Councilmember Lovell: (Continued)

Greenhut provided 2 updates to the Council:

1. The Friday Avenue Signal Project: Greenhut reported that this had gone out to bid on the prior Friday; that the City was waiting for the delivery of the poles and signal heads which should arrive shortly; that he would be bringing forth a cooperative agreement with Caltrans for this project at the next Council meeting; that they hoped to open the bids on September 8th and make the award recommendation to the Council at their September 19th meeting; have the signal completed by November.

2. Heavenly Village Way: Greenhut reported that they had determined that it would be necessary to install 2 crosswalks on this street; that they had circulated a conceptual drawing to PADMA and the shopping center owner Mr. Agate and that they had received a positive response from PADMA but had not heard back from Agate; that they hoped to order the flashing beacons on a separate purchase and then go out to bid by September 1st for the actual crosswalk work and make the award recommendation to the Council at their September 19th meeting; have the crosswalks completed by November and the flashing beacons installed shortly thereafter.

(f) Mayor Cole:

✓ Stated that he thought this Council meeting had been particularly productive and expressed his enjoyment working with this Council whom he believed was very proactive. He added that he hoped the next Council would carry on the work that they had initiated and he offered them continued success.

✓ Concurred with Upton regarding the updated reports on the Project 3 schedule and the importance of keeping the Council fully informed.

Mayor Cole adjourned the regular meeting at 5:43 p.m.

12. CLOSED SESSION:

Mayor Cole called the Closed Session to order at 5:47 p.m.

Present were Mayor Cole and Councilmembers Long, Lovell, Upton and Weber. Also present were City Manager Jinkens, City Attorney DiCamillo and City Clerk Alessi. Staff present for Item (a) were Finance Director Vuletich, Human Resources Manager Emmett and Fire Chief Gigliotti.

(a) LABOR NEGOTIATIONS (Pursuant to Government Code Section 54957.6)

City Negotiator: David Jinkens, City Manager

Employee Organizations:

South Lake Tahoe City Employees' Association (General and Public Works)

South Lake Tahoe Administrative and Confidential Employees' Association

South Lake Tahoe Safety Management Association

12. CLOSED SESSION: (Continued)

(a) LABOR NEGOTIATIONS (Pursuant to Government Code Section 54957.6): (Continued)

South Lake Tahoe Police Supervisors' Committee
South Lake Tahoe Police Officers Association
South Lake Tahoe Police Association
South Lake Tahoe Firemen's Association

HUMAN RESOURCES DIRECTOR EMMETT AND FIRE CHIEF GIGLIOTTI BRIEFED THE COUNCIL ON THE ABOVE-REFERENCED LABOR NEGOTIATIONS. NO REPORTABLE ACTION WAS TAKEN. 1002/1065

(b) (CC) CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION:

Pursuant to Government Code Section 54956.9(b)

One (1) Case

CITY ATTORNEY DICAMILLO BRIEFED THE COUNCIL ON THE ONE (1) ANTICIPATED LITIGATION CASE. NO REPORTABLE ACTION WAS TAKEN. 1002

13. ADJOURNMENT:

Mayor Cole adjourned the Closed Session at 6:20 p.m.



Hal Cole, Mayor



Susan Alessi, City Clerk

